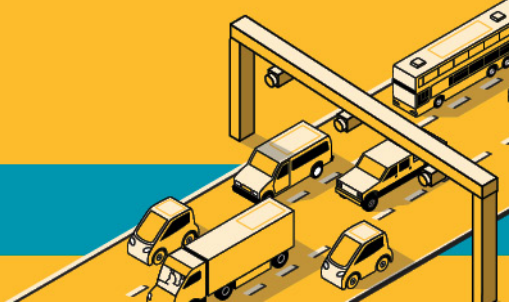


Attachment D Comments Received

D.5 TRANSCRIPT OF SURVEY RESPONSES TO OPEN-ENDED QUESTIONS

I-205 Toll Project

Transcript of Survey Responses



TRANSCRIPT OF SURVEY RESPONSES TO OPEN-ENDED QUESTIONS

Question 2. The community has identified some concerns and opportunities with tolls. Which do you feel is most important to address? (Check all that apply)

Write-in responses:

- Use money to expand highways
- Make the price low enough it doesn't make everyone go to side streets, tell us where the money is going. Put the money back into the area that this effects, will it reduce my property value if I live in the area as no one will want to live by a tolled road
- No tolls. We have high taxes as it is, Many of us on fixed incomes, out of work, and trying to just pay for rent, childcare, food and utilities. WE DO NOT NEED MORE TAXES OR TOLLS.k
- No tolls on 205.
- No tolls
- The solution is pretty simply, build the additional lanes from Stafford to the Bridge, then fix the bridge. However, bulid the lanes now. I pay a tolld with every gallon of I gas I buy now.
- NO MORE TAXES!
- Tăng thêm phí cho người thu nhập thấp !
- Giảm tất ngẽn thì nên mở rộng chứ thu phí ko phải tốt
- Bỏ thu nhập phí đi đường vì thuế đã đóng đủ.
- Lower fees for local trips otherwise this impacts West Linn residents unfairly and not all WL residents are wealthy by any means.
- promote carpool and vanpool use, with HOV or other incentive system
- It's illegal, immoral and unethical to charge everyone to fix your street problems!
- 205 is a major commuter hwy and should not be tolled
- How to assess toll to out of state vehicles?es
- No tolls should be used it will only slow traffic more
- Bad idea. Forget it. Taxes too high already!
- Don't toll every lane.
- 205 is a major commuter hwy and should not be tolled
- Free lanes, and make sure we the people being strong armed into MORE taxes aren't footing the bill for an expensive toll payment system we will likely have to have in our cars.
- class warfare on working people
- Don
- Dont toll at all. Use federal funds and state funds from the bloated and unnecessary Rose Quarter project instead.

- Don't do this.
- risk of data breach for payments
- fix the local streets
- Dont toll at all. Use federal funds and state funds from the bloated and unnecessary Rose Quarter project instead.
- All Tolls go to expanding the freeway system capacity
- Provide an inexpensive option for local residents who must traverse Abernathy Bridge for basic needs such as shopping, medical and government services.
- TOLLS ARE RIDICULOUS
- No tolls. You get enough tax money
- Additional taxation
- Tolls on short use
- I & others professionals will leave businesses in OR. This is not driven by the goal to reduce congestion. This is intended to develop a source of money/income. Even in your explanation it says the "revenue COULD help pay for highway improvement". It doesn't say the money WOULD be used for highway improvements.
- Whatever option is chosen, place it on the ballot, so all Oregonians have a chance to vote on it!
- help people make better choices of where and when they drive (demand management)
- don't penalized Washington drivers for Oregon's funding failures.
- toll only one express lane
- Not put a toll in place due to with a toll in place, now those who wish to not pay the toll will find alternative ways around it causing traffic to now be diverted to side streets and cause more congestion on street that were not built to substane that amount of traffic and also it would cause annoyances to those communities
- Ensuring revenue doesn't get directed to more freeway expansion
- Toll US26 and OR217
- Higher tolls during peak traffic times
- We didn't get to vote on this!!!! No tolls without a vote!!!!
- The public already pays for this road, no tolls should be levied
- Not to toll the bridge
- Provide monthly passes with electronic readers like SoCal.
- Alternatives to tolls
- Don't implement tolls!
- When will the toll program expire?
- NO TO TOLLS!!
- Local resident discount?
- Stop subsidizing population segments. Cost should be distributed to all drivers. No subsidies, no incentives.
- Provide an end. Dont make this like the Tobin Bridge in Boston. It collected tolls to build it twice.
- minimize the impact of tolls on local businesses that will ultimately pass on the cost of transportation onto consumers

- Should not toll the roads that already exist
- This is the only main route to get anywhere away from my home. I feel like residents who have to drive on it to get anywhere should be exempt. I understand rolling commuters but for example, to get to my dad's house in Oregon City, I have to get on 205 for a short distance. I don't think I should have to pay to leave my neighborhood.
- To be fair to WA residents that already pay OR income tax more equitable
- Already excessive taxing by gas, DMV, and all.
- I think tolls are a very bad idea and, I would drive extra miles to avoid them which is bad for greenhouse gasses.
- This is a joke tolls on a freeway already paid for it's just another way to get money from the people
- Terrible idea that hurts everyone and helps no one but government pet projects. I can't afford it to get to work NO TOLLS!!
- Add lanes from I-5 to Abernethy Bridge
- Just say no to tolls!!!!!!
- This would make it unaffordable for me to get to work.
- Another stupid idea
- No! Just no!
- Non-road expenditure
- Make more lanes on highway so it moves and drivers choose to use it.
- Financial impact to everyone who travels will be a problem.
- No tolls - Fix roads. The 205 bridge was built without tolls. Figure it out.
- No tolls for I-205 period!
- For people who live in Gladstone we are very limited in alternative ways to get to certain destinations.
- privacy considerations
- This current time isn't a good time to discuss this.
- I have already paid for 205 several times. You should have made 205 4 or 5 lanes last time you worked on it
- Too expensive to afford to do everyday. It is just a mandatory taxation to get to work. No alternative service through here.
- Reduce greenhouse gas emissions
- Make adding lanes a priority over mass transit
- I am concerned that prices will be too high, will only go up over time, and the cost of implementation will be a waste of public resources.
- NO tolls!
- You asked, we said no
- Cost
- DONT FUCKING CHARGE US!!
- NO TOLLS, PERIOD!
- Environmental impact - Reduce vehicle miles traveled in the area
- NO TOLLS IN OREGON
- NO TOLLS ON OREGON ROADS

- Privately fund a toll expressway and stop making people pay twice for a road they already pay for.
- We do not want tolls because they would unevenly impact washington drivers who work in Oregon
- No. No. No tolls
- Just don't do this! You're going to ruin local traffic in West Linn and Oregon City, and push much more traffic onto the tiny and hazardous OC bridge.
- Make sure revenue is actually used to repair and update I-205 and arterial routes that will no doubt see a HUGE increase in use.
- No tolls
- I do not support tolling
- Westside Bypass (I-605)
- No where else in your life have you been required to pay twice for something. We have as a community, paid for all road construction through taxes and gasoline.
- Do not institute a toll
- No toll should be paid through gas tax or cutting government employees
- No tolls.we already pay for roads via fax and other taxes.
- Opposed in every way
- Defund ODOT
- We are already taxed, why tax ya more!!
- No tolls on a highway I already pay pay taxes for!
- No tolls
- More surface street traffic
- This is another ways for state to rip people off.
- decrease total car travel, greenhouse gas emissions, and other air pollution
- Cost
- I don't like the idea of paying for this.
- I don't support tolling I205.
- Stop in migration!
- Other routes can't handle it
- Come up with a better idea. Having a toll road is a horrible idea.
- Don't toll the roads and stop raising taxes. Learn how to be responsible with the money you've already taken
- Are you insane? I-5 & Hwy 217 have awful traffic. Why are you expecting West Linn residents to suffer for your shortsighted plan???
- Exempt the elderly especially those that have lived in Oregon city for over 30 years
- I do not support Toll Roads at all. We need to just raise our Reg. Fees. Also cut back on programs that do not focus on our roads; like bike paths and Tri Met hardly anyone uses those options. Please listen and stop all Toll Roads in Oregon.
- Please don't toll.
- Tolls will ad an unwanted cost to drive to work.
- Putting a toll on I-205 a really bad idea, especially for 2020 with the economy as disrupted as it is now. It's only going to cause more people to use backroads.

- You should not be tolling roads that have been free and should be free.
- Isn't it already too expensive to live in Oregon? We are struggling small business owners and barely make ends meet. We live in Oregon City and have a business in Lake Oswego, and tolling our commute will cause hardship to our family
- Impact on people who live on the alternate routes people will take to avoid the tolls.
- What's to stop Portland from just making more choo choo trains which is stupid.
- Toll Washingtonians crossing the Columbia 1st!
- Since no matter what we think you are going to make us pay tolls, guarantee that the funds will be guaranteed to 100% go to road improvement! This includes additional lanes that are "free" and or new "toll only" roads that will eventually allow the rest of us, meaning most of us, who cannot afford tolls, to have OUR lanes back! Also require that there will be repairs guaranteed to the side roads where much Travis will be diverted cause we won't give the government more play money!!! Toll the Washingtonians who don't pay taxes here already!
- Use current transportation funds for transportation. No new income needed.
- Patients who visit hospitals would be penalized with tolls for going to appointments. I'm just thinking how when I was pregnant and high risk I had to choose Meridian Park. This would be adding a financial burden to people who are just trying to make wise choices. I think blocking 205 with tolls cuts off the east side from better healthcare and services. It seems like it's a micro aggression to keep the poor side out of the west communities.
- Make sure the local residents are not impacted. Local roads will become more congested as people find a way around the tolls.
- I don't believe we should pay a toll for a road we are already taxed on. If there is a toll installed, I will be forced to quit my job.
- Put in more lanes. Improve the roads to meet the growing population. Tolling will not do anything except take more money out of the hands of the working class.
- I don't think Portland or Oregon should put a toll on an interstate highway that is already paid for. If you want to make a new highway and toll that is fine.
- Don't toll a highway we paid for already and maintain with gas tax.
- I would be forced to take a slower route
- you're wrong tolls just slow down speed and increase cost to everyone Fact is Oregon needs NEW roads in valley
- Charge out of state cars used to come to OR to shop without sales tax. They pay nothing to maintain ANY roads
- không ủng hộ
- I'm completely against a toll for using I-205 near West Linn
- No tolls. Tax the rich. Increase public transit and make it free.
- No tolls or new taxes. This should've been an option to pick from. You're sending out a rigged survey already. How can I believe you're interested in feedback when send surveys like this
- Minimize impact on those in the immediate area of the toll station so locals are not tolled multiple times for short trips around their area
- We don't need tolls, this is Oregon

- Surface congestion to avoid this section of 205 is already terrible! A toll system will make it even worse.
- This is an inappropriate use of tolling
- What about those of us who live by the toll corridor? Seems we will be negatively impacted and charged more for other people's shortcut. Or our neighborhood streets will be filled with people trying to get around it and the neighborhood roads are already crowded.
- Why punish the people who have to use that road to go to work . I think most can agree Oregon taxes us enough .
- Money has been allocated for highway improvement but instead of using it for highways it's used for bike trails and mass transit. Years ago I learned that 64% of Oregon transportation taxes are used on something only 1% of the population uses: mass transit. Put that money where it will benefit the most users: on the highways where it's intended!!
- This is wrong! We are already taxed to pay for roads. I do not want to pay additional money to bring my son to school each day. Also, I noticed you are only tolling the southern half of 205. Why are you putting most of the burden on Clackamas County residents?? This is not a fair taxation. The people who live in the area will have no options but to pay your taxes. The route through the back roads in this area is a maze and not able to support heavy traffic.
- Tolls are another tax and unwelcome In Oregon
- No tolls
- NO TOLLS!
- No where else in your life have you been required to pay twice for something. We have as a community, paid for all road construction through taxes and gasoline. Now you are requiring the community to pay again. In all your directions on this survey you do not spell out what is obvious. You have already decided to toll. Nothing we say will change that.
- Let it go to the state funds only to build and maintain roads
- Not to have a toll.
- NO TOLLS!!!!!!
- Make tolls free or less for people who live near the tolls , and have no choice but to oay.
- Can't afford tolls
- Only add toll if taxes will be reduced
- No toll you have gotten all the money you need but you waste it on special projects and forget the basic need to fix what you have before you start something else.
- No toll
- Puts an undeserved burden on middle class
- No toll we already pay taxes for roads, you are double dipping on oregon residents
- No tolls please. This is Oregon.
- Tolling should be reserved for new shortcuts, not major arteries. Most cities have many major interstates to get around the city. In Portland you can go through downtown or go around. Most who go around live in those communities. You are essentially taxing people for living near Portland. This is a jerk move ODOT. You suck. As a tax payer, I will never vote in favor of a single bond you propose ever again if this goes through.

- Don't waist money! Over spending and mismanagement of funds should result in people losing their jobs!
- None Metro drivers do not pay toll.
- Hell no, we have paid for the roads once already, we pay gas taxes to maintain those roads, and when they need expansion we are told no.
- You already tax the roads, stop stealing our money
- Make sure the tolls go to actual roads since we've already paid for the interstate AND we pay gas tax for the roads as it is. Stop taxing everything you can get your grubby hands into. I'm positive this will do ZERO to improve the roads.
- NO TOLL!!!
- No tolls. Oregon collects enough taxes to enact any changes and maintenance needed. If Oregon has run out of
- Does it end , don't like the gov knowing your every move along the whole freeway
- Shove it up ya ass
- I already pay to be able to use this road.
- No tolls! We already paid for these roads and now you want us to pay for them again? Our government needs to learn how to manage the state funds better rather than just keep taking from it's citizens.
- Tolls are theft.
- Don't toll. Period. We already pay taxes on roads. It's ANOTHER tax. And more money that you will piss away with little or no return to the taxpayer. Here's a thought: use the money you ALREADY get, spend it better, and figure out how to do your job better. You already take too much and do too little with it. This will fix nothing, but it'll sure make the state a lot of money. Sick of it.
- This penalizes food delivery drivers, lime myself, who frequently deliver back and forth across the river.
- NO TO A NEW TAX. Yes, this is a tax. Don't do it.
- You say it will adjust people's time or route, duh, now your surface streets will become more congested because no one wants to pay extra money to travel. You already make enough, you just don't spend it wisely.
- Expand hwy infrastructure to keep up with population rise.
- Traffic on alternate roads will increase and create new or exacerbate current problems. These need to be addressed prior to adding tolls not after.
- Or, not charge a toll that was not approved by voters...
- More roads!!!!
- Don't put any tolls on the roads
- roads in Oregon should NOT HAVE TOLL (TAXES) applied to them!
- Adding more lanes.
- There is no alternative highway to use... you don't have a right to toll unless people have another option
- We already paid for this road you dirty thieves
- Not exist.

- Stop your corruption. Stop being greedy public servants. Stop wasting money. Have allegiance to your community, state, and country.
- Toll roads steal money from hard working Oregonians!
- Don't toll a road that has no realistic alternatives for commuting.
- Don't care. Won't pay it - no matter how far I have to go out of my way. This mismanaged sorry excuse for a state is fiscally incompetent and dishonest. Can't wait to see Whoregon shrinking in my rear-view mirror..
- The cost is too high and will create heavy diversion traffic clogging up our rural roads and side streets
- Spend the money that you already get more wisely and stop finding ways to get more from us
- Don't do it! No tolls.
- Don't toll I205
- Keep ALL roadways FREE to ALL.
- Fuck your tolls
- I'll walk and it's faster!
- No Tolls!
- Fuck you
- This is just another way to screw Oregonians. Businesses that do more business in Washington will just just move there.
- Dont do it until pandemic is over people. Are hurting enough
- Don't have a toll
- Take your revenue pirating scheme and shove it all the way up your tyrant asses. We pay through the fucking nose in fuel taxes to find these roads sufficiently yet you revenue pirates just want more and more. FUCK YOUR TOLLS AND FUCK YOU!! I hope someone drives a fuel tanker through them Marvin Heemeyer style!
- Exempt commercial vehicles
- It's wrong, I don't want tolls.
- Stupid shit of a idea
- bad impact on the poor and low income
- Build more roads, people have to get to work. It's that simple. More lanes on 205.
- A toll on 40 year old existing highway to gain general funds is a CRIM against Oregon's citizens.federal
- You want to reduce traffic? STOP allowing and cramming in housing in every square in China you can! It's insane, and INFURIATING, that development has been allowed out of control, and now you want us to pay for roads we already paid for? Utter bullshit.
- NO TOLLS, MAKE USE OF HWY TAXES!!!
- There are other resources already implemented for the roads , where has all of that money gone to? No to toll booths it is ridiculous for us to pay to drive on the roads that we have already paid taxes to keep them maintained
- Stop ruining Oregon roadways. NO TOLLS!!!
- You have taken enough of our money and taxed us to death. Beware as you now have crossed a line of no return and you will pay the consequences as I have seen this before.

- Quit buying newing equipment every year that you don't need and put that money back into the roads and quit trying to steal more money
- Not doing it at all and doing something better with housing and the homeless. Its that simple
- NO TOLLS
- Quit wasting money...we already paid for these roads we dont need a toll
- I-205 Toll Project if implemented would just be the beginning of a new 'call it another name' tax
- No tolls. The federal government pays for interstate roadways
- I don't think anyone should have to pay toll for a road that was already funded with taxes. This would cause more traffic than there already is.
- Do NOT put in a Toll! No one wants it! Just politicians.
- Tolls are a horrible idea
- The obvious money grab by a tyrannical state.
- Do not toll. These are already tuff economic times and Oregonians cannot afford yet another costs.
- Do not toll roads we have already paid for and continue to pay to maintain. Add additional lanes and toll them only.
- This is ridiculous and the majority of people can not afford this
- No toll!
- I dont like the idea of toll roads. I already pay plenty of tax money that gets pissed down the toilet by the state and i dont trust that it wont happen with this money too.
- Use the outrageous amount of taxes you already steal from us.
- No tolls
- Refer this new "tax" to the voters which is in the Oregon constitution
- Jusy another way to squeeze money out of people since brown cant buget
- Don't do it, already pay enough taxes.for this stuff
- Money Grab
- Gas tax and property taxes already pay for roads you are just raising taxes. Not my idea of a good thing
- I do not want a toll in this location, this is absurd.
- We don't need a toll road
- another tax on people who are already taxed to death!
- Absolutely not! No tolls please
- Make sure revenue is used to decrease congestion and improve highway safety
- I205 Needs More Lanes.
- NO TOLLS
- It would take money from our already struggling budget.
- Give federal funding for this road way back to the federal government and people who pay road tax in Oregon
- Massive delays
- NO TOLLS, NO NEW TAXES
- Cause me to stay home

- No Toll!
- The revenue will be diverted or used to offset other transportation revenue and will not provide any of the "benefits" outlined in the project!
- Not have a toll. If you do use all monies on road construction and maintenance. Quit wasting money. Too many taxes already.
- This is a stupid idea. We all know the money will go in the government's pocket and not be used for anything useful
- Stop taxing us to death
- NO TOLLS!, We're taxed enough as it is.
- This feels like a tax directly on West Linn residents who already pay very high taxes and have no other access to a different freeway. We will also be the ones suffering with more traffic through our neighborhoods. Seems only fair to give West Linn residents a pass on the toll.
- NO
- no tolls
- we have road tax and gas tax for a reason don't toll the road.
- To not charge me extra money because you can't afford stuff.
- The community does NOT want tolls!
- Take tolls to the voters
- Cancel this stupid project, you lie, you are already putting in the toll stations
- TOLLS = TAXES! NO TOLLS!
- Don't tax those on fixed income
- STOP TAXING US.
- No Tolls!!! 😡
- Would cost me more time and money because rather than pay the tolls I would travel through on 5 and be stuck in even worse traffic
- I am very low income, and having to pay tolls every day to drive would be a significant hardship. Why don't you people ever think of the low income people. Just like with this whole corona thing people on unemployment get an extra \$2400! A month you do nothing to help the people out on Social Security whose costs have risen extremely high. Think about it!
- Don't toll. Put the funds into fixing the roads and making more roads.
- Utilize funds on the roads and not public transportation.
- Highway robbery
- No tolls!
- Stafford/Mountain/Schaeffer/Pete's Mountain/Willamette Falls are already used far more than they should be by people looking to avoid 205. They drive way too fast and carelessly on these residential and rural road. Adding tolls to 205 will make things far worse.
- WE already pay for this no bloody more, just stop it.
- transit, bicycles and walking is not an option for most. If I would have to take a bus/train to work it would take over 1.5 hours. That is not an acceptable option.
- freedom to travel
- widening the freeway

- No toll. Do not impede commerce. Make Oregon affordable
- NO TOLL ROADS!
- I'll use other routes because I don't have the resources for this
- NO TOLLS.
- You already get money for roads. There should not be a toll for any reason.
- no tolls
- Ensure revenue is ONLY used for maintenance and improvements to tolled section of highways and NOT diverted to other government accounts.
- No tolls
- I want this measure to go onto a ballot.
- Stop charging DEQ and then adding more costs, your slaughtering Oregonians.
- Against tolls. Already taxed for them. The money is not spend to improve road for driving but social concerns a few decide upon.
- minimize impact on seniors (55 + over) & retirees
- Way for the government to get money from us because they can't manage what they have. Will make traffic on i5 worse due to everyone avoiding the toll
- Tolls should be for express lanes only.
- The last thing we need is a toll riad
- NO TOLLS EVER!!!
- Toll all new lanes that you are adding.
- No TOLLS
- Tolling is not legal on federal interstates that have already been paid for with tax dollars
- No tolls. Period.
- Bad idea for tolls gonna have another "protesting community"
- Government money grab!
- Free access for locals crossing Abernathey Bridge only
- If the tolls are collected they MUST be used for 205 ONLY!!!
- I believe it is illegal to toll a finished highway, unless the purpose is to physically improve the road. I was a West Linn Police officer & can tell you spill off onto city streets is already a night mare. Tolling will at leas double that.
- zit is a regressive tax, negatively impacting everyone. but especially those least able to afford it.
- Use the money to build new freeways not for useless mass transit and bike lanes.
- Revise the use of existing funds. We provide medical transportation for medicaid members and others and the cost will simply overburden us with yet more taxes? How is Trimet impacted by this idea of tolls? Those of us in the private sector that provide transportation should receive the same benefits, exemptions, and considerations.
- Use it to improve the hwy. Widen it to 6 lanes, then we could see that he money is truly being used for improvement,
- No extra tolls, we're struggling to afford to live in Portland as it is!
- Tolls collected must not be spent on anything but the toll section of 205
- Manage your current funds better. We are already taxed beyond belief.

- This project seems designed to target higher income residents of the West Linn/Lake Oswego area. Residents in this area pay taxes like everyone else that should be used to improve congestion. Local roads are already congested. This will make traffic WORSE because local roads are not built to handle current volumes. This is just a money making scheme that does not actually help congestion or local residents.
- Use it to improve the hwy. Widen it to 6 lanes, then we could see that the money is truly being used for improvement,
- Better use of present money
- Another tax ☹ Money grab.
- Tolls hurt working people, discussing the possibility of tolls at one of the most difficult economic times in US history is totally insensitive.
- Must be revenue neutral, otherwise money-grubbing politicians will kill any hope for real traffic relief.
- Do not add tolls to a federal interstate
- Commercial Drivers that use this road would be severely impacted. They already pay exorbitant road use tax.
- No tolls!!!
- "Revenue" is the key word. Just the state finding new ways to get more taxes.
- FIX tTHE ROAD
- Make sure revenue is used to improve car travel for those paying the toll, not just bicycles and transit.
- Find an alternative to tolls
- Make sure revenue is used to improve access and commute time.
- Worst idea!
- Widen the freeway!
- +++Cost of living in the area, driving lower income people out.
- see below
- We have already paid for the roads and highways you cannot taxes twice. It is a limitation of our freedom of travel buy economic restraint. How many of you will get stickers allowing you to pass for free while the rest of us pay?. Are gas taxes pay for this road already. If there's one thing I've learned is the amount of fake spending restraint wall blowing extreme amounts of money in the government. And I don't mean new stories I mean personally.
- Increased pollution with more cars driving on I205
- Ensure local communities can provide resources - I drive 60 miles round-trip weekly to access medical care that is unavailable any closer.
- The only reason for a toll road should be to pay for a new road. Once the road construction is paid for the toll should go away. Toll will NOT eliminate traffic.
- Residents who are forced to use those toll roads. I use 205 as access point from 213 in Oregon City. A toll on 205 would push all that traffic through a single lane road to avoid fees
- So you are telling me that the fuel tax is supposed to be used to build and repair/Replace roadways. With more vehicles, how is that you can have less funds to build these roads to

support the traffic? How many children's lives are you on with being killed due to people bypassing the tollways?

- Unless ODOT can make the Abernathy Bridge a dbl decker the traffic problem cannot be solved. Tolls only exacerbates the problem
- Avoid 295
- enforced carpool lanes
- Make Vancouver Wa paid when the come to Oregon. They not paid anything. We are paid Oregon taxes and now paid more
- I-205 really makes it difficult for bicycle or walking options. We need to somehow encourage these too
- NO TOLLS!!
- Make better use of my tax dollars.
- No Tolls period!!!!
- minimize financial burden on local residents who must use I- 205 for everything from gas to groceries.
- IS NOT NECESSARY!!!
- No toll on existing highways
- Make sure revenue is used to achieve the goal of the project: expand to three lanes and provide seismic upgrades.
- Add a third lane to I205!!!!
- No to tolling.
- Don't impose a toll anywhere
- Expense to companies in addition to Oregon Mileage we already pay.
- NO TOLLS!!!!!!
- No tolls on my ROADS
- Reduce traffic congestion in Gladstone, Oregon City and Canby
- Road is paid for absolutely no tolls. Registration gas taxes and county road fees have all increased.
- I pay over \$200 per can registered now in Clackamas County (for road/highways). Forget ANY TOLLS on Clackamas County residents. We pay too much now.
- Make sure revenue is used for improvements within the toll area.
- Should be free for local residents
- All alternatives are TOLL! There is no other option being considered
- privacy
- Shove your tolls up your ass.
- No Tolls!
- It's a money grab to place tolls on public freeways. Only privately owned freeways should have the option to toll.
- Toll Credits for retirees!
- The road we live on will become I-205. Extremely disappointed and devastated
- Nickel and diming driver's for a freeway that's already paid for.
- Can't afford to drive on roads that I've paid for. Unfair for those who drive a lot to make a living.

- Completely oppose tolling, which creates economic burden by collecting monies that will be misdirected and not improve driving
- I am not for toll roads
- Fire the people who think tolls are a good idea.
- Huge cost to locals.
- Widen the freeway
- Don't have tolls. Roads are paid by gas tax already. Shouldn't have to pay again.
- Provide a way to pay tolls that does not involve giving a government entity arbitrary access to my bank account.
- We are already taxed for public roads!
- Use the already high Oregon income taxes for road repairs and stop trying to find new ways to squeeze out the middle class
- Our interstates and bridges are falling apart. Toll revenue must be dedicated to interstate/bridge improvement and investments, not transit or other pet projects.
- add more lanes
- Don't do tolls at all.
- Reduce VMT!
- Listen to We the People... who say NO TOLLS
- We shouldn't have to pay to drive in our own town!!!!
- Using the taxes you already get to reduce congestion
- Don't toll roads that are bought and paid for!
- How about not rolling I-205 at all and reallocating tax dollars already paid by Oregonians to fund a I-205 enhancement project. Tolling doesn't solve anything except put additional financial strain on families already hurting from COVID-19 pandemic. We're taxed already on the roads we drive on don't tax us MORE then continue to waste the money.
- Don't even THINK about tolling this area.
- This would impact middle to low income families so hard. I already spend 250 on gas driving to work alone each week, not including regular maintenance on my vehicle, this could potentially cause major financial strain. We already pay so much in gas and road taxes why is more needed.
- No new taxes. ☹️
- No Tolls, properly fix the problem.
- use the money to expand ROADS, not alternative transportation choices.
- Stop this nonsense.
- Taxpayers already paid for this road.
- We do not want tolls. People need to get to work. Gas tax should be paying for the roads. Time to look at payroll at ODOT.
- Am low income
- Don't put in a toll booth
- This is a bad idea. No toll on that road. Filling that route is going to make my route to work on 43 much more congested. Please don't do this to the community of West Linn.
- By tolling it will cause those with tight budgets to get even tighter. And will surely cause more accidents by having sudden stops on the highway when people are travelling 55 plus

mph. The increase in congestion will cause stop and go traffic to become highly uncontrolled which will cause even larger backups, which could lead to many more accidents. motorcyclist number one cause of death is by being rear ended which the tolls will directly increase.

- The fact that tolls will exacerbate traffic issues listed above.
- Taxing a road to use the money elsewhere should be a crime.
- Nothing. You are criminals
- I feel it will cause people to use alternate roads that are not equipped for the additional traffic. This would create a burden on people who are already struggling to pay rent, buy gas, food, etc. Bad timing!
- It would make me NEVER use those roads.
- That the roads already paid for and tolls will just keep lining your money grubbing pockets to misuse on other stupid things like reader boards that do nothing but distract drivers
- Impact to residents in West Linn and Oregon City where there isn't any public transportation available.
- NO TOLLS
- No additional costs.
- Tolls are BS on a US Interstate & ESPECIALLY one that is paid for!!!
- None. No toll. No new taxes.
- Too much trouble for infrequent travers, visitors
- toll-free we already paid for this road
- I don't want the toll.
- How can you charge to drive on a public roadway???
- We already pay for the roads
- No damned toll!
- Too many Californians.
- No tolls on freeway
- None, I am against tolls
- None
- Do not toll existing roadways
- Xin đừng làm những chuyện không nên làm
- Expand capacity on 205
- Fuck off
- No fracking tolls!!
- Keep the toll one price regardless for time of day
- We don't want tolls
- Don't toll. Period.
- Do not add tolls at all.
- NO TOLLS!
- Stop with the fundraising already!!!!
- No toll
- Don't have money grabbing tolls we have already paid for our roads. We pay taxes bonds and all you want to do is grab more money that we don't have. What do you use the dmv

money for? Why are we taxed. It is just a money grabbing scheme. If you thought this was do great of a idea why wasn't voted on. Do you have a oversight committee or is this something else that will go into a pocket some where and not be used for the things you plan. What do you do with the money receive now or does it just disappear just like the money that was to be used for unemployment or how about the money that was sent to Oregon for all the counties but was given only to three. This is a bunch of garbage. Taxation with out representation and against the Oregon constitution.

- Don't toll... no more taxes
- Dont do it
- Don't toll and use the damn money I pay in state taxes and gas taxes to widened the freeway. Stop trying to add to the tax burden of our citizens.
- Provide toll funds ONLY to improve this stretch of highway. Do not steal from this fund for other "projects"
- We are taxed enough. Stop spending our transportation dollars on light rail
- Abandon the tolling model and manage your existing funds better!
- Make the tolls electronic so as not to impede traffic flow
- This is BS and will tax the poor
- Do not implement tolls, period.
- I can't afford it.
- No toll no new tax
- Need to identify another option. Nothing good bere
- freedom from cost and privacy restrictions while traveling on public roads
- Tolls on a road that currently does not have one do not make sense
- Don't toll all lanes
- Minimize the impact on all people not just low income.
- Make sure tolls go to improve 205
- Make road users pay for roads
- It is just more taxes. That will hurt the poor, and not effect the traffic at all. Its unjust we where told 205 would not be tolled when it was built. Odot needs to learn how to handle the money the get not just make a new tax for the hell of it.
- No tolls
- No tolls!
- This would be a huge negative impact for those traveling daily for jobs, etc. I dont travel as much as I use to on I205 but that could change this would make it hard to affors to travel for appts, jobs, going anywhere
- Tolls assessed by usage are more equitable than taxation to all
- Tolling one of two options to travel north and south will do nothing but move congestion to areas. How about develop other travel options? None of us actually believe that the tolls will go back into interstate infrastructure anyways.
- Not tolling the only access across the river
- don't waste your time - tolling doesn't work for anything but to raise money for government and place more burden on taxpayers. If you want to reduce congestion, do what the states that have effective transportation and build bigger/better roads with more lanes

- No tolls should be imposed. Taxes already are high on Oregon and should be used more wisely to provide the necessary funding. For changes. The Oregon government continues to add taxes in every facet because they didn't get their sales tax.
- Ensure the toll revenues are only used to improve traffic flow in the areas tolled.
- This is BS, you already get my taxes for road concerns
- Traffic patterns will not return to usual - work from home isn't going away post-COVID
- Just another tax, on what we are already taxed on.
- Just another tax, on what we are already taxed on.
- What happens to the people that live in Oregon city? Do they pay too?
- Bad idea. Obviously this is all about commerce. This will be very high impact on side streets, will compromise safety, increase crime, and decrease quality of life for residents near the corridor.
- The incessant efforts of state and local governments to tax the citizens and not make efficient use of the huge amount of funds already paid by the tax payer in numerous taxes that exist.
- Don't utilize tolls as a funding mechanism
- too much grab by government.
- No tolls on I-205
- Not disproportionately impact people that live in Oregon city and West Linn. It is unfair that people that live in these areas in need 205 to commute and have no control over their work hours would be penalized the most.
- Tolls are not equitable, period.
- No tolls!
- no
- I am very unhappy with the idea of tolling 205 as well as 5. I live in West Linn, and if I leave my area, I have to use one or the other to get into town. I live off of Hwy 43, and I already experience great difficulty with traffic when I try to leave my home at many times of the day. This will make it nearly impossible for me to make a left turn out of my street due to traffic increased by people trying to avoid the toll. I really do not like this at all.
- This is a bad idea, and will negatively effect traffic and congestion on the side routes as people avoid the toll route. This will also impact Clackamas businesses, as residents in West Linn, LO, and Tualatin will avoid going North in 205. This will make traffic worse going South as well. , .
- reduce single occupant vehicles
- Ensure no or lesser fee for car pool or higher occupancy
- Disproportionate tolling of WA residents who work in OR and already pay OR taxes
- no toll
- NO TOLLS
- Find a I5, OR217 alternative toll.
- Have a cashless option that works with an already established system such as California's FasTrack or the east coast's E-Z Pass if they plan to expand, or a pay-by-plate for everyone option.
- Kate Brown is crazy so many people I personally know will have many issues with a toll

- Tolls are only for new infrastructure and must have Federal approval or otherwise you're going against the law
- No tolls
- Scrap the whole idea. It is horrible.
- This will cause a lot of traffic through West Linn which I do not think is good for the local residents in the community
- With more and more roles going Virtual and not have to be in an office setting, is congestion going to increase or decrease?
- Tolls on existing roads are a bad idea, Tolls on NEW ROADS would be acceptable
- cost
- No Tolls!
- ODOT will toll Clackamas County. Your Input Needed. THE DIRTY LITTLE SECRET IS, TOLLING IS ILLEGAL, unless approved by the Federal Government and that hasn't happened yet. According to law, tolling is reserved for NEW INFRASTRUCTURE ONLY, not for improvements to existing roadways. A seven mile stretch on I-205 at Stafford to OR Hwy 213 will widen the freeway from 2 to 3 lanes is in the crosshairs. The proposal also includes upgrades to Abernethy Bridge and the eight other I-205 bridges in the project area to sustain earthquakes. ODOT claims they want your input on the projects.
- No Toll System
- Do not make 205 a toll road
- No tolls at all in anyway
- Just leave it be
- Ensure tolls are as low and infrequent as possible
- No tolls
- Driving to school
- Opening the flood gates to toll roads everywhere
- Don't use tolls
- Nothing. No tolls!
- No tolls
- dont charge the people that live in the toll area. they already pay enough in taxes, licensing fees, and property taxes
- Do not do it.
- NO TOLL!!!!
- Applying a toll at the Abernathy bridge would unfairly and grossly-disproportionately tax West Linn resident both in dollars and in the increased traffic it will cause on Hiway 43.
- Affect people income, will create more traffic
- Don't do it -- the middle class is to rich to get public assistance and too poor to afford these money making schemes of ODOT/PBOT. Money management is not your strong suit. Work on a leaner budget like we all have to do right now
- NO TOLLS! ODOT Are Theives!
- This will nit be equitable to families that live in the immediate area. There are no other options for travel
- No illegal tolls!

- I am concerned that tolling is only between Stafford Road and Highway 213. West Linn is right in the middle of this section of I-205 and has been forced to deal with diversion of highway traffic onto our City streets for several years. Tolling will only reinforce this negative diversion of traffic.
- Don't charge for the roads --- we already pay a lot in taxes for transportation and infrastructure. Use the money wisely that you get from all those taxes!
- Do not do any tolls, or make the tolls as low as possible.
- No tolls for roads already paid for!!!
- Drivers will likely exit the freeway for back roads and make those clogged for the neighborhoods along the tolled area.
- Use toll revenue to invest in mass transit and carbon reduction.
- no tolls period!
- Congestion on highway 43 through West Linn and on Stafford road has destroyed roads and increased congestion and travel time for those living in the area. This would send more cars and trucks through one of these routes. Tolling just that section also is an equity issue for residents who live in the area and access the freeway at either location.
- No fkg toll!
- misuse money
- BAD IDEA. Local government should divert funds from PERS which is grossly overfunded; stop adding to the tax burden of those who pay taxes.
- Tolling is illegal unless Federally approved, I don't want it at all
- How about NO TOLLING !
- Tolling is another illegal Kate Brown Tax.
- Address how this negatively impacts people who live in the area that have to cross the river thus use the 205 multiple times a day for daily living. The toll should start at thte 224 and go to the airport so that the drivers that use the route for long distances are tolled, not people who MUST use the 205 just to go to school, work, etc every day.
- more congestion on I5
- Opening the flood gates to toll roads everywhere
- Offer Refunds for senior citizen transportation vehicles.
- increase road capacity
- Fuck Tolls, use your dang money wisely
- Offer Refunds for senior citizen transportation vehicles.
- No goddamned tolls!
- Make sure revenue is used for a third lane both directions
- No tolls
- No toll
- No tolls.
- Decision to make Athey Creek a high school will already create more traffic on Borland and Stanford. This in addition to toll roads is going to create more accidents @nd traffic on roads that were not designed to support that.
- I am not infavor of establishing a road toll structure.

- By far the most important thing is to build more roads with the billions of dollars in taxes we have already paid.
- No tolls
- Tolls punish people who need to use the roads.
- Are these tolls going to be permanent, or just for the duration of paying off the improvement project
- Tolls are a failure to properly tax the citizenry.
- Charge registration fees for bicycles
- No tolls
- No tolls in Oregon. Taxes should be used for the project like the taxes are supposed to. If it's costing more because of poor management, that's not the public's fault. Pay for it with our tax dollars or stop road taxation.
- Every time we turn around someone wants more of our hard earned money , enough is enough .
- Every time we turn around someone wants more of our hard earned money , enough is enough .
- No toll!
- Build a new bridge already it should of happened long ago with all the money the state paid on planning.
- Any tolls MUST fund I-205 improvements, nothing else.
- No tolls!
- Do NOT Toll!!
- Reduce Greenhouse Gas Emissions, Reduce Pollution
- Against this.
- For many people 205 is the only way to get where they're going. The impact this could have on people interested in moving to that area as well as tourism should be deeply considered.
- You people don't spend the funds you get in a useful way as it is. I've seen nothing but wasteful spending in my 30 years in the Portland metro.
- no toll
- Reduce vehicle miles traveled, GHG emissions, and pollution.
- No toll- budget the project better!
- tolls are wrong
- No Tolls
- Oregonian already pay a lot of tax, if the gov wants to collect more money, you should build a brandnew freeway, you should not collect our money for using the freeway that is already exist.
- It would charge me to drive on the roads I already funded with my taxes and other DMV costs.
- No tolls.
- Having lived in Texas the tolling system has gotten out of hand, a missed bill can become more than 100x the price of the toll from administrative fees from the many private companies managing the toll roads. They will suspend your registration and take you to court if you cannot pay the huge fees. Want to make a payment plan? Be prepared to cough

up 20-30% before they will consider it. It's a huge mess and causes huge issues for lower income populations.

- No Toll!
- The tolls will never go away once the stated projects are completed
- No tolls
- don't do it look at seattles mess by tolling the bridges
- No tolls at all. Use the funds already allocated to improve the roads. Everything we are taxed on seems to be for roads and education and neither one get better. Use the money you have and quit stealing our money.
- What about all the back roads, wouldn't they just become more congested to avoid the tolls?
- No tolls on existing roads
- No tolls on existing roads
- Put the toll at a better point - the Columbia River
- WE SHOULD NOT PAY TO DRIVE ON OUR OWN ROADS
- Stop spending our money like idiots in the first place
- Whether we should have tolls at all should be on the ballot.
- The fact that I already pay taxes and don't need to pay more taxes to drive my car
- Don't put a toll up
- I live in west linn and will be taxed multiple times a day just for going to the store or to get gas. Unfairly being charged for traveling a mile from my home.
- privacy
- No tolls at all. We already paid for the road and gas taxes are for improvements.
- This will increase traffic on all side roads. It will take more money out of poor peoples pockets to pay for roads they already paid for with their taxes. Shut this project down!!!!
- THIS IS COMPLETELY UNFAIR TO RESIDENTS OF THE AREA!!!!!!
- Make HWY 43 impossible with traffic
- Completely unfair to local residents who have to pay for this. It will completely mess up the traffic going through our town. It is bad enough right now, I can't even imagine how much worse it will be when people are getting off the freeway to avoid you tolls. I thought we were going to vote on this? What happened to that?!? This is ridiculous.
- I drive this bridge daily, sometimes more than once. I can't afford this toll. My friends and family can not afford this till.
- No toll period
- No 1-205 toll
- Find another way to pay for road upgrades. Tolls will severely impact travel of underprivileged and low incomes families, specifically Black, Brown, Indigenous peoples.
- No tolls AT ALL!
- No 1-205 toll
- Tolling will be a financial burden to ALL West Linn residents. I vehemently oppose this idea! I agree we have a congestion issue on I-205 and widening is the only answer. However, funds should be sought elsewhere.
- Residents of West Linn will be disproportionately affected by the Toll Project, with those unwilling to pay the toll clogging up already clogged residential and other roads, as well as

being the majority users of the highway and paying the majority of the tolls. I use this freeway at least 4 times daily. What possible benefits could outway the disadvantage??

- Not necessary!! Don't u have better and more important matters??OMG!
- Making this stretch of I-205 is a bad idea for so the reasons listed above - it will be an added burden to people who are already struggling - it will cause incredible congestion and traffic nightmares on the alternate routes - people on bicycles will then be competing with cars on rural avenues - the transportation system, that's in place now for historically underserved communities, is not convenient or cost effective. - One change that should be made, in those areas, is to use buses that are an appropriate size for the number of people riding them each trip. There's no need to use a bus that seats 60 (?) people on a route that traditionally has 10 people ride the loop each time. - Use those monies instead of a toll road
- Not toll us, you tax the people enough, find your money somewhere else.
- We are taxed to death and now this? you have to be kidding.
- Unnecessary! You are taxing one of the poorest counties in the metro valley.
- Don't toll
- No tolls, reduce traffic by means of not charging people for what we are already paying for.
- DO NOT TOLL AT ALL!
- Don't do a toll
- This project should be cancelled. We do not need to further ruin the West Linn/Oregon City area by forcing hard-working citizens to find other ways to get where we need to go or pay a new tax. This is wrong.
- Use tolls to reduce the existing subsidization of freeway driving, thus encouraging personal economic decisions that include alternatives to freeway driving.
- NO TOLLS
- do not do this
- Don't do tolls., we pay already
- Cost impact to the tax payer and tolls should be voted on by the people.
- Setting up tolls on 205 is a horrible idea. Do not do this
- No tolls- have the large corporations to pay there share.
- another no service ripoff
- Don't do this. Please. At least don't do it at all hours.
- Stop wasting money on useless stuff!!
- This is unfair to West Linn residents that rely on that stretch of the 205 more than any other city or town in the area. Added to that the extra traffic on side streets and it will have a profoundly negative impact on the West Linn Community. We would pay a higher price than anyone.
- revenue generated should not be used for any other projects.
- Assess costs against those who are causing the problem.
- No Tolls! It's a Tax!
- No tolls
- Revenue for capital & Maintenance of I-205
- Don't toll N side access lane.
- Cost

- No tolls
- Avoid congestion on 43, Don't penalize those residents who live close to I-205 and must use it everyday.
- provide free travel for those of us who live between stafford road and highway 213.
- literally no one wants this. so many people commute through that short area. i can't afford to pay a toll to get to work unless the mining wage gets raised and that's not anytime soon. it's really really really discriminatory towards people with low income. to avoid tolls they have to take a longer route, using more gas and creating more CO2. this isn't what we need and this isn't where we need it. put it on the bridge into washington.
- It would be good if we had some idea how much of a toll you are contemplating. How will this effect those of us who barely scrape by as it is. What about Uber and Lyft drivers who may have to use such routes several times a day and hardly make much money as it is.
- Cost of goods increase and Hwy 99 traffic increase.
- Reduce cost for residents that must use the tolled road to gain access to their home.
- Do Not create Toll Roads- this will increase traffic in the non toll lanes
- Penalizing West Linn,
- We need to mode shift. We need more transit options and we should prioritize using tolls to get people out of their cars BUT they need another option.
- Provide exemptions to West Linn residents.
- Make sure all funds collected go to Abernathy Bridge and this stretch of 205. No funds should be put into the general pool of the state.
- Tolls cause more traffic as drives avoid toll lanes
- Don't like the thought of the department of transportation collecting tolls for congestion, as they will try to increase congestion instead of improving capacity.
- No tolls!!
- This freeway should Not be tolled
- Do not want a toll
- No tolls.....
- Do not want a toll
- No tolls
- No tolls
- Traffic already diverts to my city, it will make it worse.
- No tolls. You are getting enough money. Spend it wisely. Unsafe transit system, criminal wise.
- Improve Truck routes
- There should be NO TOLLS
- There should not be tolls until roads are expanded
- No more taxes.
- Do not put tolls in! That's stupid.
- NO TOLLS!
- Minimize impact to local resident in West Linn who will be taxed simply for leaving their homes

- NO TOLLS !!! Our taxes already paid for the roads and millions more is given to maintain them, each year. If you can't live on the budget you have we need to find people who can. NO TOLLS !!!
- We natives didnt ask for this daily inconvenience traffic jam
- No Tolls ! No one wants tolls !
- Actually reduce congestion.
- Just another tax to feed endless goveeenment greed and waste! No toll roads in Oregon!!! Never!
- Provide toll-free passage for the affected communities for whom even local trips would cost money
- NO TOLLS
- Alternatives to tolls
- I toll roads at all that is why there is a gas tax
- No toll. Put to vote. Just a scam to get more money
- Use revenues already levied through income and fuel taxes
- I oppose tolls in any form. We are NOT the east coast or CA. Stop cramming user fee taxes down our throats and if you can't afford it, don't build it.
- Cancel this idea. This is how I go to work every day. I can't afford more costs
- Instead, this toll will only make it harder and more expensive for working people who must drive and can't just up and change their schedules to get to work. It is a ruse that will transform our roadways, which are supposed to be public goods paid by public dollars, into special pay for play zones, where full access and use will be restricted to the economically privileged of the public who can afford to pay more.
- I live right by the bridge so I fear the tolling will increase traffic on the surface streets immensely. It would also mean that I would have to pay a toll to go less than a mile to the next exit or have to take the arch bridge (which is already backed up) to avoid the toll. It's going to make traffic between Oregon City and West Linn a complete nightmare for those of us (like myself) who make very short trips
- No tolls
- Just another tax !! Don't do it.
- Just another tax.
- NO TOLLS!
- I object to tolls before new lanes being added. Oregon munis and legislatures have an earned distrust in taxing then backing out of commits.
- Just raise taxes for what you need
- We already paid for I-205. Don't even try to make us now pay to drive on it. Fuel taxes and vehicle registration fees have all been implemented and increase under the guise of road maintenance and improvement. Where has that money been going? Will those taxes and fess been discontinued in favor of the tolls?
- Don't toll residents that need to drive this to get ANYwhere.
- There is no other viable route to get across the river and no option for mass transit
- NO TOLLS

- There is congestion because there are not enough lanes, there aren't enough alternative routes to take especially with minimal bridges over Willamette river, a toll would NOT improve congestion and revenue would not go to what is being alleged to help improve roads
- I do not think we should be tolled on existing roads. Toll roads should be a bypass of the current freeways and highways.
- NO TOLLS. REGRESSIVE TAXATION. TAX THE RICH
- 1. A pricing system of \$0 2. why aren't current revenues being used to improve this stretch of road? gas tax, vehicle tax, etc. - that's why they were recently raised, isn't it?
- Making sure ALL money raised is ONLY for expanding 205
- Well I guess we will only go to Oregon to go to the Airport
- Incredibly unfair for west linn residents who will become hostage to having to pay every time they leave their house. NO TOLLS
- 205 tolls should be used to improve 205 only.
- I live in West Linn right off 10th Street; how does affect residents? We can't afford this; extreme hardship for neighbors.
- Additional lanes essential on all Portland area freeways
- DO NOT ADD TOLLS IN OREGON
- Do not toll the freeways
- This will impact the traffic more so than it is. People will avoid the tolls and drive through downtown Oregon City and cause a clusterf**k in Oregon City. People must go to work and you are putting the screws to Oregon City and West Linn especially. This is ridiculous and short sighted to add tolls.
- Don't toll.
- Build more lanes to handle growth and prosperity
- Not toll the road we've already paid for!!
- Don't toll
- Those in West Linn would have an undue burden with option 4 or 5 There should be a reduction in any toll for those that live locally. In addition, why are our taxes already so high we pay for other areas roads. Why are we being tolled?
- The state should be able to find the funds without a toll.
- This is ridiculous.
- That the residents of Oregon City are not unfairly impacted every time they need to go somewhere
- Tolls will not improve traffic, rather they will just pull money out of our bank accounts
- Let the Public vote on the tolls!
- Actually use money for purpose intended
- Do not put toll in Clackamas County at all
- Build new toll lanes and keep existing lanes free and open to the public.
- DO NOT DO THIS
- NO TOLLS. We pay enough already!
- Construct a new lane and took the new lane. We already paid for that highway. OK to charge for something new.

- 1-205 does not have enough room to put in tolls. Adding tolls will increase traffic congestion. I am highly against paying a toll for to go over a bridge that is already paid for. Also, generally when tolls are put in place, you are only charged for crossing 1 way (not both). Also, charging different rates depending on the time of day, is not fair either. When crossing bridges in CA or WA, il was charged a standard rate no matter what time I crossed and only charged for crossing 1 direction. It's not the Portland metro citizens fault that city planners did not put sufficient lanes (3-4 lanes each direction) to handle the traffic. The additional lanes should have been put in 30 years ago. Also, I don't think it would be fair to charge some people a toll and others would not have to based upon their income. If the citizens in the Portland metro area have to pay a toll, the rate needs to be affordable for all to pay (only be charged for one direction). The toll project should be put on the ballot and allow Oregonians to vote on this project.
- People who work there In Oregon should be Exempt- Clark county and camas have done nothing to develop enough working jobs for the population growth and housing booms in this area, forcing people to work in Oregon- bring jobs to Clark county before tiling elegies who must work in Oregon because of poor job market - Clark county was designed as a bedroom community to portland- to now toll those living in Clark county and working in Oregon by county design is bogus and irresponsible.
- Economic development in eastern & sourthern Oregon
- Stop building our roads are in very sad shape and our schools are. Full put road tax into inproveing the roads we have !!!
- Widen I-205
- We already own the road. No on tolls.
- Stop all progress, new businesses, housing
- Do not have tolls on 205
- No toll
- keep it same
- You are not addressing the most important issue Why are yolks necessary ?
- These are not the questions that most of us have regarding tolls. Why are we not utilizing traditional funding of roads?
- No tolls!!!!
- No tolls. Tolls discriminate.
- No Flipping Tolls
- Make due with the funds you have
- Raise cost for uner drivers and shoppers
- I already paid for the damn road
- You're taxing us to death. Stop paying your employees so much. Don't ha w 10 guys on one shovel
- Tolls ae to build roads. Not to further tax people
- No fucking trolls you assholes
- NO TOLLS PERIOD!!!!
- Don't make it a toll for residents who live off the tolled freeway
- I oppose the toll

- Make sure the tolling money is dedicated to road improvements in the areas that are being rolled. No bike paths etc with transportation dollars.
- No tolls
- Tolling 205 would be holding the residents of West Linn hostage unless we pay a ransom to the state for us to leave and enter our homes.
- reduce single-occupancy vehicular travel
- Raise the gas tax to pay for the project, DO NOT create a toll to raise funds
- This is BS! Already pay one of the highest gas taxes in the country
- Diverted traffic
- That Oregon City residents can leave their city without being charged every time they do so
- WE do NOT want TOLL Roads at ALL.
- This punishes locals. I drive to wilsonville to shop and Beaverton on occasion to visit family and this would charge me a TON while driving into Portland has no change. The Portland route to Beaverton is extremely congested and this would only make it worse
- Don't do this
- Wasting more money from tax payers, there is already a tax that has been in place for all the items above. If this goes into affect with those other taxes go away?
- Stop with the cash grab!!!
- Tolls should be illegal!
- Make the pricing system cheaper for those who daily drive this section for commuting. It is easier to stomach higher tolls as an occasional 205-user. Daily drivers need a discounted bundled offer.
- Unfairly tax Oregon Citizens because of poor planning. There are no alternatives to 205 for local traffic.
- No tolls! We've already paid for threads and with the gas tax is SUPPOSED to maintain them. NO TOLLS!!
- transparency/accountability
- Pagar pejae sería un costo excesivo para las personas que transitamos diariamente.
- Tolls are a money grab by corrupt government bureaucrats.
- No toll. Use what you already get from our already high gas taxes.
- Tolling revenue should go towards transit, walking, and biking, not more highways
- Don't have tolls
- No tax
- Dedicate all revenue raised through tolling to 1) transportation investments that reduce driving and carbon emissions (e.g. transit) and 2) necessary transportation system maintenance
- NO TOLL!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- Don't DO IT
- Are you kidding me? It's already a nightmare on regular traffic days! That is going to be a traffic parking lot! You must be out of your mind!!!!
- No toll!
- Don't toll that freeway!
- Do not toll the 205 there!

- NO tolls period in Oregon. NO
- I am against tolls of any kind
- No tolls
- The track record of new fees improving the traffic issues in the Portland metro area is a huge joke. This would just make people use local alternatives at a much higher rate which will make traffic worse in the suburban areas around the proposed toll area.
- No. It's a bad idea. Just tax gas. Poorly conceived plan.
- Why are tolls needed at all
- Stop this now
- Do not add a toll
- Toll only punish low income folks and do nothing to reduce congestion. We pay taxes for roads, so start building them.
- I'm 100% against tolls due to equity issues for struggling families.
- Tolling existing roads to punish drivers and commuters is a major concern. As well mismanagement of funds = registration fees and fuel tax
- It is another TAX. Just when people cannot afford it.
- No tolls in Oregon. This is double taxation. Maintain the bridge through a collaboration with WSDOT to fund and maintain the bridge using tax revenue.
- We don't need it to be more expensive to stay in the area. This makes a further reason that Portland is making it difficult to remain
- No tolls
- None of the above. We already paid for the roads with our taxes. No!
- Make sure revenue generated is used on the road that is tolled, not to support improvements that I-205 drivers don't use.
- Just tax millionaires
- privacy
- STOP TAXING US ANY WHICH WAY YOU CAN. TOLLS WILL MAKE OREGON LESS DESIRABLE TO TOURISTS AND MAKE FOLKS FIND ALTERNATIVE ROUTES OR NOT GO ...
- We are all taxed to death as it is.
- Help widen freeways of
- Help widen and create new freeways.
- Toll pushing MORE traffic on to residential streets. It's already congested on these streets as it is.
- Don't toll at all. It is a tax, pure and simple, and we already pay enough.
- no toll
- zero additional cost to taxpayer
- Don't toll at all. Fund through more effective means specifically from those living in the area.
- Do not impose a toll. This puts an unreasonable onus on West Linn residents who have to use this section of the I-205 to get anywhere.
- No tolls - \$ never goes for road improvements

- I'm very concerned about the increase of traffic growing through our neighborhoods as people try to avoid i205 NOW! With the tolls in place, our neighborhoods will be logjammed.
- NO TOLLS... This is only TEMPORARILY allowed because President tRump waived a long standing law.
- We pay lots in taxes already. NO TOLLS.
- Don't punish locals
- I live in the toll area. If Oregon puts a Toll on I-205 to reduce congestion, the toll should be in place to fund efforts to reduce congestion in the area the toll is collected, not to toll drivers on the 205 corridor to fund other congestion areas.
- Do Not Toll
- Don't charge tolls. It's ridiculous given how expensive everything has gotten.
- Do not punish local residents along the proposed toll route whom have little or no alternative routes to take.
- No Toll
- I do not want my husband and I to pay a toll multiple times a day.
- NO TOLLS
- None.
- I am opposed to tolls but if there are tolls they should only be used to improve I-205 to reduce congestion
- i do not think we need tolls
- Don't toll!
- No tolls.
- dumb
- NO TOLLS
- No Tolls!
- Don't toll people who live on 205, just the people who dont.
- expand 205, truck lane
- no tolls, terrible idea
- Cost and disruption
- build another bridge! The Canby Ferry is not always used but people/commuters from Canby/Charb could benefit from a bridge in the area
- No more bike lanes!!!!!!
- we need more lanes or other roads but not tolled roads
- Don't toll
- NO TOLLS
- Very concerned people will drive on side streets and cause congestion near our neighborhoods!
- Don't toll the roads.
- NO to all of it
- I would be pissed and more grumpy on a daily basis. I already feel like a cash cow in this fucked up world. Last thing I need is to have to pay to use the roads my taxes already paid for.

- Will the toll end repairs are made?
- Rolling is a terrible idea. It will direct traffic to side streets.
- No toll
- Tolls is not the answer. That is an attack on the little people, your constituents!
- Continued air quality & negative climate change impacts
- Don't toll an Oregon freeway
- Waste of money
- Not till actual RESIDENTS because ot will unfairly burden local area residents.
- I prefer a no toll option. Small gas tax
- Do not toll, increase gas tax
- i do not want tolls
- Do not toll, increase gas tax
- Stop paying for the max and build better roads. Subsidize businesses that offer telecommute.
- Don't use tolls
- Don't start collecting the toll until the new bridge/more lanes are in place.
- You say: By charging higher tolls during times when the most people want to travel, drivers who have flexibility in their schedules are more likely to adjust their travel and free up highway space for those who need it most."
- THIS IS RIDICULOUS!!!!!! The amount of people taking the back roads in our neighborhood just to avoid the freeway will be dangerous for our kids!!! This is angering on every level!!!
- Or just no toll
- we want to vote on this
- Revenue used to improve ALL roads! I absolutely opposed a toll! This is Not New England!
- How tolls would affect interstae commerce
- Use revenue for road maintenance
- Don't put Toll in!
- NO TOLLS!!!!!!!!!!!!!!
- WE ALREADY PAY FOR THESE FUCKING ROADS YOU FUCKING CROOKS!!!!!!
- No toll.You overstep
- Don't put the toll burden on the local communities. They should be exempt.
- no tolls
- Close family members that live on the other side..
- Increase mass transit
- Find a different way to raise the money than tolling
- DO NOT ADD TOLLS
- West Linn residents have very little mass transit options. Unless those living along 205 are exempt it's a very unfair disadvantage.
- Do not toll already built freeways. This is outrageous and plan wrong
- Those of us who live locally (in Oregon City) and use this route (all of it) every day. What a disaster both economically and practically. You will roll us to death, and at the same time

make diversions into OC nearly impossible, but we live in there. I don't see how this is positive for us who live locally but drive out (and have been doing this for 20+ years).

- Tolls don't work to reduce traffic. Just ask New York and New Jersey. They are a complicated burden on low-income and marginalized people. This is terrible idea and should be killed off ASAP.
- Exemptions for mandatory work travel to and from Oregon City.
- Use a system other than Tolls
- Tolling impact on my income
- No toll
- Shift road costs as much as possible to those who use and wear out the roadway so you don't have to rely on taxes.
- Not Tolling
- We voted against this, you are not doing what the voters want. I will vote against any politician that supports tolls
- BS just another tax for something the tax payers already paid for. Use the money you get from all the other taxes to complete the projects that need to be done. I don't trust that this additional tax above all the other taxes for the same type of need will be used correctly!
- NO TOLLS
- Don't till it.
- Don't make it a toll road
- I think this city is in need of another bypass fwy opposite I 205. ..ie I 505 and it starts at the merge of 1-5 and hwy 217 but continues West past hwy 26 and makes it way North around Cornelius pass Rd. Cross or goes under the Willamette river and has exits at Rivergate industrial area and continues across or under the Columbia River into Washington around Vancouver lake and merges back w I-5 around the place that I-205 does creating a pseudo metro area N/S bypass loop and saving major truck traffic thru the main 1-5 route thru the city and I propose that a new I 5 crossing includes a local bridge system to cross from N. Portland .Hayden Is and over to Downtown Vancouver to keep the main Freeway Br. clear of as much local traffic as possible ...Enough of the Free ride and expensive street. Improvments for cyclists make them register and pay a yearly fee to help share the costs of the road
- Don't fucking toll at all. Don't do it.
- Unfairly burdens west linn residents. Not equitable
- No toll. We have a gas tax already
- Stop using taxes to build bike paths which remove vehicle travel lanes.
- Toll roads always provide for a quicker route, you do not sit in traffic on a toll road. Can you assure the public the road will be clear of stand still traffic if you implement a toll?
- Minimize impact to all, not just the low income
- It will hurt me financially
- Tolls are unamerican. It won't affect me (I'm rich) but it will negatively effect %90 of Americans tolling freeways makes it harder for poor people to become rich therefore it is also unethical shame on you.
- Do not implement tolling

- stop taxing the working class!!
- This is ridiculous and incredibly ridiculous
- Unfair to pay for a public highway
- Fund PERS
- Make sure revenue is used to provide benefits to those currently using the section of highway being tolled.
- What part of no tolls don't you understand!
- reduce pollution from engines, tires, and brakes. reduce traffic accidents and severity.
- Forget Tolls!!!
- I would drive further or not go at all to avoid Toll.
- No tolls!
- Minimize impact on local residents
- Not tolling Portland Metro residents. Tolls should be placed on I-5 at the Interstate bridge and south of I-205 junction to capture revenue on all the 'pass-through' traffic that adds to resident's congestion.
- The roads are crap
- Make sure it has no or minimal impact on West Linn, Gladstone, and Oregon City residents.
- Use toll for road improvement ONLY
- Keep I205 spotless and homeless free and I'm all for it!!!
- Use the road taxes that you are already collecting and make improvements to the current road. A toll is just another tax that we do not need. Expand the highway without tolls.
- Tolls ONLY for NEW pavement, and NO other purpose. It's unfair to toll a section of highway for which there is no reasonable alternative route.
- DON'T TOLL I-205
- Paying twice for a system we've already paid for seems wrong
- Tolls will move the congestion elsewhere and as time goes on the freeway will again be congested, too.
- Local residents will be unfairly penalized under this plan.
- Do not toll existing roads! Toll new construction only!
- NO tolls. We already have the gas taxes!
- NO TOLLS
- Reduce impact to trucking, shipping and out of state drivers.
- I do not want us to use toll roads as away to get money. I believe it will really hurt our economy. Please stop this idea.
- The money they get for taxes in the gas tax instead of them putting it towards a pension spending on the roads so the bike lanes and railroads we probably wouldn't have to do this shit
- Be transparent about how much toll collection will cost and how much will actually be used for any type of benefit.
- I dot not believe traffic congestion is still an issue with the pandemic; everyone is working from home now

- Tolls are the governments way of taking my of our money. They have been proven to not help traffic and heavily affected low income residents. I am 100% against ANY form or toll in any part of Portland or Oregon!
- Do not put up a toll. This will only hurt low income families more and more
- no tolls
- I am total against tolling I -205 and the war against cars.....
- No tolls for West Linn or Oregon City residents.
- Make sure revenue is used to pay for actual construction costs like was done with the I-5 bridge
- There should be NO Tolling because this will result in massive diversion to the Old Oregon City - West Linn Bridge, with catastrophic negative impacts and this will kill downtown Oregon City.g
- an obvious ploy to raise money to misspend
- Higher tolls for out of state residents; no tolls for those who live in the toll zone or zones where there is no other alternate route
- minimize impacts to communities most affected by tolls
- No toll
- REVENUE ENHANCMENT PLOT
- Climate change
- Dont do it! From Chicago it on causes congestion and widems the \$\$ gap
- Dont do it! From Chicago it on causes congestion and widems the \$\$ gap
- Dont do it! From Chicago it on causes congestion and widems the \$\$ gap
- The people who will list their jobs because they cannot pay for this everyday of the week.
- Consider those who have family caregivers just blocks from the Abernethy bridge while the homes of the children and the caregivers are just blocks away on opposite sides of the bridge.
- The people who will list their jobs because they cannot pay for this everyday of the week.
- No Toll
- To Whom It May Concern: The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents: The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion <https://steelinterstate.org/projects/oregon> + Higher Performance Rail Service for the Oregon State Rail Plan <https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf> Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public? Best Regards, Robinson Foster, Western Affairs Steel Interstate Coalition fosterr@comcast.net call/text 503-781-9339
- ODOT MUST factor into its calculations the Bigger & more comprehensive transportation road map. Portland & Vancouver metro areas have been in a population increase since early 1980's. You must factor into your regional comprehensive transportation plan that bothe Portland & Vancouver city on an expansion marathon do to the popularity of the Morthwest livability Nationwide. How do you deal with this long term. Since the opening both I-205 & I-84 people were joking that both projects where at maximum capacity ; very congested.

- I believe that West Linn residents should be exempt from all toll fees as this will be the most impacted city with negative consequences
- DO NOT TAX ME to use roads I've already paid for and currently pay to maintain just to support the influx of Californians. I propose a license release and vehicle registration fee for transplants.
- Do not toll people!
- No Tolls ! No one wants tolls !
- No Tolls ! No one wants tolls !
- Impact on senior citizens
- FIX THE I5 bridge first.
- No tolls
- We already have taxes to support road improvements. I have a strong opposition to the tolling and believe most if not all community members do as well. Why are you not listening? I have to travel to help take care of ailing parents, and now that will cost me. It doesn't matter what time of day, the road is congested and we need additional lanes and roadways, not tolling.
- Yo vivo en Washington y trabajó en Portland y no tengo opción
- NO TOLLS!
- make non-tolled routes available
- Come up with a solution that does not involve tolls
- No tolls!!
- reducing impact for OREGON RESIDENTS
- No tolls, the state, counties and city's need to get in there head we pay more in fuel tax than most other states.
- Residents of O.C. have little alternative to get out of the city. Toll should be placed before or after but not in area between 213 and 99 ramps
- No toll is acceptable. Current revenue has been used poorly, tolls will adversely affect lower income travelers, and significantly add to traffic congestion throughout West Linn and Oregon City.
- build more lanes, dumbass!!
- Use the tax money we already pay!
- If they're going to toll I-205 then they need to toll I-5. Otherwise you're just pushing traffic (and potential customers, etc) to a different freeway.
- Is OR catching the WA disease? I always liked the way things are done in OR, concerning ecology, zoning, access to waterways, and taxes. On retiring, we stayed in OR because we understand the reason for and don't mind paying taxes. Forget toll roads and just tax me. Keep OR unique!
- Tolls should be used to improve road that is tolled not other areas
- Be required to prove all tolls are used correctly, not from funding of pay increases or other things that would not serve all equally. Maybe, road repair?
- No tolls
- Reduce auto use

- this shouldn't impact nearby residents, that have no choice but to go through this area of I205.
- Tolling these areas is complete BS. Most people using these highways are trying to get to work to pay bills and also get taxed to shit on top of it. Maybe if our government spent money appropriately there would be enough funds to improve the Abernethy bridge and other highway projects.
- Do not add a toll to this bridge it will negatively affect the city of Oregon city and cause congestion on the already congested streets during the day regardless of the time of day
- Don't toll the bridge, add a new bridge for the south metro area closer to the Milwaukie bypass
- Build another bridge between 205 and Sellwood.
- Do not toll! Such a bad idea
- No toll, we pay enough for our roads already!!!
- This is just crazy. It affects the people who have to go to and from work. Oregon tax , tax and now toll.
- Do NOT use tolls to expand highways
- This is just crazy. It affects the people who have to go to and from work. Oregon tax , tax and now toll.
- This is a main east/west travel corridor with no other routes across the river
- Ensure revenue is applied to offsetting costs and/or other transportation needs in the same corridor.
- Fuck tolls. And fuck you assholes. Use gas tax money we already pay. Stop letting PBOT fuck up roads in Portland. Address affordable housing issues. People driving on 205 don't live in housing that got millions of dollars in tax abatements.
- NO Tolls please.
- Willamette will be very adversely effected by tolling.
- increase traffic on Hwy 43
- Increased traffic on side roads and alternate routes as means to avoid tolls
- I've paid my taxes, manage our money better, no tolls! I already try my best not to go into the Portland area and I will stop along with the I spend on visits , that will stop. Raising taxes has to stop! I'm retired, nothing raises my income.
- Toll roads don't easy traffic congestion but cause it
- Adverse impact on Oregon city and west Linn residents
- provide those in the closest communities free passes.
- provide those in closest proximity to tolls a free pass.
- This is not an issue of feelings; it's about beliefs. Rewrite your question and stop fueling emotions! None of these concerns address our current situation living with the complete disruption to life in Oregon with Covid-19. Are you that out of touch? Drop this plan. It is not the time to be tolling I-205.
- Don't do it.
- more costs to consumers more traffic in residential areas doesnt seem like a good plan at all didnt know 205 was that bad I drive it everyday no I do NOT like this or think it is going to solve anything it will cause many issues for the residential areas no no no

- Locals should be excluded from paying
- drop this stupid idea!
- we payed for this hiway already we should not have to pay to use it again and again if you want toll move to the east coast
- absolutely no tolls on any of the metro area roads.
- Think beyond transit. Why not more reliable high-speed rail projects.
- Preserve or enhance freight mobility in the corridor
- Not a good idea,just another money grab
- Do not toll!!!
- Do not toll!!!
- Strongly disagree
- No Tolls!!!!!!
- Eliminate toll for residents of West Linn
- I'm concerned that the money raised will be wasted on Portland Bureaucracy. Portland can not even properly fund its schools, what makes anyone think that they can manage the toll collection and not squander the money?
- Personas de bajos ingresos seran perjudicadas
- DO NOT TOLL WEST LINN RESIDENTS!!! Charge other drivers.
- Yeah please make a toll so there can still be shitty roads and wealthier people not fixing them
- People already use willamette falls drive as a bypass when there is traffic on 205. Tolling 205 will cause gridlock all hours for those of us who live in the willamette area. Please come up with a different solution or leave it the way it is. Our commute will get even longer than it is now.
- Provide frequent daily express bus service on all freeways.
- No tolling!
- No tolling
- Ability to ameliorate traffic in wake of an accident
- Pollution; Willamette's air quality will be horrible
- No toll!
- Stop spending money on this project and plan for something that would really work like a Western by-pass.sa
- No tolls
- No Toll. No. Toll.
- It is only going to increase my monthly expenses. You speak about equity... but you truly just want the residents to pay for the bridge. Have travelers pay for it. Why should I pay money out of my pocket to maintain something for others. Provided residents a lower toll price or even better, no toll. We are being taxed every year for government use. This is citizen abuse. I hope you think about the people that it will affect.
- another money grabbing scheme
- No tolls
- If you toll, do it on a new road, like most states do. Do not toll an existing route because that will cause more hardship than can be imagined

- My taxes already paid for I-205. I do not approve of tolls.
- Improve the roads
- Fundamentally unfair to west Linn residents who will suffer greatly increased street traffic, degradation of our neighborhoods and added costs to venture out of our homes where the 205 is the only reasonable way out of the area
- I will never go to Oregon
- Dont
- NO TOLL ROADS
- NO Tolls anywhere anytime
- Funds gained from the tolls go to road improvements and not funds other projects. For example, Virginia Beach, VA kept tolls on the VA Beach tollway to improve and widen road. When complete and project was paid do, the tolls were removed. The look ar I294 around Chicago. The tolls are still in placemore than 50 years later because theyhave to pay for pensions.
- If federal fund were used, there shouldn't be any tolls. The purpose of bypasses is to lower the traffic through cities not make money. City requiring the bypass should be responsible for the costs.
- pick no toll option
- pick no toll option
- pick no toll option
- only charge truckers, business vehicles, and out of state licenses plates
- no tolls!
- Use some revenue to electrify system
- use revenue to market carpools and vanpools
- Toll system chosen
- tax the people that live in the tri-county area
- Tolls bad idea... place government run casinos on gov. Island and use that for roads and free busing everywhere just scale the casinos and lodging to meet needed income then add a convention center
- Find another way to fix these delusional issues.
- The added financial burden on oregonians who are already so highly taxed as it is
- Que el peaje sea temporal solo para reunir los fondos necesarios
- Tolling is a poor way to manage traffic. Tax payers already paid for these roads and now we are going to hae to pay to use them? Poor management. Challenge yourselves to find a better solution.
- Build more freeways and bridges
- Pay for the improvements.
- no tolls
- keep things as is and quit worryiong so much about low income folks sho will never pay the toll anyway. It should have been built larger from the start. A
- I do NOT in support of a Toll Bridge
- Prevent tolling costs on nearby communities.
- Plan for a limited duration of the tolling.

- No tolls at all.
- When do I get a refund for the already funded I-205? If you want to build a toll road, it should be a new road. Just because the government can't spend money wisely doesn't mean we should have to endure toll roads.
- no reason to toll
- make sure it is used for roads and bridges only
- NO TOLLS
- no toll needed, get rid of dead beat office overhead and you would have plenty of money to improve. e overhead
- Do not put tolls in place
- Constant back and forth and payment each time
- If a toll is a done deal then as close to 100% of the tolls should go for improvements to the tolled roads.
- No Tolls! Zero!
- Do Nothing just maintain
- Tolling 205 is just another tax on Oregonians to raise tax revenue while using the results of decades of negligent state planning as the justification. When will the revenue be enough? Was that 0.1% transit tax enough? Consider taxing EVs that are evading the gas tax.
- Stop jamming this down our throat. No one wants this.
- No toll roads in Oregon!
- reduce greenhouse gas emissions
- The freeway is paid for. Use the fuel tax you now collect for roads not bike path and transit. Let transit pay for itself or go private with it.
- Make it temporary and don't get used to the revenue stream
- Use money to build more roads
- DONT HAVE A FUCKING TOLL
- maximize transportation efficiency
- Tolling will be an unequal burden leading to >Unfair access for people of means leading to stratified use of already paid for roadways. >Elitist freedoms enabling less fettered use of formally equal for all community services. >Unreported use by priveledged government employees excused from paying tolls >A sense of entitlement for toll paying drivers leading to unsafe driving conditions >An invasion of privacy for toll paying enforcemnt through the financial system. >A populace angered by tolling forced upon them without popular assent.
- Why are the current taxes not being used effectively to cover these costs. This hasn't been a problem in the past. Instead of taking more money away from people in an area with ever increasing living costs, there should be ways to make due within the current system.
- Secure alternative, non-tolling sources of funding for this project.
- 100% of the revenue used to improve and expand the road.
- Will not drive on existing roads that we paid for already that you decide to toll
- Business traffic and large semis/work trucks will be impacted and we already pay DOT to maintain roads
- No tolling
- Stop taxing us. NO Tolls

- Hey 43 Is already congested every day from 3 o'clock to 6 o'clock in the Willamette area of West Linn and the regular area West Linn
- No Public Transportation
- no need for tolls. Just expand the freeway
- Find another answer other than tolling for the congestion in this area.
- This has a negative impact for commuters and local residents. Side streets already are impacted with congestion and a toll would further impact that.
- West Linn to OC non-toll on I205
- Horrible increase in congestion on 43 if Tolls are implemented
- Minimize financial impact on local impacted community members.
- There needs to be an exclusion for West Linn residents who, through poor ODOT planning, have very few travel options. We have to take that route and shouldn't be taxed for it via tolls. Totally unfair.
- People who live and work within 5 miles
- This is a tax on west linn residents.
- The economic impact of having to pay tolls will negatively impact the financial well being of my family.
- A lot of traffic also comes from Washington. You could adjust tolls so people reduce commutes by tolling those who live more than 20 miles away from work.
- Charging visitors who are passing through
- You'll be isolating people who live in West Linn. Why don't you toll a different area that doesn't impact a whole city?
- provide no toll pass for local residents
- No tolls in West Linn, I would be tolled to go shopping in my own town.
- Cost impact adding another fee when we already pay taxes, deq,dmv fees for this.
- No Toll !
- NO Tolls
- Do nothing
- I believe the same amount of people will still use I205. It speaks volumes when you can drive by Clackamas Town Center during the work week and the parking lot is full of cars. This was not always the case, but it shows that there are plenty of people who don't use I205 for work commuting like I have for over thirty years. I believe WORK commuters should not have to pay for tolls. Get all the shoppers to pay for it.
- This will destroy the surrounding roadways. It will divert through traffic to I5 (the loop I205 is supposed to help. It will create gridlock on hwy 43 an area that has pedestrian safety issues to begin with. This is a TERRIBLE idea.
- This is idiocy.
- Не делать платные участки, это не решает проблемы пробок. Лучше создать отдел по борьбе с коррупцией в Портланде и Орегоне. Это вернет в казну штата больше средств.
- against toll. will destroy local community especially the low income people who must drive 205. Congestion will go up on surrounding streets and make these impassable at peak hours. It is unfair to all. Find other ways to fund building extra lanes and public transit.

- Да здравствует социализм!!! Сарказм
- ODOT doesn't have a funding problem, it has a spending problem. Tolling is not needed or wanted by Oregonians!!!!
- Provide better public transport options which can drive people for free on tolls
- NO TOLLS - FIGURE IT OUT FROM THE crazy state and federal taxes we pay
- No tolls on existing roads that we have paid for with our taxes.
- unfair burden on local residents
- No tolls
- NO TOLLS - NOT EVER
- Don't do the toll!
- Build enough roads. 205 area residents paid for roads through out the entire state with their taxes. Everyone should now pay for the roads. No tolls anywhere.
- Spend the money ONLY on new/expanded roads
- Will push traffic onto 43. BAD
- Building new or expanding why tax something already built. Oregon has reputation of not use if the funds for intended use!
- Tolling 205 will create huge traffic congestion in West Linn and Oregon City on roads that are already over capacity. Cycle tracks will not reduce this, I live in West Linn and the traffic is already unbearable. This will impact local communities horribly.
- Make sure revenue from the toll is only used on road improvements. This negativity effects drivers
- Often I was Abernethy Bridge as a commuter bridge to avoid clogging up Main St in Oregon City. I fear a charge for basically going over the bridge
- Stupid. Going to make hwy 213 really busy from Molalla to OC. People and truckers are not stupid. Which it already is because of Semi's skipping the weigh stations.
- No tolls
- If tolling then get rid of speed limit... make it the Audubon
- Mix tolling and not tolling
- Must not allow drivers to take side roads through neighborhoods to bypass the toll!
- The 43 will become a parking lot and you box in and punish all WL residents. The old Oregon city bridge will get backed up as well you will hurt WL residents not everyone in WL is a high wage family.
- STOP DO NOT ADD TOLLS
- Those who live in the area and have no other choice should not have to pay to leave their home.
- I don't think there should be tolls. There is the gas tax and other means for revenue.
- No Tolls, Period. It will just create another slush fund, and is not needed.
- wont disproportionately impact the people who live here to benefit those who don't. There are very limited ways to move through Oregon City that are already significantly impacted by disruption on 205. Gridlock will be terrible as people try to avoid yet another new tax.
- NO TOLL ROADS IN OREGON!!
- Tolls at Abernathy could deter consumers from shopping in OC.
- No Tolls

- No tolls period we have enough taxes in gas and in Clackamas county we pay additional money in our 2 year registration for roads. use the money you already have!!
- Disagree with tolling completely.
- Establish begin and end dates, Statute to require all funds to go to project only
- Do not toll
- This will cause traffic diversion onto local streets. Please toll the whole length of I 205.
- получать больше дохода
- Riesgo de privatización de la red pública de carreteras del Estado
- Clackamas County Coordinating Committee letter to ODOT, 8/13/2020
- Expand the freeway
- use tolls for the actual roadways
- Hurt businesses in Oregon City
- Stop the money grab. Why am I paying to drive on roads I've already paid for with taxes. Ridiculous
- This is not a race issue. The tolls will only make people avoid 205 and back up i-5
- Make sure funds are used to improve I-205.
- Keep the poor
- Make sure the money collected is actually used for the purposes given and not diverted to some retirement fund the state can't afford to pay.
- Keep the poor off the freeway yay!!!
- No toll
- Need true and full transparency of where the \$\$ goes and who it goes too.
- Public transportation along this route from Oregon City to Tualatin
- Make sure the tolls remain to serve the drivers who pay them. They shouldn't be used for other projects outside of maintaining and improving that stretch of highway.
- Don't charge anyone who lives in Oregon City and commutes across the river for work!
- NO TOLLING
- Not interested in tolling
- Address your govt stupidity
- No toll
- Third lane each way between Clackamas and Stafford Road.
- Keep price low and fair and make sure funds go to refucing traffic right away.
- Non. I drive this route 4 times a day going over the bridge and so does my wife
- I don't want a toll.
- Taxing the poor to commute to work. Stop trying to force people to walk or bike, it's not going to become the norm and the sooner you can actually pay attention and see that it is not a realistic option,
- Still a very very bad idea!!!
- Charge all these motherfuckers moving here more. Born and raised here and cannot afford to live where I or my wife grew up.
- No toll
- Build a 3rd bridge, im not paying tolls for Oregon
- Don't have them

- This is just one new cost on top of another
- If the state is going to toll I-205, then make sure ALL users pay.
- Utilize existing transit funds prioritizing improving the hwy infrastructure, which is more effective in a suburban sprawl area.
- Keep your stupid fucking Tolls off our roadways that we pay taxes for already
- I would be paying for a freeway that my tax dollars have already paid for.
- Quit taxing people to death. Tolling I-205 is outrageous
- Keeping non fee routes open for businesses that are already struggling because of state and city government decisions on our fees, taxes, and other burdens.
- Stop wasting all the tax money you already receive! Raising prices to continue to live in and around Portland, will drive more and more people away. These roads have already been paid for, and our extremely high gas taxes give you more than enough revenue to maintain, repair and add to them. If you didn't waste \$400 million to not build a new bridge over the Columbia, maybe you could do the jobs your asking for more money for now.
- Create a thru travel way for folks bound to using 205 when traveling from the gorge for trips such as vacation
- Stop the tolls once the project is paid for. Its not fair for,us to foot the bill for the entire state as gas tax revenue decreased
- I hate it Portland has never been known to use this and it will keep people from going to work
- Tolling is taxation. Slippery slope
- Tolls are dumb, this is a bad idea
- This is totally ridiculous. We have already paid for these roads we paid a substantial taxes via gas tax. Our elected officials need to do better. Told him these roads is absolutely unacceptable
- Fire the government workers who tax us to death
- Fuck tolls and fuck you
- Use revenue to add capacity improvements to I-205.
- no toll
- No tolls, build another bridge.
- don't do any tolls
- Tolling a completed and paid for road system is one of the most ridiculous ideas I have ever heard. This is a terrible idea. Give the people what they want and improve and expand the existing roads to better reflect our current and projected population growth.
- Rapid Mass Transit is NON existent in this part of metro. Until this is solved tolling is an undue tax burden on everyone in this area.
- No tolls - we pay enough transportation taxes in the state and local area
- Fuck off, fuck tolls
- Make sure locals can by a single pass for ongoing use
- No Tolls!
- No toll
- Don't add a toll

- No tolling, this is going to destroy the m Oregon city and west linn side streets if you roll near Abernathy bridge.
- increase the capacity of the freeway
- How about use taxes generated by out of state workers, who have no representation to fix the roads. This is what I am continually told that we pay taxes for is the wear and tear of Oregon roads.
- Widen 205 asap
- NO TOLL
- Are you going to toll Rt 99 or Rt 43. Where fo you think folks are going to go?
- It's so the state can get more money. If you want to do that then place the toll on 205 and I-5 and toll the Washington residents, not those trying to get to work in state, supporting their community or trying to go on vacation again spending Oregon dollors in Oregon. It is just another unther the table tax that the state does.
- It is going to jam traffic for miles. Look at Chicago. It's awful.
- Reduced or free for those that live along the tolled road, and ensure side roads don't get clogged and affect local communities
- Tolling is a regressive tax.
- No tolling. Stop wasting money on roundabouts when a traffic light would suffice. There is zero public support for toll roads. It's interesting that none of your check boxes lists I oppose tolling.
- we already pay taxes for roads, do not double dip into our pockets
- Toll out of state cars more
- Find a less regressive way to tax working families. Shame on odot.
- Only till new routes
- 1) I want to make sure that the people that drive this don't have your solution to tax us forced upon us. 2) I want to ensure that if the people do agree to your plan, that the cost is "equally" shared by all who use I205. No breaks for some and not for all. 3) I'm concerned about local side streets. Have you driven those streets now when it's congested? Human behavior is to drive side streets, sit for hours in their cars burning more fuel to avoid paying a toll, and burning twice the cost of the toll in fuel because we don't want anymore taxes .
- Regressive tax
- Toll would never go away
- Tolls are ridiculous
- Find a less regressive way to tax working families. Shame on odot.
- Decreased business from out of area visitors
- more useless taxes
- No Tolls at all!
- Making sure that those who aren't low income but not well off aren't over looked for any special exceptions to the toll
- what about Washington people clogging the roads
- don't toll me to use a section of road that i have been paying taxes on for the past 35 years. if you want to reduce congestion, add another bridge that would be inline with OR217/Kruse Way that crosses into MilwaukieKru

- Tolling is not the answer expansion of our current system.
- People already can't afford to drive or are working to pay their bills and NOW these same people will have to pay just get to their jobs.
- Keep people on the highways and not push them to the side roads. Tolls will make this even worse than the last 20 years
- Traffic congestion might be improved on the 205, but it will be significantly worse on the roads used by motorists to avoid the freeway. We already have congestion and overuse of West Linn roads that were not built for this volume of traffic and tolling will just make it worse.
- Aesthetics. Preservation or even improvement of the beauty of areas along the Willamette and historic Oregon City should be considered.
- People across the state said NO to this project, yet here you are, planning to tax more, the already heavily taxed Oregonian.
- It is unconstitutional to put tolls on a road that's already been paid for. Especially without putting it up for a vote which you know would be emphatically shot down by the citizens of Oregon. You should all be in jail for corruption.
- Do not put a toll in place. We Oregonians have already paid for this road
- Increase taxes instead of tolling.
- Cost v public good
- NO TOLLS!
- No fucking toll
- There is plenty of ways to reduce congestion without rolling.
- NO TOLL
- Charging us money to use roads that tax money already paid for
- NO TOLLS, THAT FREEWAY IS PAID FOR.
- People will just take other routes which will make it worse than it is now.
- NO, NO, NO TOLLS!!!!!!!!!!
- Creating more congestion and pollution by requiring people to stop for toll booths on 205. And also forcing that congestion off onto neighborhood streets and back roads.
- This is a regressive tax that will hurt the people who can least afford it.
- Address non-resident, employed commuters who pay taxes
- Deincentivize the WA->OR commute, since WA does not want to assist paying for bridges.
- Tolls slow traffic. Don't consider use of tolls.
- YOU FUCKING CROOKS FUCK YOU AND YOUR STUPID FUCKING TOLLS. I CAN'T AFFORD MY CAR MUCH LESS THE FUCKING TOLLS TO GET TO FUCKING WORK YOU STUPID PRICK.
- Nothing. NO TOLLS.
- Do not institute tolls at all.
- Dpm
- Don't do it!
- STOP TAXING THE PEOPLE TO DEATH!
- Short local commutes. Spending of monies
- NO TOLLS--use the tax money you already get.

- Discard the idea of tolling.
- No Tolls
- Tolls will only hurt low income families, while the wealthy will be able to pay for the tolls. This tells me you care more about wealthy being able to drive and get home in a timely manner. This is just another money grab. ODOT already using most of the road tax for bike lanes and mass transit. Why not use road tax money that we already give you and use is for roads for vehicles and not bikes and trains.
- Add an HOV lane
- don't add tolls
- No Tolls
- I will not use it. Will take my CMV to surface streets
- Ask for approval of the voters before putting tolls in you KNOW will not be supported
- maintenance revenue
- Don't do it.
- No toll
- Not affordable
- No toll
- Don't toll. We don't want to be California.
- have truck traffic restricted during peak travel times - the trucks are what tie up the road between 10th street and the bridge
- NO TOLL!!!!!!!!!!!!!!!!!!!!!!
- We paid increase gas taxes to pay for the roads.
- We should NOT have a toll on I205
- We paid increase gas taxes to pay for the roads.
- Too expensive.
- Don't make it a toll road
- Need to Add a third lane from Stafford Road to Abernethy Bridge
- It will make much more use of the Oregon City bridge and cause traffic congestion through downtown Oregon City
- Idiot idea. Charge us for something we already paid for to build.
- Cant afford tolls/more taxes, esp on roadways we've already paid fir
- No Tolls, I can't afford it to get to work
- We are financially burdened already, and this will hurt us more. Car registration fees have almost doubled in the past few years, also causing more of a burden to my family. No tolls!
- DO NOT TOLL I-205!!!!
- The people Voted no on toll roads on i205
- Thought you couldn't toll a road that Federal money was used to build it
- Our tax dollars have paid for the road. You mismanage the tax funds you collect from gas taxes. You do not deserve to collect yet again from the same people you have victimized time and again. NO TOLL!!
- Do not want tolling.

- THIS IS SO STUPID I CANT AFFORD TO PAY TO GET TO WORK AND TO DROP MY BABYS OFF AT A SITTER JUST TO DRIVE THATS OUR FREEDOM ITS LITTERLY A FREEWAY STOP BEING SO STUPID
- No tolls
- NO TOLLS!! Use existing revenue instead
- I do not agree with this tolls should not be put in place.you going to give a pass for drivers who work in Washington or Oregon. But Live in the other state for a discounted rate yearly?
- Not all 205 lanes should be toll lanes. Leave 1-2 lanes as non toll lanes
- Roads and bridges are paid for already. Do not want tolling.
- Tolls is a terrible idea. Spend the taxes you already have more efficiently and add lanes
- Use the money to correct the congestion in Oregon city and West Linn and not for other projects int he state.
- Fuck tolls and Kate Brown
- We do not need a toll
- its a tax .. no taxes
- Do not Toll 205
- No tolls on exsisting roadways.
- tolls are a regressive tax
- DO NOT FUCKING TOLL I-205 you morons!!!!!!
- roads are paid for by taxes and double tax via toll is wrong
- roads are paid for by taxes and double tax via toll is wrong
- I do not support toll. Period. We have as taxpayers paid for this road and the subsequent maintenance. The taxpayers should not be made to pay a toll for government failing to manage funds appropriately.
- The tolls she be put up by the airport to prevent vehicles from bypassing the tolls by using highway 99e
- This is a skewed survey! Your concerns are all tilted. Why are all the "concerns" about surging people and not the flipping tax on those of us who live on 205?
- Don't roll residents who are locked in to using 205 with no reasonable alternatives. It's unfair to those of us who live in this corridor to bear the heaviest burden.
- Don't do this toll! It will ruin traffic. Finds funds elsewhere.
- Don't do this toll! It will ruin traffic. Finds funds elsewhere.
- While I disagree with tolling publicly funded roads, if tolling is out in to effect then ALL revenue from the tolling should be put towards improving our roadways. This includes building new roads and expanding existing roads. Funding should NOT be funneled into light rail expansion.
- NO TOLLS
- Don't do a toll it's going to greatly financially impact me . I have to have My own truck for work since I go out on job sites so I can't use public transportation.
- Our vehicle licensing fees have already doubled, why is THAT revenue not enough?
- Only open road rolling. Eliminates congestion
- why is the only solution to further charge citizens? Why not pay citizens incentives to use alternate travel times, routes and for working remotely?

- do not toll already built/paid for roads
- responsible spending
- i strongly disagree with this horrible plan. bikes should be low priority and cars high priority.
- WE ARE ALREADY PAYING TAXES. DO NOT TAX US AGAIN.
- No charge for electric vehicles
- Don't do toll lanes
- We ought not to be rolled on roads we already paid for in our taxes. This is theft
- it should be ILLEGAL to collect tolls on roads paid for by our tax dollars
- local residents no tolling fees
- No tolls roads instead get demacrats out of salem
- Tolls are a terrible way to subsidize dot budget and short fall in their budget. People making less each year and government agencies taking more and more. No Tolling in oregon is what makes oregon great, now dot is turning Portland Oregon into Seattle and LA
- No tolls
- No. Tolls
- No tolls! Live within your existing budget!!!
- no physical toll booths, digital only
- Use told only for highway improvements.
- Keep traffic off Borland road and Willamette Falls Drive that will by pass tolls. Make tolls exempt to West Linn residents
- Toll lane, not whole highway
- Make sure a Max line, or public transportation options that don't add 2 extra hours to a commute
- DO NOT ADD TOLL
- abernethy bridge long term maintenance
- Fuck your toll you have no right
- Do not toll I-205. That is the completely wrong solution.
- Don't toll the road. You steal a bunch of my money already fucking thieves
- no tolls on weekends
- I already pay my taxes, we need better government financial accounting
- I think we Oregonians have had enough tax diversion. Gas taxes in Washington produce smooth roads and have for yesrs. Oregon does something else with the funds and has 3rd world quality roads. Yes I have been there to compare. We demand an audit!
- Freeways should not be tolled
- Esto va a cream
- Stop taxing us to death!! We are just trying to provide for our families. Keep your hands out of our wallets!!!
- Va a crear mas trafico mejor construir Nuevo puente con peaje como en Florida
- Make the tolling system fair.
- DO NOT ADD TOLLS
- Don't Toll
- minimize negative impact on residents

- This state is addicted to tax increases
- There should be no tolls on a interstate. You are just keeping poorer people from traveling so rich people can.
- No tolls please!
- What part of revenue will actually benefit the stated objectives and what part will just disappear in administrative costs?
- Exemptions for elderly, handicapped and carpools
- DON'T DO A TOLL! Use our tax dollars better so you don't need to take more of our limited money to blow like you already have. You don't deserve to take more of my money if you haven't spent the last contributions from my taxes well. NO to tolls. They will have a disproportionately negative impact on low income and the most in need...but guessing you don't care.
- This is asinine, and will do nothing to reduce congestion or fix roads, and will further drive people away from this tax hell of a state.
- Tolls are not the answer. The money from fuel taxes has not been used as promised. With the pandemic and income loss to the public and the unemployment not being paid this is not the time to be talking tolls.
- Why toll at all? Federal funds were used to build these Oregon roads. There is no other routes to cross the Willamette River for miles without have to go out of the way. So build more bridges instead and toll the new bridges! Widen ALL lanes of I-205.
- Increase cost for locals who rely on 205.
- Make sure funds collected from tolls go to pay for thr road. Not the tolling company. Make sure that once the roads are paid for you dont continue to pay tolls. Make sure that taxes dont pay for road construction, road construction damages; ie existing roads damaged by this construction paid for by taxes instead of toll road owner.
- RIDICULOUS. NO TOLL
- Tax and charge wealth, not specific users and consumers.
- Utilize tolls to improve the roadways that are paying the tolls
- stopping to pay a toll will greatly increase congestion as they stop to pay the toll.
- Honestly congestion is everywhere. Toll this bridge wont help. It will just push traffic elsewhere. Oregon City will be a parking lot.
- Don't waist the money on digital signs
- public roads should not be toll roads
- One fee 24/7. Also need to till all major roads coming into the state not just one section of 205
- We dont need a toll bridge we need a bridge in lake oswego, this is a huge waste of civic funds
- crazy
- Toll a different area, not in the middle of this region
- Light rail, specifically
- All the other surrounding roads are going to be packed with people avoiding the tolls.
- Do not toll at all!!!

- I don't want any tolled roads at all. The problem, this section of I205 is the only road that goes through the area that it does. Driving an extra 30 minutes on backways is not a non-tolled alternative, it's just going somewhere else.
- NO tolls period!
- No tolls. Spend current tax money better.
- Oregon has never and should never have toll roads
- This is a tax that will punish commuters. Tolls never improve traffic or roads. Is just another way to take money from hard working citizen.
- Tolls are not needed. Already too much wasted money
- We are already over taxed /fees for gas and vehicles no more increases.
- Unfairly tolling and area
- Tolling is a terrible idea and should be rejected
- Consider the effect on trucking. It is unlawful to interfere with interstate commerce. This road was already paid for with our tax dollars. Find your money somewhere else. Tolling only improves traffic when there is a viable alternative to the toll road. There is no alternative to the road in question. This is coercion.
- The tolls should go directly to improving the roads in and around portland. And I mean the roads for driving. Not roads for bikes or for pedestrians. And if you're going to work on areas for pedestrians, you about you work on creating sidewalks in areas of high foot/vehicle traffic near public spaces. For instance the SE Bush and SE 86th and SE Lafayette where foot traffic is high including handicapped people, there are partial or no sidewalks, the streets and "sidewalks" flood whe flood when it rains forcing pedestrians further out into the street. Poor management of money focusing on areas that are already compete versus areas that still need to be brought up to standards to make it safe for all.
- No toll
- Chắc tôi phải nghỉ việc vì không đủ tiền trả
- No tolls.
- Anh Huong toi kha nang tai chinh
- Yeah - don't toll at all.
- Don't do it
- These roads are already paid for, double taxation is illegal
- NO TOLLS!!!!
- Don't toll, add a vehicle registration fee
- Responsibly use increased revenue for stated purposes
- Ko nên thu phí
- Not tolling our roads
- Tolls should be used to improve our road conditions.
- DO NOT TOLL THE 205
- Make sure it doesn't negatively impact people's decision to travel to Oregon City (for shopping, college students, fun, etc.)
- This is going to burden I-5 and congest the other roads
- No tolls!

- Need to focus on funding alternative transit to relieve the traffic burden., including heavy rail to do a better job of moving people through the corridor and to where they need to go
- local residents will be the most to suffer. I reject the notion that tolling is our only option. We have constructed many bridges and roads in the past with tax dollars without tolls. This could be done again.
- Tolling increases congestion. It is not a solution. And our tax/tolling dollars will go to building for and managing the system. Don't do it
- Congestion Pricing
- Why my taxes aren't covering these costs already?
- the Racial and economic discrimination of tolls
- Todos tenemos derechos de igualdad y todos deberíamos usar las carreteras públicas y no sabemos que hacen con todo el dinero que colectan a diario nunca hay ni para dar mantenimiento a ninguna carretera igual con los impuestos a la gasolina
- Tolling is discriminatory
- Tolling bridges cause great economic strain on working class citizens, trucking industry, especially independent truck drivers who struggle enough with the road taxes.
- Provide clean, efficient travel lanes that meet the demand. That's all.
- No tolls!
- No freaking TOLLS!!!
- No Tolls
- Make sure West Linn residents not penalized due to their geography.
- DO NOT implement Tolls
- minimize impact on people who live in West Linn and use I205 as our main access to and from our city
- People need to be given a non-toll route. If you toll a vital area, it doesn't give people alternatives or options. Choice is important for the benefit of everyone.
- Do not put in tolls. Read the Barcelona, Spain study about diversion.
- Serious impact on people who live in the Willamette area off 10th street
- need to move out of West Linn, because you made living here too expensive
- Don't want toll. Has to be another to raise the funds
- Interstate trucking should not be allowed to use I205 at peak congestion times late in the afternoon. More than half of the traffic heading North is trucks just passing through. You could also charge a higher toll to these trucks, the heavy trucks are what wear out the roads.
- There are no other options if you need to cross the river except the arch bridge. It is not meant to take double or triple amount of daily traffic. The freeway might be less congested but local traffic would be GREATLY increased. In west Linn we already have seen a huge increase in diverted traffic through our neighborhoods and streets
- No toll I-205
- Don't add unnecessary tolls, take money from mass transit to pay for congestion/bridge
- Eliminate tolls for those driving to work

- The project disproportionately affects people who live in the area. We will have to pay to go to the post office, grocery store and school. How is this fair -others in the state do not have to pay to use their local roads.
- No toll
- Concerns are people will be using back roads and going through neighborhoods to avoid tolling fee. The City of West Linn will be negatively impacted.
- Concerns are people will be using back roads and going through neighborhoods to avoid tolling fee. The City of West Linn will be negatively impacted.
- It will make people take other routes leading to congestion in the hearts of city's. Clogging up the streets and making it more dangerous.
- Make certain that tolling is used for projects that benefit those that pay for it.
- This funding is actually going for something else, like to repair Portland. I don't trust leadership in this state.
- Don't toll something we have already paid for.
- Fuck off. You douchbags don't live in the area and won't have to live with the impact so you can't properly give 2 fucks about the results. And even if you did, just fuck right off nobody wants this shit fuck you guys we pay taxes already. Give us tax credit then bitch ass greedy ass assholes hope every one of your mothers catch covid.
- Fuck off. You douchbags don't live in the area and won't have to live with the impact so you can't properly give 2 fucks about the results. And even if you did, just fuck right off nobody wants this shit fuck you guys we pay taxes already. Give us tax credit then bitch ass greedy ass assholes hope every one of your mothers catch covid.
- Don't toll something we have already paid for.
- Taxation is theft
- No tolls
- don't toll. We are not the east coast
- This is awful.
- Esto impactará en mi bolsillo con los altos taxes de cada cheque que me quita oregon las rentas muy altas esto no lo podre pagar no puedo con más gastos. Primero deberían de construir un express way o un nuevo puente de Troudale a Vancouver. Basta de tantos abusos deberían de bajarse el sueldo ustedes y ponerlo a trabajar en mejoras a caminos
- My concern is that tax money is not being used appropriately and we should have no tolls.
- Increased pollution in towns Increased usage of the small roads in the towns and therefore increased congestion inside the towns Increased maintenance costs for the small streets which are paid for by the residents of the towns Increased traffic accidents because of the excessive usage of the small streets that were not designed for this level of usage.
- don't implement tolls
- Widen the fucking freeway
- Widen the fucking freeway
- WHY toll 205 in just that area?
- No tolls
- Minimize impact on 99e

- We live on Johnson Rd in West Linn. Already the traffic has increased with many vehicles bypassing 205 at high traffic times. I've lived here for 32 years and can hardly pick up my mail from the mailbox for the speeding cars going 60+ miles an hr past my home. This tolling which I disagree with with exacerbate the problem of quality life on this Rd
- NO TOLLS - NOT EVER
- Many can not afford to live in Portland and have to commute into the city. These people are already paying more for the roads through gas taxes; tolling only adds to the burden. These same people have limited mass transit options. For example, I live 35 miles south of Portland, which is an hour commute each way. I would have to make 3-4 transfers to get to work and allow for a 3 hour commute, but that gets me to work 3 hours late.
- Don't toll it
- 晚十点至早上六点不要收费
- check bottleneck-seems only by 10 st exit
- A big issue is communication: ODOT will not be able to convince people that the only solution to congestion is charging a fee to drive on the freeways.
- No poner el peaje, ya bastante que se nos frie a impuestos. Lo que faltaba!
- 可以考虑在某些时段不收费或半價
- No Toll the bridge already built with taxpayer funds
- Using the funds in a responsible manner. The Columbia River Corssing has been a big waste of money that could have been used else where or simply used in its construction.
- No tolls!
- Tolls should be LAST POSSIBLE OPTION after all other possibilities have been considered and proved to be unfeasible
- No tolls you rats!!!
- do not toll the roads. We all pay lots of tax dollars from our fuel taxes already. I drive for a living and this would kill my vocation.
- Stop this project, no toll
- Just use our tax dollars for roads and not mass transit
- Toll should be at WA/OR state line
- not have tolls at all you can't stop people from moving here so we will still have same problems even with tolls. We need a republican legislature and a vote by the people. We need rid of brown all you guys do in Salem is keep gouging people for more money. You out of staters in the legislature only take , take, take
- No Tolls
- 只限快线收费，中线和慢线不收。
- I live just off Arlington in Gladstone. Except to go to downtown Portland I need to use 205 to get most places. My son and little grandchildren live near Bolton school in West Linn. I sometimes use Abernathy Bridge multiple times per day. I will bear a disproportional cost. My taxes have paid for all the other roads in Oregon, many that I never use. I think, if extra money is needed for roads perhaps costs should be spread more evenly among Oregonians. Maybe all the interstate roads should have tolls, not just the very short stretch that I need to use. I am not anti-tax but want a fair system
- How much traffic will shift to I5

- 最好不要收费
- DO NOT TOLL
- Make sure revenue is used to expand and improve the Interstate at this location for the benefit to those who will pay the toll: the motorist. Pedestrians and cyclists won't pay to improve I-205.
- How about we use state funds to expand the freeway since we already paid for this free way.
- Develop toll lanes and leave the other sections alone
- Adverse cost to those in West Linn, Oregon City and Gladstone
- No peaje
- 不收费
- NO TOLL PERIOD, BUILD NEW LANES AND NEW FREEWAY
- No toll
- no tolls
- It will create more traffic on the 205, and increase the traffic on the side roads. Undue financial burden who live off the highway, all of West Linn.
- that many citizens are against this toll road
- I am fine with the current congestion and the expected congestion in relation to my time is money. I already factor that in when I plan a trip. The toll does not guarantee that I would get through any section of 205 in a set number of minutes.
- Minimize impact on local residents, who do not have other options
- Washington residents already pay Oregon income tax for no services, Washington residents should be exempt from tolling
- Tag alternative (electric/hybrid) cars & charging stations
- NO TOLL ROADS!!!!
- Less taxes are the most important thing to me.
- Make sure that the majority of funds go to improving roadways and not to administrative and overhead costs of maintaining the tolling system
- Stop this now. I don't suppose Toll Roads. We are not NJ!
- Don't do tolling at all or build a third bridge between WA and OR. It seems that that option wasn't even considered.
- Double taxation
- Increasing traffic on I-5
- Pollution from backed up toll lanes
- Find money elsewhere. Don't toll I205
- No tolling
- MAX express line to move citizens faster to Portland, city center, for work, for ex.
- All the above but don't lay the burden on communities adjacent to the bridge. I live less than a mile from the bridge and may take it to the gym. Then again to have lunch or get something at Home Depot. Run to Riteaid to pick up prescription etc. why should we residents get hit over and over just because we live next to the bridge
- Toll vehicles proportionally to the damage and congestion the cause

- HWY 43 is already congested. This will make a huge mess on HWY 43 and create and make an unsafe situation worse.
- The tolls hurt everyone.
- Do not initiate a toll road but look at other options like light rail.
- No ayuda
- Equitable
- They are called freeways here because I've already paid for them. Please don't open a new funding source - use the one's we already have.
- The toll bridge will flood local streets, and I5 where the commercial traffic will not use i205
- Absolutely not tolled drive through
- It is not fair to pick one part of the metro area and toll it.
- NO Tolls
- Since those of us who live here paid the original cost to build this hwy, cost associated with increased growth should fall to new residents. People who promised that growth would pay for itself should pay for these changes. Not me.
- NO TOLLS!
- Add lanes for HOV and carpool use and if individuals want to use it, have them but a fast pass. Unless you are ADDING lanes it won't get better.
- Mas congestion en ambos freeways en el 5 y en el 205 es una mala idea para uno que trabaja de chofer en portland y tiene que usar los dos freeways
- Ensuring the project has fully considered the long-term impacts of COVID-19 on traffic demand.
- Make sure to not put tolls when and where we the people don't want them.
- Make sure to not put tolls when and where we the people don't want them.
- Make sure to not put tolls when and where we the people don't want them.
- tolls on I-205 in Clackamas County would be unfair. No other roads in Oregon's portion of the Portland metro area have tolls
- Truckers should pay for entering this 205 highway
- Make our transportation infrastructure self-sustaining instead of a drain on our fiscal, environmental, and human health
- No tolling at all just another tax. As usual. You have already made up your minds and thorns is just a step to justify what you are already going to do.
- I oppose all tolling of Oregon Highways, Roads, Bridges Thoroghfares
- CLIMATE CHANGE
- If I'm going to pay another tax for transportation then it needs to be guaranteed to ONLY BE USED FOR I-205!!!
- Retrofit Abernethy Bridge
- Retrofit Abernethy Bridge
- double taxation
- No Tolls
- Toll people who are from other states, Lower speed limit to 55 all the way back to the Boones Bridge
- Don't toll I205

- Taxation is theft
- Do not allow tolls at all!
- Build a third bridge and increase highway lanes. Serve the people who pay taxes and don't waste money on Transit that goes unused. Bike lanes and MAX lines are a waste of our money.
- Build more Highway lanes and third bridge across the Columbia
- Build more Highway lanes and third bridge across the Columbia
- 这是一个错误的选择。应该免费。
- 这是一个错误的选择。应该免费。
- No tolls, they do way more harm than good
- Not just low income but middle class who are impacted hardest by this.
- Думаю ни одного варианта вышеупомянутого нет
- No need for tolls
- Minimize Safety impacts of freeway traffic diverted onto local streets. Efficiently use taxpayer dollars - such as by expanding an existing funding mechanism like the gas tax instead of wasting millions developing and implementing a tolling system
- SHUT OFF IMMIGRATION
- tolling brings traffic to a crawl
- The toll idea is ridiculous and all persons involved in its conception should be fired!!!!!!!!!!!!!!!!!!!!
- Tolling a federal highway is wrong. We already pay enough taxes without this additional burden.
- NO TOLLS !!!
- Add a lane to 205
- Those were meant to pay for new bridges. Trolling an existing freeway it's just an extra tax on driving. All the congestion is on the Washington side in the morning and on the Oregon side in the evening. That is because most of the cars are Washington drivers at those times just like the I-5 bridge.
- No toll
- Stop trying to extort American citizens for more of our hard earned money. Hold government officials responsible and stop wasting the money you already receive from us. Government cutbacks are needed
- Do NOT toll these freeways and instead, expand the lanes!
- No tolls!
- Do not toll the bridge
- No TOLLING ASS WHOLES
- Widen existing freeways. Create carpool lanes.
- No
- Make sure revenue is actually used to improve I205 not anything else
- Traffic increasing on HWY 99E
- NO TOLLS
- The lies you're telling people
- Do not start charging tolls as it will make traffic worse

- How much congestion this will cause
- How much congestion this will cause
- The impact on other roads like 99 will increase significantly. I only use 205 from the OC exit to the Gladstone exit, having a toll in this general area will increase my commute and also just financial impact for using roughly a mile of 205.
- Don't have a toll!!
- Don't toll at all.
- this is simply going to cost money or harm my business
- Make sure residents in this zone can drive 1 to 2 exits free
- You will generate more traffic increasing my commute and reducing my income at the same time!? NO
- Use pricing to manage demand
- I don't see appropriate use of my tax money to fix existing issues
- I-5 Corridor
- Put in another lane !!!
- Minimize impact on residents who use I-205 daily
- Make sure residents in this zone can drive 1 to 2 exits free
- move out of oregon
- Tolls will reduce emissions and help save the planet.
- This will disproportionately negatively affect the Redland-Viola-Fishers Mill community, which was not included in traffic studies
- We already pay for these roads. No tolls. This will negatively impact me, my family, and my community.
- used only for expanding motor vehicle capacity and NOT for alternative transportation infrastructure/options
- No tolls
- No tolls
- Make sure revenue is used only in the area for which it is collected
- This needs to be brought up for a vote.
- Waived or discounted tolls for Electric Vehicles
- For all of us that live off of 99E, please don't put a toll to divert people on that route
- dedicate all tolling Revenue for the bridgr replacement (Fence the Money)
- Tolls will make crossing the bridges worse.
- use funds for Bridge, not other things as so stated in your review.. it is like putting things in a general fund but telling folks you are taxing for a project , lies
- use funds for Bridge, not other things as so stated in your review.. it is like putting things in a general fund but telling folks you are taxing for a project , lies
- Consider no tolls
- this is HORRIBLE... we live in Oregon City and my husband takes this bridge to Lake Oswego for work weekdays... this would DIRECTLY affect us financially in a negative way. you will be increasing traffic to 205 and creating less foot traffic to our small downtown area. GARBAGE idea... how about you pay our "leaders" less instead of making us tax payers always suffer.

- This is just a stupid idea!
- No tolls!!!! We already pay road taxes with our water bill so will that road tax go away? I'm sure it won't. NO TOLLS!
- Impact to downtown and Oregon City Residents
- Good grief, the greed around here is out of control! Tolling bridges that have been here for years is stupid and will further degrade our communities by preventing movement to and from shopping areas and small businesses. Get an EFFIN GRIP OREGON! The LOCALLY OWNED business I support for getting groceries is on the "other" side of the river. One of my tours (I own a local tour company) is on the "other" side of the river. Tolls will further erode the economy on both sides of the river and are unwarranted! Balance your budget and stop trying to destroy our small towns!
- DON'T FUCKING TOLL IT ASSHOLES
- The gas tax already pays for roads. This is just another tax.
- Add a lane to 205
- Don't do it!
- Find a different location that does not have a punitive affect on Oregon City residents.
- We do not need anything to make traffic worse than it already is. We need more lanes NOW!
- do not install a toll
- Don't toll!!!!
- Use the money you have been getting to do the job. That's what taxes on gas and etc are for
- My bank (a small local owned bank) is in West Linn, I shop at Market of Choice but I live in Milwaukie! Two LOCALLY OWNED businesses will lose a lot of business if this happens! Not to mention the wineries and small shops in Willamette and the fun events there at the park. The small restaurants and shops in DT OC will lose business too. This is a STUPID IDEA!
- Effects on businesses on Oregon City Main Street and West Linn's Willamette area
- Use the tolls for the purpose of road and bridge improvevnmst. When those improvements have been finished, end the tolling.
- Consider a credit system
- Consideration for residents
- Consideration for student traveling to and from Clackamas Community College
- Minimize economic impacts and increased congestion in Oregon City due to the targeted tolling areas
- Stewardship and application of existing funds
- Use another way to raise funds for this project
- You are just adding another tax with no benefit to the tax payer
- Don't toll us
- Make sure the traffic isn't diverted onto the Oregon City bridge and through Main Street
- Make sure local residents are not disproportionately impacted. Make sure tolls are only in effect to pay cost of I-205 improvements.
- Do not toll in the first place

- If I'm traveling over the Abernathy bridge daily this is going to be very expensive and very inconvenient.
- No tolls
- Disproportionate affects
- Residents should be exempt from paying this toll. It will negatively effect businesses along 10th and 43.
- West Linn residents will be adversely affected by tolls
- No TOLL
- Do not toll the highway period.
- It will kill west Linn
- No tolls on 205.. how can you not go after Washington residents coming to Oregon over the bridge and yet toll your local residents... shame on you.
- Not disproportionately effect WL and OC residents who need to use the Abernathy Bridge multiple times a day.
- Not disproportionately effect WL and OC residents who need to use the Abernathy Bridge multiple times a day.
- No one wants this at all!
- Back roads will be congested
- NO TOLL!!!!!!!
- Placing a toll in that area will only cause increased traffic in the side roads that cannot handle it - and are already packed with slow traffic.
- Widening the freeway and making the bridge earthquake proof
- This is ridiculous toll for a small amount of people. Get ready for a mass exodus
- Local traffic required to use I 205 with reasonable alternatives
- Local traffic required to use I 205 with reasonable alternatives
- Absolutely do not put a toll on I205.
- Tolls are not the answer in my opinion
- Adding tolls in a recession? This is simply unbelievable that it is even being considered.
- Tolling is an epic mistake
- decreased revenue from Washingtonians
- DON'T ILLEGALLY TOLL A PUBLICLY FUNDED FREEWAY!!!!!!!!!!!!!!!
- Don't use TOLLS at all. I HATE the East Coast Toll roads!
- Do nothing, The Toll will just force people with two alternatives. One is Noth and South Bound Traffic will just go to I5. It ha
- Public roads should be free
- NO TOLLS!
- once we start down this road of tolling there will be no end.
- No tolls.
- NO TOLLS URBANITE ELITISTS
- No tolls!
- Make sure those who live in the affected areas don't bear the burden by being tolled daily and having congestion in neighborhoods because of those avoiding tolls
- No toll!

- It would add major congestion to McGloughlin since no one wants to pay tolls and everyone will be looking for alternative routes
- Expand the freeway system.
- Unfair Clackamas citizens are effected. No other roads available to cross the river.
- changes in transit
- How will local community be able to travel from one side of river to other without a high financial burden?
- Tolls would greatly effect me - financially and time (trying to avoid paying them and driving around them)
- Share cost burden with whole state, don't charge tolls that are highly impacting local residents, taxes yes, toll no!!
- Share cost burden with whole state, don't charge tolls that are highly impacting local residents, taxes yes, toll no!!

Question 3: What should we consider to address the concerns and opportunities you checked above?

- Tolls increase the exclusiveness of a community, the community consists of those who can afford the toll tax. Tolls increase barriers to businesses in the area by restricting their workforce to those that can afford the tolls or are located in the area. The tolls tax wages of individuals coming to work from outside the area, discouraging employment and tax profits of businesses by increasing the cost of doing business in the area. The community identity becomes exclusive to those that can afford the premium to live and work in the area and not of the overall Portland metro area.
- Hwy 43 and Willamette Falls Drive in West Linn are already bumper to bumper during rush hour and stop and go when 205 backs up. The toll on 205 will negatively impact live ability and safety on neighborhood roads.
- Use tolling only to fund congestion reduction
- Let the voters in the area vote on whether they want toll roads.
- That people can't afford to pay more to drive on Freeways
- **THAT PEOPLE ARE STRUGGLING NOW, WITHOUT MORE ADDED TO THEIR LOAD.**
- Don't toll 205, find another way to operate. This is going to negatively impact all residents, business, and especially low income and minority residents the most.
- No tolls
- Tolling this section of freeway is demagoguery. Really, very little other option in this stretch...over the hill and through the dell everyone will go. This will dramatically increase traffic on surface streets, which are NOT prepared for such. Deaths and injuries will increase as people speed through the maze to avoid the tolls, rather than stay on the freeway that has been built to much higher safety standards.
- How about accountability for the billions of dollars the states already takes! Too much of our money goes to this shitty state that does not provide quality services to the people that pay TAX. TOO MUCH money spent on public employee pensions!
- I live on Willamette Falls Dr and the traffic is horrible during commute times as people leave I-205 Northbound and take surface streets. With tolling, it can only get worse, much, much worse.
- Sẽ ít người đi nếu phải trả tiền
- Hỏi cho vui thì hỏi làm gì ?! Vì dự án vẫn thông qua mà thôi !
- This will have a significant impact on those of us who have no other of crossing the Willamette river and will make surrounding roadways unusable for to a significant use of local roadways to avoid the toll. I am incredibly disheartened that this proposal has given little thought on how this will impact the neighborhoods that use the local roadways surrounding the proposed toll area.
- Mở rộng đường
- Tui không muốn trả thêm lệ phí hoặc thuế.
- Nên thu phí từ những công ty lớn, không áp dụng trên tất cả người dân. Đặc biệt là tầng lớp trung bình trong xã hội.
- Figure out what is the LEAST amount of money for the tolls as we all know from experience that once the seismic issues for the bridge and roadwork have been taken care of, the tolls

won't go away - the money will be siphoned off for other projects that we didn't agree to. It's a money-maker for the state and a tax on people who need to leave WL to get to a drug store - simple as that. Plus, the impact on surface roads will be significant.

Borland/Willamette Falls Drive is one example that is already highly congested and that adds significantly to the local pollution.

- I will always choose a non toll route over a toll route. That means neighborhoods etc are going to experience much higher traffic. Few people have the flexibility you are talking about to travel for work at different times. Most people have a schedule that they work.
- carpool and vanpool are more suitable mode replacement options compared to biking and walking for the kids of trips occurring in this corridor. And, while transit plays an important role for non SOV travel options, it assumes a more "hub and spoke" sort of travel pattern (primarily suburbs to city). What we know is that people are traveling a lot of places, often suburb to suburb, and that is poorly served by transit. TriMet should be offering vanpools and the state and Metro should be promoting carpool and vanpool use.
- Proporcionar más opciones de transporte público para que la gente no utilice tanto sus coches
- Stop closing street lanes to make room for bike lanes. It is causing more congestion not less, if public transportation remains twice as long to get somewhere than driving people will continue to drive. Stop punishing people that are poor so live out of town and have to commute to work and now they will be charged extra because they don't live close to town. And they have a family so can't spend 3hrs a day riding the bus.
- Residents of west Linn will have to pay a toll to get to work. Traffic congestion is already a problem on highway 43 due to a poorly designed stop light at the arch bridge into Oregon city and traffic coming from exit 10 and exit 8 into west Linn and Oregon city.
- Local connections like Stafford Road and Willamette Falls Drive are already clogged and being used by trucks and cars diverting off of I-205. Do not make this worse.
- The planners of I-205 were stupid to make a freeway only two lanes. The natural barrier of the river means drivers are literally trapped into paying or adding inordinate amounts of time to their commutes. Punishing the people because of the stupidity of the government agency that built the freeway is pure Oregon. The amount of waste and pork in the Oregon budget means the hardworking people that use the freeway to get to/from work will pay, instead of special interests who rob the corrupt legislature
- This makes it not a freeway. This is what is ruining our state. I Don't believe tolls are an effective way of managing traffic. Taxes cover the road maintenance. So that's no issue. But tolls slow down roads, look at traffic in China, all their highways have tolls and it takes hours to go a few miles.
- Increase surveillance to watch and monitor the actions of law abiding citizens so that it can be stored and analyzed at a later date is a threat to democracy and personal liberty. Even though tolls have not been proven to help many people you have decided to push through with it. It's clear to me that you don't actually care about what normal people want.
- Toll the state highways to raise your money, not the federal highway system. You are in restraint of commerce by tolling an interstate highway that is there to provide free

transportation to assist commerce. It is not there to line Oregon's pockets and pay for Oregon's infrastructure.

- The only feasible diversion route would seriously impact downtown Oregon City. This will, of course, greatly impact this area. Therefore, using this one and only diversion route should be strongly discouraged.
- Not having any tolls. This is a terrible idea
- My wife and I are on Social Security and can't afford to pay another tax. But we know this is just a fake survey since the decision to charge tolls on highways that were paid for decades ago has already been made. This is nothing new. Oregon legislators do this all the time. And idiots continue to elect the liberals who have nothing better to do than sit around all day every day dreaming up new ways to fleece us taxpayers. You people suck.
- 1. Not toll every lane. 2. Not toll ANY lane. Tolling is a very, very, VERY bad idea.
- Tolling an existing roadway isn't fair for anyone. If ODOT is hellbent on establishing tolls, build a new, separate, better roadway which would entice drivers to use it.
- If there is going to be a toll, there needs to be a comparable other road option, meaning another freeway. We can not withstand the huge impact of extra traffic on our little side roads around this toll bridge. No other area with a toll road has not other non-paying options. All turnpike have alternate freeways to drive if one doesn't or can't pay the tolls.
- 205 is a major commuter hwy and should not be tolled. Working people already have their budgets stretched and if you live on the south side and work on the west side or visa versa, there are no alternatives except to drive. Transit is not an option.
- Instead of tolling, just add more lanes. I know it's easier said than done but we pay record tax dollars and there are huge grass medians with lots of room to increase capacity. The population isn't going anywhere so why ask people to stay off the roads, you are just screwing over the people who have to find other ways to get to work. Instead more people should equal more road capacity. I understand at some point there won't be any room but it's not like 205 is butted up against immovable walls. Increasing gas tax, increased DMV and DEQ fees, and now tolls it's not making my cost of living any better
- Make sure people cannot get off I-205 to avoid the toll and get back on. The toll should be in place so that there is no incentive to use neighborhood streets. In addition, the impacts on West Linn residents are unfair. There should be something in place so that residents of West Linn are not paying a toll to get out of our community. No other community other than maybe Gladstone is so disproportionately impacted. Why not toll all of I-205 so there is no incentive to use neighborhood streets.
- Shame on ODOT for proposing this during an economic recession, when people are hurting! This is modern-day redlining as people with expensive Central Portland homes get to avoid tolls in their commute while working people from the outskirts get punished.
- The state should seek federal funds to pay for this critical project.
- Oregon state government has misappropriated millions of dollars of gasoline tax revenue for things other than road maintenance and construction. Bike and pedestrian infrastructure should not come from fuel tax revenue. There is ample room to add more lanes of traffic in the areas you are proposing to toll. Use the millions of dollars from fuel taxes to add lanes. Put this to a vote of the people state-wide.

- have income exceptions for low income drivers. I don't have high confidence in the state's ability to protect my data from misuse or theft due to an employee treating it carelessly, so consider a third party secure system for payments.
- Is there a way to make tolls a sliding fee scale? As a person who is not low income and not under-served, I'm happy to pay more so that those who are aren't negatively impacted. This would only work for an automatic subscription type toll system.
- people will take back roads to avoid the toll. I believe the Back roads need to be fixed first. Such as Foster road, as well as the intersection at 172 and Foster. cars already use foster as a back road even when it goes further down i205. So many houses are being built foster awful. I think the house builders need to pay up for better roads they are causing a need for
- The state should seek federal funds to pay for this critical project.
- Analyze whether this is a good investment. Seems wasteful to build new auto infrastructure for tolling rather than investing in transit and neighborhood development.
- Tolling is a tax that hits lower income residents harder than higher income ones as in general higher earners can afford to live in the city and closer to their jobs. The people that will be paying these tolls are the ones that bought houses in the suburbs where housing is more affordable. It does not make sense to charge these people more to get to work. Toll are not an equitable solution to our transit problems.
- No tolling on existing roads. NO TOLLS.
- I will just avoid the toll roads by driving on neighborhood streets instead of paying a fine to take the freeways system I have already paid for. I will support tolls if you add two lanes in each direction and those are toll only lanes. Otherwise we are paying to use something we already paid for.
- Not tolling at all. Tolls are like a regressive tax. I have to drive for my job as an in home care worker. This would impact me financially and I don't have any other options.
- Option 3 does not toll the slowest part of I205 in this area, which is going up over the hill from Hwy 43 to the 10th St. exit. Both option 3 and 4 will create significant spillover diversion onto Stafford Rd. and Skyline Dr. and the Arch Bridge in Oregon City.
- TOLLS ARE NOT NEEDED ON ALL LANES. PULL YOUR HEADS OUR OF YOUR ASS BEFORE YOU SCREW OVER EVERY SINGLE COMMUTER WHOEVER CAME UP WITH THE TOLL IDEA IN THE FIRST PLACE NEEDS TO BE FIRED!!!!!!!!!!
- 1) the additional burden placed on people 2) The cost collect your tax 3) The fact you are double taxing people with this poll
- There currently is not multi-use path that is being built to connect Tualatin/West Linn and Oregon City. Considering tolling will generate significant revenue and the aim is to provide alternatives to driving, it is crucial that this project provide a safe, accessible multi-use path along I-205. Additionally, a transit-only lane should be provided to ensure busses can better serve the region.
- Charge the same toll for vehicles using ALPR (pay by plate) as for vehicles using transponders, or at a minimum, offer transponder equipment at no cost and allow multiple payment options (including cash, card, PayPal etc.).
- We already pay for use of that road. No toll!
- This tolling section doesn't apply to me. What is status of tolling 205 bridge?

- The Abernathy Bridge should NOT be tolled. The Old Oregon City Bridge would not be able to handle the traffic for those who want to go from West Linn to Oregon City for shopping or restaurant opportunities. Businesses would be hurt by the customers who will not travel the Abernathy Bridge due to tolls.
- Another example of government generating money from the employed and diverting to the unwilling to work. This money will not go to I-205 or I-5 expansion. The vast majority of the employed use a vehicle for transportation. You are not representing the majority and it is obvious that you have a plan that will not vary with any comments from the people and businesses you are hurting. Portland Metro will lose a trained and professional workforce. Businesses will suffer. However, Trimet (never made a profit), the campers and drug addicts will be encouraged to keep performing the same.
- Business tax, especially for large employers (pay to play in this area). And do it the right way, place it on the ballot so everybody can vote on this proposal!
- Vary the tolls based on congestion and time of day. The fee should be scaled so people will be encouraged to use alternate times and routes if they can but does not prevent people who must use it from doing so.
- You would do wise to study how CA 413 has handled tolling. They use an app for less frequent drivers to pay after the use.
- Make the process for getting a free pass simple.
- Instead of feeling like a punishment for needing to drive I-205 (as your current plan does), how about you create an opportunity to travel at a faster rate for a price, like adding an additional "express lane"? Also, what if you are traveling I-205 during low traffic times like midnight or 2:00 am... why should those times of day be tolled? They are not contributing to congestion. And if you are trying to persuade people to travel at non-peak hours, making it no-cost during those hours is a good way to do it.
- expand the freeway by adding 1 to 3 lanes on either side of the road. There is room for expansion use the fund that you get from the public transportation system and lotto money to pay for it.
- Revenue should be directed towards improvements for transit, biking and walking, not widening 205.
- ODOT has completely rebuilt US26 from Brookwood to the tunnel 3 times in the last 20 years and spent \$0.00 improving I205. Toll US 26 and OR217 on the same day you toll I205
- Let us drive our free roads for free!!
- Do not put toll start/stop points such that people avoid them by driving through arterial streets in the west linn/stafford community.
- We didn't vote on this!!!!
- Demand better federal and state funding of ODOT
- The state of Washington has long been taking advantage of the state of Oregon in not paying their fair share in taxes. Enough!!!!!!!!!!!!!!
- Do NOT toll the Abernathy Bridge. The Old Oregon City bridge and business district will not be able to handle the increase in the traffic. You should be able to get on at West Linn and get off at Oregon City with no toll. Small businesses will be hurt as well as restaurants and bars that get many of their customers from both sides of the river.

- I am opposed to tolls - full stop. If you must (and it's obvious you will regardless the outcry against it), please toll a lane or two, but leave toll free options for crossing the river. Too many struggle financially and must drive for work - and a toll disproportionately harms them.
- Invest in transit to that area! I don't drive and have a very hard time accessing that area.
- I am opposed to this idea in the first place. This is a result of poor planning that I see all over the metro area. This toll may generate revenue, but it won't do anything to curb congestion. Most people don't have flexibility since business hours are mostly the same. If those could change, then you might see some meaningful congestion relief without a toll. For me, I don't go out everyday and some days I am out a lot. It is the nature of my job. The cost of the toll will just get passed down to consumers so essentially it becomes a double tax on just about everything we all purchase.
- Consider that a toll will only move freeway users to other routes causing more congestion in other areas of the city. The trucking industry should be tolled according to weight. Encourage freight/rail delivery instead.
- Truckers that are hauling goods and providing services that cannot change the times they travel. Also, people with JOBS that have to travel at peak times that cannot change those times.
- I would love to see mass-transit money, which serves a small percentage of our population, diverted back into highway construction. Instead of trying to mitigate congestion by essentially adding a use tax, how about widening I-205 to alleviate the congestion? I know you all don't like to hear this, but cars are here to stay, and that's how the bulk of our commerce gets conducted.
- The tolls are an effective way to address congestion. It will be important to emphasize the benefits in your communications with the public. Regular informational press releases which update progress on the project I have always found to be helpful on past projects.
- Cut ODOT employment by half! Use the money saved to repair and improve the freeway system. Don't waste these savings on bike lanes, light rail, etc. which only a very small percentage of the public use on a regular basis.
- Having a toll free pass for low income or under served. Provide clear alternatives for toll free travel and those travel times.
- When will the I205 toll program expire? The goal of the program is to pay for specific bridge and roadway improvements. Once the specific bridges and roads have been built and paid for, will the specific toll zone toll go away and move to a different roadway to pay for improvements or are Oregonians stuck with this toll zone forever?!? I hope the purpose of this toll zone is not to manage congestion by making it too expensive for people to drive!
- NO TO TOLLS!!! Oregon has misappropriated funds for decades. If tolls were in place-- motorists would take surface streets to avoid the tolls. That in turn would impact the livability to neighborhoods.
- Extend max to Oregon City. Create safe bike routes along all of 205. Provide free or discounted toll passes to low income residents.
- Local West Linn and Oregon City residents would face a disproportionate burden for local trips due to the arch bridge not being a viable alternative for increased traffic. To mitigate

this, there should be some means of excluding local travel that only uses the stretch of I-205 between 10th Street and HWY 213 without using the rest of I-205 in a trip.

- Make pricing simple and make rolls high enough to actually reduce congestion. Stop subsidizing groups of users. All tools should apply to all. No subsidies. No preferential treatment.
- Tolling public highways is an admission by state officials that they are too inept or too cowardly to raise taxes and pay for a public utility. Paying for highways with tolls is more expensive, because you have to sell bonds to pay today and then repay them, with interest, later. Not to mention the infrastructure required to assess, collect, and administer the tolling process. It is the worst option to fix our highways, as proven by the fact that we have never resorted to it before. If there's a need for work on I-5 or I-205, raise the money from all Oregon taxpayers & pay up front.
- There are many low income people in the communities where this tolling will go into effect. How are they supposed to afford driving? There are many community roads and highway 43 with already overwhelmed with traffic. What are you planning to do to ease traffic congestion there? If this toll happens many people o know are planning to move to central Oregon. You are mistaken if you think the community will support tolling on our freeways.
- Avoid tolling the bridge crossing, since it is a key local connector between the West Linn and Oregon City communities. Diversion traffic will gridlock the adjacent OC bridge and neighborhood traffic, affecting everything from access to groceries and healthcare to reliable travel to and from local schools in the afternoons.
- Make the tolls small. The traffic is heavy enough to support recovery. Dont toll over toll by tolling in sections
- Throw out this toll plan. Make mass-transit the easy and fast option, and include a luxury/first class option. Mass transit is currently inaccessible due to over-full parking structures. Relieve congestion by fixing that.
- Reduce VMT and Greenhouse Gas emissions
- Not tolling. The I-205 is an interstate freeway and tolling is governed by federal law. By tolling, you are inhibiting interstate commerce and redlining surrounding areas. As it stands, public transportation is NOT a viable option, as it takes an hour and 14 mins currently to get from West Linn to Downtown Portland by bus.
- The impact another tax will have on citizens. Use the money you get now wiser
- Don't toll the roads that already exist. Make a HOV lane and add a new toll lane or combo ie toll lane that doesn't have to pay toll if HOV.
- You won't reduce congestion with tolls. People still have to get to work. This is a very thinly veiled money grab on roads that WE paid for.
- Making sure there are good alternate routes that don't go through neighborhoods and that don't substantially increase travel time. People who need to get to a job don't necessarily have the option to work different shifts, and the lower paying jobs tend to be the less flexible ones.
- Traffic congestion continues to get worse. Anything that adds to this issue should not be implemented. If a toll plan cannot be created without negatively affecting traffic congestion, it should be aborted.

- People who live along this route should be exempt from tolls.
- WA residents who pay OR taxes a waiver or some discounts on the tolls. We pay full tax already and do not receive services such as schools, waste systems, etc
- No toll
- Use federal and state funds you already have wisely. If the road needs money that bad, ask the government.
- equitable rates for students, low income households, minorities
- We have already paid for the freeway, find someone else to charge other than us citizens who will get to pay twice if a toll is introduced.
- 1- Don't toll 2- tell me which routs I can take to avoid tolls so I don't have to wander the back roads and neighborhoods to avoid them.
- I vote no tolls period
- Stop this horrid idea-more lanes no tolls You hurt the workers
- I don't think we should be introducing tolls especially now with the economy tanking and unemployment being so high.
- There is no other alternative. Unfair to force toll.
- NO TOLLS
- The biggest problem with congestion is the purposeful inadequacy of the current highway system. Tolling will negatively affect everyone who has to commute for work, which I've done daily over this stretch of road for 15 years. The simplest way to manage congestion is to build adequate highways so there isn't any, or it is minimized. JUST SAY NO TO TOLLS!!!
- Worst project as it would create more traffic due to stops and would be unaffordable for people who have jobs in Oregon and live in WA . ESP for those ppl where every penny counts
- You take our tax dollars and already receive funds for roads. Quit trying to take more and more. Become more efficient with our tax dollars.
- Don't do it! I drive I-205 several times a day. I drive for a living. And what about ambulances? Do they also have to pay to save lives?
- No tolls
- West linn will be hugely impacted by this tolling. People will start taking a already congested streets to get around paying for the tolls. I do not supporting tolling 205 at all. Of all the highways in Oregon this seems like the worst choice.
- Any and all tolls must be restricted to maintenance and upkeep of the highway being tolled. No diversion of funds to non-road projects.
- Traffic diverting on to side roads that are not built to be used by that amount of cars. No sidewalks on the side roads that would be diverted onto. Homes extremely negatively impacted by diverted traffic making it impossible to travel in local neighborhoods.
- There has to be a better way to address the congestion. I am against tolls due to the financial impact of everyone. There are new taxes all the time and never a consideration of how it will negatively impacy everyone!
- Tolls add pain and financial suffering to the poor. The project as outlined does not address the problem. The money isn't going to fix roads. This is a "your pain is my gain" project. I

will vote against anyone who supports it and give as much money as I would pay in tolls to whoever runs against them. Whatever party.

- I think they're all pretty straightforward. Basically, spend money on anything but increasing highway capacity.
- Raise corporate taxes in Oregon to Improve public needs. Such as education and transportation.
- I live in Gladstone & work in a hospital in Tualatin. This toll would cover my commute twice a day!! I need to get to the other side of the river. My alternatives are the Old Oregon City bridge- adding congestion to an already congested area not adequate to handle increased traffic. I could go thru Canby or use the Sellwood Bridge an unreasonable option!! This is just another way to suck money from the taxpayers!
- Tolling for cash payment and electronic billing needs to be identical to honor the Fourth Amendment right to travel without invasion of privacy. Low income drivers should be able to certify, thru DMV, that they are totally exempt from fees. Out of state drivers should be totally exempt from fees.
- Negative impact on local residents that use local businesses on both sides of the Abernathy bridge on regular basis.
- The current uncertainty of COVID outcomes and government regulation in Oregon. Unemployment rate as it currently stands. It is probably at least 2 years early to be discussing this. People are going to need time to get back on their feet and this could make or break some of them. It's not worth that. It can wait until a time of economic prosperity.
- No. No. No. I paid for 205 several times. You want a toll, make a new freeway & toll it til it is paid for. How dare you make me pay for something i paid for & my gas tax continues to pay for it. NO! NO! NO!
- You have hundreds of people camping on ODOT property. If you toll you should use some of the property you are stewards of.
- What I have read in this survey is you are planning on using the money not just in this area? But in the Portland Metro area. The area you are tolling is not in the Portland Metro area. This is Clackamas County and not the Portland Metro area. Plus how are you planning to alleviate all the traffic on the residential roads to by pass the tolls? Those roads can not handle the new traffic you propose on those roads.
- How to reduce local single occupancy motor vehicle use, particularly those emitting greenhouse gasses, but essentially all single occupancy motor vehicles.
- If the point is to manage congestion, where is that congestion going to go? People still will need to drive to and from work. So it will either do nothing except charge people to go to work, making the economic situation even worse, or push people out onto different routes that will then cause congestion problems. Working in the freight business, I don't believe that it has much of an impact on freight at all. And lastly, when all of the people bypassing the tolls start routing past my house, there is going to be a safety issue concerning traffic and children, and accidents on local streets.
- ODOT and Metro are currently working on a \$7 billion dollar transportation plan that does nothing to reduce congestion. You are using tolls to punish drivers. When extra lanes are needed, it is a multi-decade project, but when you want to spend billions on lite rail there is

nothing that can stop it from happening. We have needed more lanes on I5 and I205 for 25 years and you have wasted billions and billions on projects that will forever require a huge budget to maintain and keep going. You are subsidizing transit for downtown and punishing the suburbs.

- If we're concerned about raising money for strengthening bridges, then why would our government spend a ton of tax-payer money and resources to research tolling systems and pay costs to implement transponder systems and monitor the program? Shouldn't this money that is being spent on the program simply be spent on strengthening the bridge and building an extra traffic lane on 205? Every dollar we spend studying and implementing tolling is a lost dollar we could have spent infrastructure improvement. Tolls are terrible - unfair, unnecessary, and costly and burdensome to citizens over time.
- Use the money directed for bike and mass transit to build more roads and widen roads. Stop taxing us. You have enough money from us taxpayers.
- Build rail between Salem and Portland. Have reduced fares for people of lesser means. Don't avoid richer areas when you build transit because they're connected.
- Then you told us that you somehow think that by rolling us then that will put us all on surface streets. You really sound stupid. Like, that makes little sense. It really is sad that it has come to this. Equity? Does that mean you'll actually take care of the terrible riding conditions on the MUP? Doubtful.
- Don't toll the road
- If you start charging we will quit using it as a route!!! It is LUDICRIS to charge people to use a freeway... What the F do you thin you are a TOON?
- Stop the nonsense! No tolls period!
- How are you going to separate low income drivers from high income drivers. Having lived in an area with tolls, they are indiscriminate and impact all drivers. I do not recommend them.
- Make Bikes register to ride on the roads and issue license plate. Money is being spent on bikes, special privileges are given to bikes but they pay nothing for using the roads. Also a License Plate would be nice for hit and run. A bike scrapped the side of my car, then took off down a one way street the wrong way. I could not follow. It is time for bikes to be taxes just like any other vehicle that uses the road.
- The impact it will have on visitors to Oregon. This is not a friendly action. Have you considered convertible carpool lanes like those used in the Seattle area?
- Make Bikes register to ride on the roads and issue license plate. Money is being spent on bikes, special privileges are given to bikes but they pay nothing for using the roads. Also a License Plate would be nice for hit and run. A bike scrapped the side of my car, then took off down a one way street the wrong way. I could not follow. It is time for bikes to be taxes just like any other vehicle that uses the road.
- make a privately funded expressway/toll road
- Thus would put a real strain in low income people traveling to work everyday
- When I lived in Pennsylvania i avoided toll roads & i will avoid them if there set up here. It's a bad idea you'll have congested back roads.

- I worry about costs to low income commuters as well as one toll opening the flood gates for many more tolls. For example Seattle... there are tolls everywhere now!
- We do not want tolls because they would unevenly impact Washington drivers who work in Oregon
- Tyrants stealing and manipulating. You can't even fix the problems at the Rose Quarter. Pandering socialists.
- Move the toll further north or south, or scrap it altogether.
- Drivers without revenue to pay the toll, but need to use I-205.
- Consider the arterial routes that will be no doubt be burdened with a huge increase in traffic.
- 205 has been paid for. Why do we have to pay for it again? Stop with the toll ideas.
- Eliminate the tolling scheme
- Reduce congestion. Use federal funds first. Next, tax autos (not taxis, Uber, buses, etc.). Avoid tolls if possible.
- Portland hates cars. They take out car lanes and build more bike lanes causing the very congestion they say they need tolls for. They lower the speed limit on Powell and Division, major arterials pushing people onto I-205, or onto Foster & Stark causing more congestion there.
- If you idiots would stop wasting time and money on studies and build the 3rd bridge and hwy, westside bypass or I-605 that has been studied for 40 plus years you would not be in this situation. Not paying tolls, will drive around it and help back up traffic everywhere..
- Do not institute a toll. The people of Oregon already have an extremely high tax rate which should pay for road improvements.
- This will be a HUGE burden on small roads around 205. This is a huge mistake.
- Consider that the pandemic will never end, and you're now fixing a problem you will never have. Tolls penalize people who can least afford to pay. You will destroy businesses on the Oregon side of the river while benefitting Vancouver businesses.
- Make cuts to government.. your not needed...this corridor should have been expanded 20 yrs ago.. clearly ODOT has not done their job
- This means at least an extra \$150 a month for our family. We can barely make it as is. Boss won't compensate for new tolls. HOW ABOUT LETTING US VOTE ON THINGS BEFORE DECIDING FOR US. Fuck man, can't afford not to work, can't afford TO work. You've added a huge financial burden to so many people in a town where living expenses are already insane. I'm a true native Oregonian and we have fought this for years and you just did it anyway. This survey is great for optics only.
- Stop the process.
- The I-205 bridge is a good place for tolls because the lack of alternate routes means that diversion to local streets will be minimal (the Highway 43 bridge certainly could not handle much more traffic than it already gets). However, the burden that such a toll would place on low-income people is significant. One solution would be to base the toll price on a person's income, so that low-income people would have to pay significantly less than high-income people. Base it off the last year's tax returns or something, that people can submit when they get a toll pass.

- We don't want this toll to encourage drivers to choose to use the I-5, thus congesting I-5. eg. Airport travel from the south may no longer use the I-205; Drivers headed for Washington may no longer use the I-205 (which is one reason the I-205 was built; and vice-versa for travel to Salem and south.). Keep the toll low enough so that these drivers will "accept" the fee and avoid I-5.
- Have an option to travel in a non-toll lane, similar to what Seattle has done. Those who want to pay may chose to do so. Tolling all lanes doesn't afford citizens a choice in travel through the impacted area.
- Spend the money you already have on roads only.
- You should consider defunding the state run agency to better use the funds for highway additions and improvements. Thoroughly analyzing your current budget could get significant revenue for improvements. Citizens are already hurting for money. Even considering this while our businesses are forced to be closed or limited will impact us greatly.
- Income should be raised for people to be able to afford it.
- People with the lowest incomes typically have the least flexible jobs and cannot adjust their driving times to avoid tolls. As proposed, this is a very regressive tax that will be hardest on populations which are already struggling.
- Do. Not. Toll. Tolling is a significant and tyrannical measure that would erode our trust in government.
- Many educators live in the West Linn-Wilsonville area. I know the tolling will cause me to have to look for another job, where I won't drive on I-205, because I won't be able to afford the commute (I barely can without the tolls). Please consider having an educator pass at a free or reduced rate. Otherwise, there could be negative consequences.
- No TOLLS
- Tolling 205 is stupid, our tax payer money isn't being spent correctly, our roads are not well maintained and you keep wanting tax payers to open their wallets even more.
- My husband and I travel I-5 a couple times a week if not more from Washington to Vancouver for work. The toll would dip even more into our paychecks that we can't afford to do so.
- Are you going to provide additional lanes of traffic on the Oregon City West Linn Bridge. Without more lanes on the bridge, it won't do much good to add lanes to the road.
- As a West Linn resident, I wouldn't be able to drive to my home without encountering a toll. This forces me (as well as others) to take back roads — roads that are not designed for excess traffic. There is NOT a viable bus system where I live, which limits other options. Additionally, people on a fixed income don't have the "extra" money to pay for tolls — especially when there is no other alternative.
- No one wants a toll. Please provide alternate routes that are as efficient and free.
- If people are being forced to pay for the use of the highway then all funds should be collected should be dedicated to maintenance of that highway.
- Make it happen! Don't let perfect be the enemy of the good
- I pay taxes for road ways, I would like to see my tax dollars better managed before you take more of my already taxes paycheck so I can drive on a road I already pay for. It will not

reduce usage, and the side streets around this area are too small to tolerate a mass increase of traffic using them to get around the tolls. Again, our tax dollars are poorly managed, so reform should be done before you charge us more. This should be brought for a vote, this is a form of taxation without representation. Shame on all our elected officials for allowing this to move forward without a vote.

- Don't charge a toll on roads
- Commuters who work in non profits that serve the community
- No tolls
- tolling the abernathy bridge will just cause more congestion on the old OC bridge. This rout is already backed up for miles when there is an issue on the 205. I can only see more surface street traffic because if this. And how much of this money once again will be diverted to the MAX system when clackamas County had voted down the funding and didn't want it in the first place.
- This is ridiculous idea. Oregon is one of states that has high tax rate including property tax. Living expensive is way higher than other states that marks Oregon to the least state to retire because state keeps find the way to rip people off everyday.
- Use the money for what you actually say you're going to use it for
- Why is this the only section of I-205 that is being tolled? This neither looks fair nor equitable. This looks like the government identified where they believe most of the money is and are now tolling ("taxing") who they believe are rich. There needs to be alternative routes that take the same amount of driving time which will not be possible because side streets always take longer.
- Tolls should pay for options other than driving and should improve the adjacent transportation network. Vehicles that pollute more should be charged more. "historically nderserved by the transportation system" should be reframed to "unfairly burdened by the current transportation system." A lot of people who don't use 205 every day are exposed to the noise and air pollution it generates - they are burdened but don't benefit like users do.
- I do not want a toll road. This is my daily commute and it would seriously impact me financially.
- This will worsen congestion in residential roads in west Linn. This will disproportionately negatively affect poorer people who don't have job flexibility and don't control travel times. Seems punitive. This also seems unhelpful as there are few if any good public transport options in this area so unlikely to motivate alternative transport.
- Not putting a toll on I-205. I work near there and my family among many others would not be able to afford it not to mention transit between wilsonville where I live and portland takes far to long to consistently take that option.
- Need to come up with a plan & budget to build a different freeway/bridge overpass and collect toll fee like other states.
- How are you going to control increased traffic in affected neighborhoods by drivers wanting to avoid the toll.
- All of the agencies involved need to be fiscally responsible, stop wasting money and live within the amount of funds gotten without tolling which is ridiculous as a solution
- I don't support tolling I-205.

- How long will tolls help with traffic congestion when millions of immigrants are pouring into the US every year. Wake up to the real problem.
- The money needs to be put back into the infrastructure of rebuilding the roads and making them pristine.
- Going over the Willamette River needs an alternative...How can people get over the river without going on the Abernathy Bridge or causing congestion on the small side streets (43 and Oregon City, etc)
- Tolling that section will cause excess traffic on side and backroads that cannot handle the amount of traffic it will cause. People will go through Oregon city across the tiny Oregon city west Linn bridge and go the back way to past Stafford rd to avoid tolls. Oregon city, especially that bridge cannot handle the traffic it will cause. There is already excessive backups that way during rush hour.
- Drivers will use highway 43 to avoid the toll, which will have a very negative impact on the neighborhoods in West Linn and Lake Oswego. There should be a toll in a place with a less easily accessible alternative route to truly get people to flex their schedules.
- Don't toll anything and stop taking away roads/lanes from cars. You're making things worse for everyone not better
- You should spread the load to all freeway users in Portland. Toll all users of I-205 & I-5. Toll all the users of my community's surface streets who are preventing my & my neighbors from traveling our surface streets. We saw what happens when the little WL/OC bridge was closed for repairs.
- I can barely afford to drive as it is
- Exempt the elderly especially those that have lived in Oregon city for over 30 years Perhaps give people two free passes a month. Or make the tolls free on weekends
- Oregon does not approve of tolls
- I'm concerned that cars will take alternate routes through downtown Oregon City, West Linn or even Canby. That could put a significant strain on roads, neighborhoods, and the traffic flow through these small towns that are not equipped. That would also transfer the burden of cost and traffic efficiency from the state level to a local level. I question the additional cost of mailing a bill to a person that doesn't have a sticker to gain \$1? How will you get people to comply and actually pay such a small fee?
- Fixed income.
- Stop putting money into bike path and lanes. Also stop putting money into Tri Met---hardly anyone uses those options.
- Its not fair to toll someone who has no choice but to drive to Washington every other weekend to pick up her son.
- It needs to be at the high traffic times. Not all hours of all days.
- Don't add tolls! We pay enough already but you just don't do a good job with the money.
- Consider the 99,000 people who can't afford tolls.
- As a member of a low income family, tolls on roads I have no choice but to drive on to get across the river to complete essential tasks (work, medical needs, etc) would be financially and economically devastating. Especially with the adverse financial impacts of covid 19, every time the price of a gallon of milk or a dozen of eggs or basic meat or vegetables goes

up, I feel it so heavily. How will you guarantee that, in a region that often requires travel across bridges to cross a river in order to survive, low income communities will not be adversely impacted?

- In order to help with the traffic, you simply need to add more lanes to the freeway. I lived in Southern California and drove Hwy 91 from Corona to Anaheim and the tolls were ridiculously expensive, people can't afford this kind of cost right now especially if the economy crashes, which it most certainly will the way this virus is getting blown out of proportion. With all the money the state is supposed to receive from the lottery for schools etc why aren't those funds being used towards repairing the roads, also there's nothing wrong with the freeway. Your purpose below is a crock of crap.
- No tolls, even if you toll your going to cause more congestion on other roads and still have congestion. Toll aren't going to fix anything it's just going to cost us money. Money that your going to say that your going to put towards the roads but aren't.
- low income tolling exemptions, please
- How are you going to stop making congestion on roads such as highway 43 worse than it already is? The road is almost stop and go during morning and evening commute times!
- Toll the I-5 and I-205 bridges first. Half the vehicles on the roads are from Washington. Make them pay before tolling Oregonians.
- No tolls, no tolls and again, no tolls! Use the ridiculous amounts of taxes you already steal from us and take a few less trips, less meals out or at least fly coach Like the rest of us!! Balance the budget you have, cut spending on personal projects we can't afford, also like the rest of us!!
- This inordinately impacts residents of West Linn where we have limited access to many retail services. Every time I go to the grocery store I'd have to be tolled. Home Depot? Tolled. Most medical providers located near either Meridian Park or Providence Willamette—tolled. Residents of West Linn need consideration.
- Xin bỏ bớt những tiền thuế hay những phí này nọ cho dân được nhờ. Đừng làm trò này trò kia nữa, đừng có rảnh ngồi trong office nghĩ chiêu trò móc túi người dân nữa.
- Use current transportation funds for transportation. No new income needed.
- There are no alternatives to crossing the bridge. Toll would only be fair if an alternative route were available.
- I think that a toll in that location is a hard way to force socio-economic boundaries on poorer populations. People I know would choose to avoid the toll road because of cost and therefore be cut off from the stores, hospitals and schools out west. The wealthier people from West Linn or Lake Oswego would have an easier time paying the toll so they could be more fluid across town. I think that this is a type of systematic bias that and classism that will keep the rich richer and the poor poorer. It's like sectioning the city to have the good and bad side of the tracks!
- Adding tolls to the area will severely impact area residents and streets. Without a comprehensive plan to address this I'm not sure how you move forward.
- * Create a program like Trimet uses for low-income fares to give low-income folks a discount on tolls. * Rebate a significant fraction of tolling revenue to the surrounding

community. * Use tolling revenue to offer travel alternatives that aren't single-occupancy autos.

- why make the residents of oregon city pay? we already pay property taxes, and those funds are going who knows where
- Again, this is a project that goes against everything I have ever voted for. Many people will relocate, including myself. I am very disappointed in the funds managed by the state and plan to vote against all the people who are involved in this project.
- DO NOT TOLL!!! It will not relieve congestion and will only push cars into side streets. Build more lanes!
- Use the money earned from tolls to create alternative routes for cars and bikes to use instead of the interstate thereby reducing traffic on said interstate
- That it is unethical to charge motorists to drive on an interstate highway that has already been paid for.
- Don't toll a highway we have already paid for and maintain with gas tax.
- Just shut down I-205 FREE way
- There are several easy bypass roads at the start of the subject corridor, and these rural communities don't deserve toll avoiders.
- No tolls! We don't need it! We already pay a road tax.
- Make it free for card with OR license plates and charge a lot to cars with WA/CA license plates
- Don't do it
- Thành phố Portland nói chung đã đánh thuế rất cao người đi làm ở nhiều mảng. Nếu thu thêm phí đi lại, sẽ làm người dân thêm áp lực và nghĩ đến việc dọn ra khỏi thành phố hay tiểu bang vì áp lực chi phí.
- don't toll. Income tax a better plan
- I live off of 10th Street and do not want to pay a toll to enter & use the freeway in either direction. I'm completely against this proposed toll road. I also think it will make traffic worse!
- Tax the wealthiest Oregonians like Phil Knight.
- NO new taxes, that includes tolls as that is just another word for taxes. Oregonians are already taxed for roads and the tax load is becoming over burdensome.
- License bicycles to pay for the billions and billions of dollars we have spent on bike lanes and other crap fro bicycles.
- No tolls. Just no. Talk with businesses about alternative work sites and start times
- Consider those who live on/off I-205 and do not negatively or adversely affect their daily commute.
- Utilizar sistemas rápidos de pago para los que forzosamente lo usan y los que no usamos porque es la única alternativa crear carreteras que no cobren
- 1) Low-income toll pass pricing 2) Penalties for long-distance commuters who avoid tolls and use local streets as this just moves the congestion and wear from 205 to city streets 3) Some revenue should be used for mass transit system to provide transportation to more people which will further alleviate road congestion 4) Lower cost toll passes for those living

within a certain radius of the toll station or toll passes that charge less for each additional time through the toll booth in the same day

- Disproportionate effect to those who live at/near tolling places AND recognize that public transit here is inefficient and undesirable for outlying areas. I'd have to park in a dangerous place, probably get mugged or have my car broken into, and it would at LEAST double my commute, which precovid is already absurdly long. No thanks.
- Find a way to pay for all these freeways. This in not Washington, California or Back East, This is Oregon we don't have toll roads.
- Tolls are going to negatively impact the area's surface streets. I try to stay off the highway during busy times, and often find simply sitting in traffic the same as using the surface streets because they are already congested with so many avoiding the stop and go. 1 hour on the freeway or 75 minutes on surface. One and the same. Tolls should never be instated post-road creation.
- Build the improvement, then levy a toll to pay off the debt. This is the social compact that has existed between American citizens and highway builders for over a century, predating even the establishment of state highway departments. A punitive toll designed to penalize the use of a built and paid for structure like I-205 is a perversion of the system and an insult and betrayal of Oregon's motoring public.
- A program for locals to the corridor. Cap or something fair.
- I 205 is my only way to work and you are literally tolling my entire commute . It's already hard to get by with all of the taxes we already pay in Oregon . This is a horrible idea .
- Spend the money already collected for highway improvements on the HIGHWAYS as it was intended.
- See my write in complaint.
- Not have a toll in the first place! I drive 205 to avoid downtown
- As a single parent getting no child support currently laid off due to civil this idea is terrifying. Even when working i lived paycheck to paycheck, I could not afford a toll, even a small one. Now if I find a job that takes me down 205 I am scared about having to pay a daily toll.
- The state budget needs to be audited and adjusted, we as oregonians are already taxed to much, thus is just another reason to screw us out of more money
- How many families who even if not low income can barely make it now will make it by adding an additional toll. Especially because many are not able to "adjust their time" as easily as you seem to think so.
- Tolling the roads seems like an excuse for the state to get more money when they already tax many things. Manage the money you have better.
- The fact you get enough money from taxes and don't manage it properly to begin with should be taken into consideration.
- Tolls suck
- We have to jump on i-205 for less than half a mile. We are not going to pay for that! We will drive through Sellwood first. That and you're all crooks!
- Don't add the toll to remain in the exit lane from 8 to honor 9 to 8
- Don't put in this stupid troll system.

- You should throw out the idea of taxing again for the same roads. You should route a westside highway along where Hwy 47 is now. Take it from Wilsonville to Kelso/Longview. Require all through trucks to take that route. It is dramatically shorter north south than going through Portland and all truck computer routing will take trucks that way. Suddenly, there will be no traffic on Portland highways. What you are doing directly affects all those not like you. In other words. None of you on these committees are retired on low incomes. I will never in my life pay a toll. I will use surface streets.
- it would be difficult for people with low income
- Don't toll where the easy way to bypass is down Will Falls Drive. Its already a parking lot when 205 has an accident. This idiotic move would ensure constant travel on this country road.
- We don't need a toll on 205.
- There is only one alternative route to the Abernathy bridge: the old OC bridge which is already congested.
- NO TOLLS!!!!
- Free or lower tolls if you live near and are forced to use the tolks
- STOP charging more, taxing more, citizens can't afford it. Learn to budget!! seek out alternatives & encourage community feedback
- The current taxes we pay now should be reduced if a toll is installed
- That tolls are a tax and we do not need any new taxes. You get enough money through the gas tax I believe we are the second highest in the nation. You waste money on special projects and give no thought to repairing what you have already built. That is poor management on your part. I say no new taxes.
- There should be no tolling. Find another way to fix this problem. Taxpayers pay enough money as it is without adding another tax.
- Quit finding new ways to take our money. It's already taxed a dozen ways before we get to use it.
- Make sure the changes actually helps with the congestion
- you should take in to consideration that all Oregon residents already pay gas tax, state tax and car registration tax and income tax, adding a toll should reduce our tax liability as residents. And how will you collect toll fees from non automated payers that 2 lane entrance cannot house a through lane and a pay lane with iut causing more congestion. Take in to consideration the amount of traffic you will be diverting to the old Oregon city bridge to 10th street and how much it will.cost to up keep that once it is more utilized than 205.
- Congestion is your biggest problem. Forget low income issues. I wont pay to subsidise others. Fix the roads and fix the problem.
- If there is a toll, I will happily spend more time (and sadly probably annoy residential areas) by finding alternate routes. I won't be the only one who refuses to use toll roads and neighbourhoods will have to deal with the added traffic.
- Stop with the tolling idea. Failing that. Do not charge people in low income brackets anything. They are barely surviving as is.

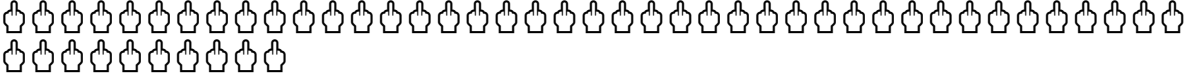
- Tolls are a scam on the public. It tells us ODOT doesn't know how to use tax payer funds well. Learn to manage the money you get from taxpayers first. I lived in a state with toll roads and they do NOT become less congested. They just steal more money from hard working Americans. Keep the roads "free" and open. People can figure their own alternatives home. Stop the abuse and misuse of taxpayer funds.
- Tolling is not needed. Widen streets and freeways to reduce congestion. If you drive the freeways you know where the bad parts are and can predict where another will arise if an area is widened with lane additions. Would be a great idea to create a freeway around the downtown area of I5. Trucks and cars not making stops in Portland need a better way around instead of having to drive I5
- West Linn and Oregon City residents will take the brunt of this toll. All residents of these two cities should be exempt from paying the toll as this stretch of interstate feels part of their hometown. You will be diverting traffic into these local streets and highways, clogging already congested roadways. This is an ill thought out plan. Clearly those at ODOT working on this, do not live in this area. So if I live in Oregon City and I want to get to Stafford I have to pay a toll for that short trip to grandma's. Not cool.
- This state is already so expensive to live in and many of us are struggling, no more tolls or taxes! Instead of tolling, use money already receiving from our tax funds to expand the only 2 lanes south of Oregon City on 205. There looks to be plenty of grassy land to incorporate more lanes.
- Local streets are going to congest. Highway 99 is going to get really bad. There should be non toll lanes on 205. The majority should be non toll so poor people aren't pushed to local streets/highways and local streets/highways don't become highly congested therefore deteriorate quicker.
- Make out of Metro free passes part of the program. These could be done through a drivers local county.
- Widen the road, allow more cars to use the road at one time, and use the taxes we already pay to get it done.
- We pay registration and DEQ fees, we already own the road. you have no right to tax a road we are already taxed for.
- Tolls have been voted down for years. Why are you continuing to move forward. We already pay gas tax and taxes for roads. Explain to us why you need more of our money to waste with your inefficient spending.
- The roads have been paved for and repairs are paid for thru gas tax and others. NO TOLLS!! Spend the money wiser!!
- Give a time line , make a pay as you go lane
- Use the taxes that are supposed to go for the roads!!! Or drop all the road taxes you now such as fuel and registration ...seems to be every year taxes go up to fix stuff and it never gets done yet all I hear about is lack of money. Where's it going?
- Build more roads, and quit wasting money on light rail and bike lanes.
- This will cause all non toll routes to be congested and dangerous. You are destroying our state.

- Try listening. Don't do it. Sooner or later taxpayers will invite and force fiscal responsibility upon you. This is a great way to piss off taxpayers who already pay too much.
- Are there e emptions for delivery drivers? This will increase traffic through historic downtown OC and increase traffic over the old bridge. Traffic at rush hour is already bad around here, now it will be worse!
- No. More. Taxes. A toll is a tax. We all know not one dime of the money will ACTUALLY help anyone but the state elites. They spend our money like a teenager with daddy's credit card. Fiscal responsibility is essentially a foreign concept to them. No to a toll. The state steals enough money from our paychecks as it is. Very simple. NO MORE TAXES FOR KATE'S PET PROJECTS.
- Think of traffic like water. If you reduce the flow where it is supposed to be, it floods to where it shouldn't be... By "fixing" one problem you will cause several others... Don't force commuter traffic to clog the city streets... If you want a toll road, go back east and see/learn how to toll road. Don't just start charging us for this garbage.....
- How about some driver education instead of fees? We already have enough fees. One of the biggest issues with traffic congestion is not the number or cars or lanes, it's the inappropriate use of lanes. Especially when it comes to reducing lanes. Geez, if people would just learn the zipper effect they would save so much time.
- How stupid this is! We are taxed enough! This area always has traffic jams and this will only make it worse!
- Either improve the alternative routes or determine how to deter additional use of the alternate routes. We all know drivers will find alternate routes to save paying the tolls so there needs to be a plan in place ahead of time to address the additional traffic issues tolling will cause.
- People from across the state who travel on I205 only maybe 1-2 times a year aren't trying to increase congestion. So find a way to make it only apply to regular users.
- As someone who lives in oregon city and uses 205 to get to and from work, the fact that I would be required to pay to get home or to work pisses me off to no end. Does traffic suck sometimes? Yeah. But it's not nearly as bad as I84 E or when you reach Vancouver area. Why dont you move the toll bridge up there.
- We've already paid taxes on these roads, we continue to pay gas tax which is suppose to be used for the roads. Now you want us to pay to use the road? ENOUGH!! We don't need tolls!!
- Use electronic toll payment, like a wireless device that's in your car that debits your bank card.
- Try again. It was not voted to be instituted. I will drive around.
- Trolling sucks
- Don't want any tolls at all!! You take so much in taxes, why is it hard to manage your money. Once again the poor will suffer.
- I am a retired senior citizen living in West Linn - I have to take I-205 as other routes are not readily available - I cannot afford ANY tolls and this proposed tolling affects wherever I need to drive, for instance to get to Fred Meyer in Clackamas. There are no other highway

options. It's very unfair to those of us with low incomes. Not everyone living in West Linn is affluent.

- Not a fan of tolling roads. The theory is good, but things seldom work out well for the drivers. I moved back to Oregon from Washington state as they put toll lanes in their freeway (2 toll lanes and 2 non-toll) and it was as bad or worse than before. I am sure Oregon will do a much better job than WA state, but I am still not in favor of tolls. Are you going to reduce the gas tax if you do the tolls?
- Stop trying to put tolls on the roads we've already paid for
- License bicyclists and Tesla cars to raise money for Oregon roads instead. They use the same roads as the rest of us WITHOUT fees being paid by them!! Oregon roads should NOT have tolls!! Tolls are a TAX on people who drive in Oregon. Shame on your agency for suggesting this toll!
- This toll on limited stretch of I-205 will disproportionately affect the residents of Oregon City and West Linn. Toll should be exempted for the residents of this two cities.
- Adding more lanes instead of charging us for already congested roads. You're not going to stop people from driving, you're only going to make us lose money every day.
- I pay enough taxes! To add more fees is ludicrous!!
- We provide charity work in Tualatin every week for needy teens but drive from Oregon City to get there. If there were tolls, there'd be no easy way to get there. Plus we transport these teens to activities and such. If there was a good alternative highway, we'd use it, but there isn't! It's worth it to wait in traffic, we plan for that.
- Add a third bridge crossing and highway into Vancouver. This would ease congestion immensely throughout the Portland metro. Utilize the tax money appropriately. My 16 year old daughter can spend the money in a more efficient manner. It's our money, it not bottomless.
- No tolls. I paid for yum fuel taxes already. I'm poor enough as it is I'm sure the idiot who suggested this makes 4x as much money as I do. If you're so eager to pay more in taxes feel free to donate as much money as you'd like!
- Set specific 5 year goals such as reduce congestion by xxx and if you don't meet or exceed the goal change you plan.
- Finding routes that I don't have to pay to travel.
- You guys just keep doing this. Voters dont want something so you just do it anyway. You just increased car registrations because you needed more money for roads, and now this too. You keep raising taxes and then continue to fritter money away. You have that wish list above and it proves this tolling is unnecessary. If you want more roads for bikes and transit then bond out for that. Don't increase traffic and lower efficiency just so I can pay extra for my commute to work if I dont fit into your definition of underserved. Give back my property taxes and then you can toll all you like.
- Consider why so many people are mad at you all, don't trust you, and want you to stop being evil, and do the right thing. You all need to realize that any area or any type of container can only hold so much of anything.
- I don't think tolls is the right way to go. Transportation on public roads should remain toll free. Provide a free alternative to make it free

- This will do nothing to ease congestion and will line pockets of politicians and likely end up going to pers, since the state is constantly looking for ways to screw the people of this state to pay for it.
- You are tolling a road that there is no realistic alternative. You say you are doing this to reduce traffic, when you are really grabbing for money because there is no bus options for people to get across the river in a timely manner.
- Arrest Kate Brown
- Find another way to pay for the I205 project, work with Salem and the County Commissioners to reappropriate funding from other tax revenue sources like the gas tax, the vehicle registration fee, forestry etc. Demand funding from Salem, as Clackamas County has the least amount of money appropriated to roads, than any other metro county.
- We already pay gas taxes and registration fees, additional tolls is ridiculous. You need to budget the money we already send better and stop finding more ways to get money out of people
- It seems almost criminal to me to put a toll on bridge! There are almost no crossing options in this part of town. In Portland, there is bridge after bridge after bridge. In this area, there is the 205 bridge and the teeny-tiny OregonCity bridge which lets into the most congested, narrow part of Oregon City. I live in West Linn and work in Oregon City, which means I'm crossing the river twice a day. That is quite a burden to put on a taxpayer! What is the Oregon transportation tax that comes out of paycheck each month, in addition to my exorbitant state taxes, going toward? No tolls!
- Research alternative funding sources. Tolls roads have been ineffective for many other states for reducing traffic. Tolls roads have been ineffective ways to raise revenue for other states. There have been many studies proving that toll roads do not work.
- No tolls on I205!
- Toll this dick
- You should consider I pay gas tax, property tax, new car tax, tax tax tax!!! Hell no we don't want a toll on a public freeway. This is not a toll road! A toll toad is a different quicker toad. It's a mental disorder you know that. Please get help!
- The state should provide roads for everyone from current taxes and eliminate special interest programs and spending.
- You people are fucking scum, if you used the tax dollars right in the first place ..
- With businesses closing daily and heading for a real recession, this is not the time to toll any bridge. This will affect low income people that have to drive. Revenue will never be used for what you say instead will go to pet projects and do not help Portland or its citizens.
- Why here? The wealthy people who can afford to drive as a luxury instead of as a necessity to get to their jobs live in Portland, not in Wilsonville, Canby, Aurora and Oregon City. This is an unfair and burdensome tax on lower and middle class workers who have to commute from where they can afford to live to their jobs in the city.
- Way to kick us at our worst!!!!
- No toll roads in Oregon

- Consider this

- Properly utilize the existing funds so that no tolls are necessary.
- Oregon already has the highest per mile charge for commercial vehicles. Exempt commercial vehicles.
- Stop ripping off Oregon
- not putting this shit in
- Not to have a toll at all
- Not msking 205 a toll rd. I already pay road taxes you should do better with my money
- Expanding the road systems, the entire metro area is growing so we need a better road system. Tolling is not going to stop the traffic. Rolling is a money grab from tax payers.
- sabotage, destruction of state property and it's equipment, demonstrations, vandalize equipment and fiber optic cables, unlawful use of state legislative power, state crimes from elected officials against Oregon's citizens without their input, improper use toll of funds, reallocation of toll funds, Oregon did not vote on this insane state tax and spend project not on drop of toll funds for Oregon PER's, not one drop of toll funds for illegal immigrants, cut spending and pay down the \$87 Billion unfunded state debt FIRST from legislative MISMANAGEMENT. use a BALANCED BUDGET system !!!!
- Tolls will increase the local use of side streets. Locals will use side streets to avoid the tolls. We all cross the river to shop or run errands daily and/or work. Either we will avoid the 205 and the tolls by using side streets and the small bridge or simply stop crossing the bridge and local businesses will suffer. The Tolls will be a detriment to local businesses. DOT may get money, but in the wake of COVID, more local businesses will suffer. Thanks, but no thanks.
- Low income people have a hard enough time buying gas to travel to needed destinations let alone have to pay tolls, it's not needed we pay so much in taxes already it shouldn't be necessary to put a tax or toll on the broken backs of Oregonians already burdened by taxes already in place . Tell the governor to tell you where all of the money given to maintain our state went !
- Consider leaving our freeways ALONE and highly taxing those who move here from out of state!!! The surge of out of state transplants are where the real problems lie. I live just on the border if the proposed area. This will hinder our family's ability to successfully earn a living. Given, our breadwinner works in Salem. Or... Toll the 'in town' portion of I-5. NOT I-205.
- You are crooks and have stolen enough of our money from us period. We have and continue to pay for things that you can't even maintain or build correctly with the poorest products used that I have ever seen. I am an ex civil engineer who knows what you are trying to pull.
- People have the RIGHT to travel without being charged/ stolen from. We pay tags and registration fees that is to be used for the roads. That is what you get and all you'll get so make do with it.
- Reconsider the toll and rather focus on reducing the homeless count through betterment programs and updating South & North East Portland roads and junctions.

- NO TOLLS. I left a state, city with tolls and hated ever minute of it. Please not tolls. that what brings such a great life to Oregonians.
- no tolls. the idea that this is going to manage congestion is a bald faced lie...this is a cash grab on already over taxed citizens....
- Cost, most people are barely living paycheck to paycheck especially in these rough times. And there are no alternate ways except to spend the same amount in gas to go around the toll. This whole idea is not going to work and coming up with a new idea would be better. Maybe drivers ed class in high schools and have parents pay for the classes and make it optional. It isn't going to clear congestion. It's just going to move it elsewhere and then what we toll ALL busy areas and have people avoid driving all together?
- Taxes are already taken out for road maintenance from gas and income. Look at the Clackamas County tax taken out of people's payroll. You can't keep on adding cost to people. Most don't make enough to survive as is.
- There is no need to supplement the cost of mass transit for the very few that ride it.
- money claimed for a specific intent has rarely served the intended cause. I am skeptical on management and misuse Reducing traffic is a must and this does not seem to have an impact on that
- Toll is a bad idea. Keep Oregon roads free.
- This is an unnecessary cost to people already heavily taxed in Oregon. This Toll is not wanted by the Citizens of Oregon only the politicians with our money in their pockets. Stop this now.
- To get to areas served by 205 need more options for none toll roads. Most people only drive small sections and a few more exits off of this between I 5 and 213 might help move traffic without widening the whole section. Put up small toll at beginning of 205 then every place you get off or on so you only get charged for the distance you drive on it.
- Widen city/community roads and add lanes for increased traffic
- I've been to states with tolls and it sucks, and no one does anything right with the money, plus there's still congestion.
- That Oregonians are over taxed as it is and this is just another nail in the coffin of a once great state.
- Do not toll. These are already tough economic times and Oregonians cannot afford yet another cost.
- People are already experiencing economic hardships during this time and adding a toll would be one more thing that would be difficult for them while they are trying to make ends meet and work out this new type of life
- The reason funds are needed is all the people moving here. Apply an out of state license surrender surcharge instead of making us pay to use roads we have already paid for and continue to pay to maintain. Alternatively, add additional lanes and toll them only.
- Should not occur, Oregonians already pay enough in taxes and fees on their vehicles and cannot afford to pay any more. Spend the money you already collect on the roads and not other programs. Tax every bicycle in Oregon to make up the money needed, they are who you are catering to.
- NO TOLL!!!

- If the state was more fiscally conservative I might not have an issue with this, but they're not. The money grubbers took nearly half of the kicker money that I was supposed to have gotten back and are trying to force cap and trade down my throat.
- Consider using your ill gotten dollats on what you say you are insread of funding George Soros socialist agenda
- The roads have been paid for and the state has plenty of revenue to repair our roads now.
- Stop taxing voters without their approval. No tolls on roads unless voter approved.
- not letting brown take more money whenever she can. And gettong a mpre cnpntrolled buget on their general fund.
- Used road.funds.for roads.not bike paths
- The citizens of Oregon have already paid for roads, highways and freeways this is nothing more than a money grab by Governor Browns for other programs like free abortion for all including illegal immigrants, free paid reassignment gender for children as young as fifteen years old without their parent's knowledge and the fine you Kate Brown must pay when you lost in court against the Timber Industry.
- The answer to congestion is not to start charging people to drive. The answer is to reduce the cost of acquiring right-of-way and constructing improvements for alternate routes. Tolls are just an easy path forward option. I work for a private civil engineering firm and I know how bad it is to work with ODOT. ODOT is like a giant cargo ship that can't make a tight turn; super inefficient.
- Taxes in Oregon are already to high remove Kate brown
- Having a toll here would not solve the traffic solution. We have so many other issues to fix in this state before we start worrying about adding tolls. Let's ask our governor where all our revenue and funding is going? How about allocating funding from supporting the protests to our roads. And can we also raise the speed limit? We're the slowest state in the US.
- I do not think we should have to pay a toll to go to work! why not toll commercial trucks only since there are the one causing the most damages to the road. As a Clackamas co resident I already pay my share of road related taxes and don't want to pay more!
- We already pay enough in taxes
- Don't toll the road!
- use the money you already receive! stop using road funds for bikes and trains that no one uses!
- No fee at all
- Additional lanes, more carpool lanes, add express lanes. After living in NY for years there were more cars on the road but traffic here is worse. Educate people how to merge in a manner that doesnt slow traffic already moving. Have sheriff and highway patrol cite the left lane turtles that make the highway dangerous by having to pass them on the right just to go the speed limit - that would bring in some serious revenue. Put up better signage reminding slower traffic to keep right.
- Use my tax dollars to put in more lanes on I205. That! is the equitable solution and what people want.
- I don't agree with tolls. We already pay plenty with every gallon of fuel we buy.

- NO TOLLS!! This would create MORE congestion, slow traffic creating traffic jams, & Cost people, some that may not be able to afford it either daily or at all!!!!!!!!!!!! NO, NO, NO, NO!!!!!!!!!!!! :-)
- Work programs. Help the underprivileged by teaching the a trade. Partner with companies that they could learn by interning/ shadowing someone until they learn a trade. No more taxing!! We pay Oregon 38% of our income right now! Enough!
- The State of Oregon COULD then buy the road space from all the tax payers and pay top dollar for the prime land and give the money back to the tax payers
- Give those those who's commute longer distances a bigger break..o drive 40 mile commute and already pay more than most in gas taxes(which btw are suppose to be used for this)
- NO NEW TAXES, BUDGET LIKE THE REST OF US!!!!!!!!!!!!
- The #1 priority should be to expand the capacity of the I-5 Boone Bridge.
- Provide a NON TOLL option!
- This is going to divert traffic to side streets, which given the area is going to raise hell for area residents. We need to put alternative, reliable transportation in before tolls are added. Plus, diverting money from the police would be a way to get additional revenue.
- Build another Columbia River bridge. Put bypasses on both the west and east sides of the metro area.
- Families that cannot afford another expense, especially for those who've lost their jobs or businesses due to the pandemic. Tolling is not the answer and our government knows that. We need to allocate current tax dollars to our roads, not increase them through tolling.
- Not having a toll. Spend the high gas taxes being collected already to fund road projects. Quit the social engineering.
- People are already struggling to work and now you want more money
- Consider not having a toll at all. It would wreak havoc on traffic which in the past had been terrible.
- All this is going to do is force drivers to use single lane highways like HWY 99 and 213 to avoid toll charges. The congestion will just move instead of being fixed by the toll. More lanes are needed on 205 and I-5 with revenue coming from something other than toll. Increase auto registration, fuel tax.....
- Reduce overall taxes in Oregon. Remve Kate Brown and every democrat in office
- Giving West Linn residents a pass on the toll until our tax dollars are used to provide other travel options from our town and not divert people through our neighborhoods.
- That you're setting up a tolling system for money but you're saying it's to reduce congestion/traffic. You're all full of it.
- You just got a new registration fee, stop taxing us to death!!!!!!!!!!!! Budget like the rest of us! This would SLOW traffic! NO
- no tolls, no new taxes, this will slow traffic
- Rolling is just another money grabbing scheme. Fix our roads with the tax money you already collect and stop trying to hurt people Just trying to get to work
- do your job and use the taxes and money that has been procured for the roads for the roads not your pockets.
- You shouldn't have a toll on I-205.

- Address the concern that some people are getting un employment and still live paycheck to paycheck and charging them to do their job is ridiculous
- Tolling all lanes will quickly overwhelm local communities with traffic congestion that SHOULD be handled by the freeway. Freeways exist for high-volume traffic. The state should NOT toll all lanes.
- Take tolls to the voters so that they can decide, not the government
- cancel project
- Defund the project!
- No tolls
- Don't toll
- Stop trying to find all these different ways to tax us, asshats. We see what you're doing.
- No Toll roads....our taxes provide enough revenue!! This is literal highway robbery!!! 😞
- It's going to be really funny when you guys are mailing out tickets and stuff to people who aren't registering their vehicles are who are using fake play. So many people are getting away with stuff like that so it seems like only the people who are doing the right things will have to pay. Maybe I'll have to look into doing things the wrong way since I see so many people getting away with it so I don't have to pay for this either. 🙄🙄🙄
- Don't have a toll. Make a bypass around the metro area instead to reduce traffic and get traffic out of the metro area that's just passing through. Alternatively make a Double Decker over the freeway to manage through traffic vs. local traffic.
- Y'all need to use the funds given to you properly to maintain the roads. The fuel tax is there so we pay for our road maintenance, spend the money right and stop screwing over the people By charging tolls to generate revenue... vast majority of us aren't stupid and have seen what tolls really do for roads... the roads and bridges are still not maintained.
- Think about the low income people for once. What the hell do we pay gas taxes for. Just a line peoples pockets I think.
- Diversion to Willamette Falls Dr, Johnson Rd, or 99E through Aurora and Canby is to easy. Tolls should be over a major water way (Columbia). Wait until Washingtonian's are tired of the congestion, then toll to fund the construction. Don't toll existing infrastructure.
- The tolls are going to hit low income people harshly, they are going to create more street traffic. They are going to slow traffic down. The money should go to making more roads, fixing roads, and making car traffic flow. Let's be honest. The purpose isn't to reduce congestion, it's to pull in funds. So, shouldn't those funds go to the people it is hurting--the drivers?
- Residences of West Linn will be harmed do to traffic flow moving away from Abernathy to the city streets. Also how will school buses be dealt with in this area since the West Linn/Wilsonville district crosses over this area.
- Utilize the funds already being wasted on public transportation on the roads. Quit wasting money on public transportation. It is a scam.
- No tolls at all
- No tolls!
- Great! Another tax.

- Stafford/Mountain/Schaeffer/Pete's Mountain/Willamette Falls are already used far more than they should be by people looking to avoid 205. They drive way too fast and carelessly on these residential and rural road. Adding tolls to 205 will make things far worse.
- Utilize the taxes already collected to add more roads, widen existing roads. Collecting more money isn't the answer.
- I don't trust government with information about how and when I travel. I'm low income and can't afford any travel taxes.
- I think you are taxing the people enough and there shouldn't be tolls. We are taxed heavily on everything in this state and local area enough. Figure out your budgeting issues and do with what you have like all the families have to do. Enough is enough! If you do tolls that will impact local roads immensely by avoiding tolls. Be smarter people
- that people that live here will have to pay daily. Also we live on a street that is always used if the freeway is backed up. I can't imagine what it would be like if tolling happened.
- We do need to reduce the congestion, but I don't want to overwhelm the side streets of Oregon City and West Linn, because they are already bad enough. Can we add other routes and/or widen the freeways?
- Stop taxing the people of Oregon. NO tolls! You are taxing commerce in this state. STOP! Is their congestion during covid? Businesses are not coming back. People will continue to work from home. This is not necessary.
- Add non toll lanes o
- NO TOLL ROADS!!!
- No tolls. Use the money Oregon already has wisely instead of this. This is taxation without representation
- Consider the person who only travels this section one to two times a year. I don't use roads that normally would require a transponder. I pay taxes & gas tax & should have a couple of free passes a year. Should be waivers for low income. I either would avoid going anywhere in this area or use another route to avoid a toll. Don't penalize low income and people who live 40 miles away. How do you toll those renting cars or are traveling from another state?
- Provide a waiver/credit to those of us who already contribute to the infrastructure through gas taxes and property taxes, etc!
- There are currently no suitable ways to bypass the tolled highway for those who choose to do so. Managing congestion on I-205, will create congestion on existing secondary roads.
- Proper management of existing tax monies for roads and infrastructure.
- Provide more transit along I205 - rapid bus service. Also, carpool lane. Tolling is going to be difficult for everyone but the people living along the local streets should not have to suffer (and they will). I've driven I205 for 30 years (Milwaukie to Wilsonville, now Milwaukie to Tigard) and know every 'back way' route there is. The people living on those routes are going to suffer terribly when traffic increases by 100x. (Not an exaggerated number, I think).
- The traffic, backups, accidents on side roads that'll be used by people trying to avoid tolls.
- This is a money grab. Did voters approve this?
- How this affects nearby residents who HAVE to use this part of the roadway to get anywhere. Are we going to have to pay more (and near daily) just because we have no choice? others who pass through this arterial plus ya just trying to go anywhere (work, doc

appts, shopping etc) will have to pay more now and our local backroads will be clogged like they already are whenever there's an accident or traffic on freeways. Not convinced this will help in the long or short term. In short term, it will be chaotic, expensive & still clogged until Long term improvements from Such funding would be done.

- Carpool lane Lots of toll signage Alternate route signage Some profits should go to getting the max line extended from Milwaukie to Oregon City & Clackamas to Oregon City along the 205!
- get b.l.m. out of the city
- A new toll freeway to the West of Portland that bypasses the city
- Ensuring the toll funding can be used for active transportation and transit modes, and not restricted entirely to highway ROW under the gas tax constitutional restriction.
- Not sure you can do anything, I live in west Linn and our traffic is already bad on side streets when 205 is backed up.
- Write into law that the revenue is ONLY used for maintenance and repairs to tolled sections of highway, and NOT diverted to other governmental accounts. If the revenue was diverted away from ODOT (tolled section repairs/maintenance), the leverage of generating revenue would be moot. Will heavy commercial vehicles be subject to tolls?
- Tolls are BS
- I do not believe the tolls are required. However, if moving forward with a toll, ~~100~~ funds should go solely to the objective of reducing traffic and not to serve under privileged. This is not a social service toll/tax, but specifically a traffic issue.
- If these repairs are needed, they need to be placed on a ballot before Clackamas County voters.
- STOP taxing without vote...it's illegal in Oregon.
- Don't charge for existing roads.
- In addition to easy to understand & use pricing, have pricing for seniors (55+ over) and retirees. Have separate lane option for vehicles with 2+ occupants.
- You are taxing drivers who already pay for these roads. You are punishing the majority of workers who work 8-5 and cannot change those hours. This is counterproductive as it hurts the ones paying into the system (taxes) the most, as well as they are already burdened the most by the lack of roadway improvements. A toll is a punishment for those workers.
- For people on food stamps, let them pay a smaller, monthly fee instead. Let people in West Linn/Oregon City/Gladstone pay a monthly fee instead of a per trip fee since our town borders where the tolling will take place. It is difficult to get off at Stafford road, drive around to Mountain Road, Schaeffer road, Petes Mountain road and hook back up again at 12th street and WFD. Also, there needs to be a plan to figure out how to deal with people getting off Stafford, crossing the WL/OC Bridge downtown.
- Designate certain roads local access only. Monitor & enforce local access only.
- people in this state have been out of work or businesses shut down dont make it harder on them
- We already pay for roads and highways via gas and other taxes. Stop funding public transportation and start expanding the freeways and highways instead.
- The alternate routes being taken. Will they clog up local neighborhoods?

- Consider all the taxes Oregonians already have to endure and think about how one cost out of hard working Americans pockets. We can only take so much.
- We already paid taxes to build this freeway and we already pay taxes to use it. There should not be any tolls.
- The East side of Portland is historically occupied by more people of color and people of lower income status than the West side, so I am appalled that Portland's first toll road would be placed in an area which is clearly less able to afford it. There's atrocious congestion on Hwy 26 near the zoo, but I haven't heard any proposals for a toll in that area, or in Lake Oswego where more people could likely afford a toll bridge. There are more productive ways to address climate change than tolls that punish the underserved so I'm not buying that excuse.
- If you toll 205 from Stafford to Abernathy, where do you think all the local traffic will go??? Residential side streets that are not prepared for that kind of impact. Why not toll I-5 and 205 at the interstate where both Washington and Oregon drivers can pay instead of concentrating on a small area that impacts neighborhoods and people living in the area are the ones who will be paying the tolls.
- Not using systems (like tolls) that disproportionately affect low income people. This is what taxes are for.
- NO TOLLS
- no tolls. Remove the money hungry govenor and balance the budget like every other adult has to do.
- No tolls. Road was paid for by taxpayers.
- We live off of Willamette Falls Drive at 10th street and the volume of traffic that already uses our street as a 205 bypass will increase even more if a toll is implemented. We do not want this to happen.
- Don't do the tolls where the heck is our tax dollars going to already?! This is crazy and should not be done
- We have been over taxed and the money the state has collected has been misused or stolen by corrupt politicians. CRC where did those millions go? Coverup Oregon where did those millions go? Fed \$ to fix unemployment computers, where did those millions go? Try transparency, I know it's against unions and government, but the taxpayers would like it.
- Instead of a toll you should be expanding the highway or building alternative highways. This will make congestion worse, not better.
- Due to I205 offloading, West Linn residents already experience congestion through our neighborhood streets by motorists trying to escape the freeway backup. There are no reasonable transportation alternatives to my workplace (Tigard). Due to our location, we will be hit with a toll any time we choose to leave our homes. Adamantly opposed to the tolling! Don't use us as your piggy bank!
- 1. Minimize the impact on people of low income or otherwise underserved
- Toll one lane! You ask but only for appearances. You won't listen.
- I live in West Linn near 205. My community such as family, doctors, dentists, hairdressers and shopping are across the Abernathy Bridge. I will have two choices: take the old Oregon City Bridge and drive through downtown OC, or drive to Sellwood and cross the

river there. Please consider a way for local West Linn people to cross the bridge only at no charge. Perhaps limit to two crossings per day, then charge for additional use. There is no easy way to cross the river without using Abernathy Bridge. The impact on the two lane OC Bridge and the downtown area will be significant.

- No tolls needed. Use the money WISELY that you have already taken from the public. Enough of the waste!!!
- Gas taxes generate PLENTY of money. Do Not Add Tolls!
- Try speeding tickets for revenue. Nobody drives the speed limit and police are few and far between.
- Stop screwing around with goofy ideads and BUILD CAPACITY. at least 500,000 folks have moved to the metro in the past 20 yrs with virtually no increase in roads. We build stupidly expensive light rail, bike lanes, and other feel good trendy stuff and then self righteously tell folks to drive less. Obviously whoever designed 205 between Stafford road & Oregon city was a bonehead. Build two more lanes each way and a second bridge. GET AHEAD of the growing need. Tolling for an obvious improvement is palatable. Be prepared to assign state troopers to keep evaders off Borland, & WF drive.
- Don't toll the roads. Spend the money you have mire wisely. Quit robbing the citizens to feed your unquenchable thirst for more money.
- With I-5 so backed up, 205 is the only way I can get to work in a reasonable time. If you put in tolls that I can't afford, I will have a hard time getting to work and will probably just use neighborhood streets to get around it.
- Accountability of the funds collected.
- The population will continue to grow putting more and more load on the freeway system that tolling will only move the load to other areas as people look for ways around paying tolls. Build freeways and quit doing worthless work arounds just to generate revenue to waste on projects to move 5% or less of the ever increasing population. Oregon's freeway's shows a total lack of what the issue is extremely poor long term planning and just another created revenue stream to be wasted on projects that don't help the majority instead of the few!
- Trim the fat from your budget and work with the budget you have. That is what we all must do. Now is not the time to create more taxes. Are you aware of the current economic situation?
- Consider how much the average driver already pays to be traveling down the road. I don't work close to my house and require 205 to travel. I'm struggling with 2 kids to afford Portland living as it is. No more fees!!!
- What projects are planned with collected fees? Is the fee system only implemented to reduce traffic? After the honeymoon, traffic density will return. 205 must be widened to 3 lanes from 213 to 5.
- Don't toll. Build more freeways to free up traffic and stop taking traffic lanes away for bike lanes and public transportation that is barely used.
- No tolls
- Do not toll 205. Im not willing to pay more money just to go to work everyday.

- Alternative ways to avoid 205 traffic is already being used in the area. It will be much worse when drivers try to avoid toll area. It was really nice when the stay at home order was in effect!
- Tolls are not the answer!
- For those who do not have the funds, we need to have alternative routes to navigate the area. What a headache you all are creating!!!!!!!!!!!!
- Drivers will congest side streets and freeways to avoid paying tolls. Defeating the purpose of putting a toll up in the first place. I would rather have congestion on a 8 lane road than a 4 lane road. Seattle has tolls on all major highways , doesn't stop their traffic on bit. And their roads are trash so the money isn't going there.
- Get the politics out of state government. The money is already there if used wisely.
- Use the revenue you've got. What happened to the law that does NOT allow imposing tolls on existing structures?! We're watching...
- Wake up- Tolls hurt working people, discussing the possibility of tolls at one of the most difficult economic times in US history is totally insensitive. Wait until the economy has rebounded for at least a year before bringing up the topic again.
- Do Not Toll!
- There are no toll roads in Oregon - don't start!
- There can be no exceptions -- if the poor are exempted, then they'll clog the road, defeating the congestion relief. Therefore, concern for the poor must be expressed elsewhere, perhaps lower gas taxes in selected neighborhoods to exactly offset toll revenue. If the money-grubbing politicians can't stomach a revenue-neutral plan, they reveal the whole plan is a sham that will never fix traffic.
- A toll would separate needy elders from their children who they depend on for assistance. It's a cruelty to the elderly.
- Do not add tolls to a federal interstate. If you do should we then collect payroll taxes from OR businesses that employ WA workers.
- DO NOT MAKE THIS ROAD A TOLL!!!!!!!!!!!!
- I'm against tolling on existing roads. Recommend you add tolling lanes as they've done in Seattle and toll only those lanes, leaving non-tolled lanes available. This gives drivers options of paying tolls or not, keeps road open to low income, etc.
- NO TOLLS!!!
- This toll program significantly and unfairly impacts the entire communities of Stafford and West Linn. These communities are forced to use I-205 because the interstate cuts off alternate routes. I-205 creates excessive noise and traffic comes off of the already under-performing system, clogging up the local streets every weekday afternoon. During construction this will be worse. If I-205 is tolled the impact to these communities will be permanent. It is unfair that this stretch of I-205 be tolled forcing these communities to pay for the very costly improvement and suffer impacts indefinitely.
- Not till a road that does not need tolling.
- The only way I could get around this is to go old town OC and across the narrow, congested West Linn bridge. There is no other alternative from folks that live out that way so a toll is unfair and discrimination against those that live on the east side.

- Make the bridge bigger. Fix I-5 bridge first.
- Help folks to make a choice to avoid the tolls. Those of us living in Oregon City can't go anywhere without I-205. Do not extend the toll north to 213 and allow westbound access from Willamette Drive to avoid the toll.
- I am a senior living on \$855 a month. No I don't receive assistance from the government or any other source. I pay rent, electric, telephone, internet and groceries. Even a small toll would be disasterous. You must help seniors like me.
- Build another bridge, improve traffic flow, don't hinder it by cost, by lane restrictions, by financial penalties. Remember, access is critical for lifesaving medical treatment. Some people can only get the medical treatment they need by crossing the bridge. The cost of medical treatment is hard enough to afford and now you want to add tolls to access that treatment?? So many people are struggling financially in our communities, I think tolls hinder access to much needed services.
- We need better transit and alternative transportation in the region. Not more freeway lanes.
- Tolls are a nightmare for people who live in the metro area! Will make already awful traffic WORSE!!! And bring more traffic to our neighborhoods! I can't ride my bike or take public transportation to perform my job.
- Give companies a tax break so that they can afford to reimburse their employees for the cost of tolls. Otherwise, the tolls are going to have the effect of punishing those who can least afford to pay.
- Additional public transit options along I-205, including a MAX line, would likely improve congestion more than tolls. People are likely to try using side roads to avoid tolls creating extra congestion in communities. May be best to have a toll on an "express lane" instead of all lanes so people who can afford the extra daily cost are not negatively impacted.
- Don't make tolls. Provide alternative routes.
- We are older and retired M.D's and home a lot. we have lived in this area since the 1970's when Ed got home from US Army duty in vietnam. Car noise increases seem to be endless. Instead of more cars we would like less. Would hate to be forced into moving. Jo & Ed Colbach on schaeffer Rd. Don't forget danger of crossind rd to mail box.
- Don't charge tolls!!!!
- Use the exorbitant gas taxes that are already levied upon us to build roads. Don't make some excuse as to why it's not enough. It's it what \$0.70 a gallon now how much money is that a year? What do you do with it.
- this toll is SUPPOSEDLY to eliminate traffic congestion on the bridge(s). It will not do that. NO ONE likes sitting in traffic on the freeway. NO ONE does it just because. People are on the freeway because they have someplace they need to go. Either home from work, or get to work, or go visit someone in hospital or...So tolling will not do anything at all to relieve congestion, it will probably simply congest surface streets as well. Since there are only 2 bridges, the congestion on the bridges will never go away. All the toll will be is ANOTHER tax on people already taxed to bankruptcy
- Statewide gas tax increase and use of bonds.
- how this affects the surrounding small cities. Reallocate funds, make

- Better use of funds! Children that will be in jeopardy of added vehicles in their neighborhoods because they want to bypass the tolls.
- Make the Abernathy Bridge a dbl decker. Upper NB lower SB (vice versa) you can blast for wider lanes. Stop spending money on walking/bike paths until I5 and 205 issue is addressed. Maybe a bypass around Portland for truckers and those who aren't stopping in Portland. Go from where 205 split and go around Gresham thru the back of OC and build a bridge around Canby or below then connect to I-5 below Wilsonville. This can be paid by not adding taxes to gas but use the money from gas tax for the freeway. Also make a lottery that is specific to this freeway. Adding tax to Oregon is wrong.
- Putting a toll on 205, is going to create so much traffic on Johnson Road, Stafford Road, etc. And those are windy roads that often have accidents because people do not pay attention.
- It is assume. Should be a gas tax. Vote of people needed.
- Your overall spending in our state! We're taxed already! We've opened up lanes to prevent congestion yet we still have it... so 🤔
- Ease of implementation and use. Forgiveness for running the toll without the sticker once or twice a year would greatly reduce the amount of compliance effort required. Discount program for commuters.
- Don't spend the money on new roads or widening roads. Fix the roads for all people (not just those in cars) on such ODOT controlled streets as 82nd Ave, Powell, and Lombard which already kill and maim people because many of those are those currently and historically undeserved by the transportation system. Improve these to the standards that they can be turned over to local oversight (i.e. PBOT).
- There are other cheaper and more effective options to tolling to reduce traffic congestion. Changing behaviors can reduce congestion, Use and enforcement of dedicated carpool lanes, better traffic control onto the freeways. If tolling is selected and moves forward, recommend using the Florida model it generates the most revenue for the least cost per driver.
- This may be too much to "bite off," but it seems like it could be the perfect time to consider it. Tolling is a use tax that we are trying to apply to a specific area. Why not look at the bigger picture, and develop a use tax...initial level based on mileage with incentives/penalties for specific locations/times that cover the whole State, and totally eliminate our gas tax which is becoming more and more paltry for a number of reasons? We can modify the rates in light of various factors: location (eastern Oregon lesser rate due to all the distances), vehicle type/weight, income groups, etc.
- 1. Tolls would cause increased traffic on the side streets. A DEFINITE. 2. If new construction is not planned, then tolls after the fact should be ILLEGAL. If new construction is created, then tolls could and should be generated till paid off, similar to Astoria-Megler bridge. Tolls should have been created for the replacement bridge near Oaks Park in Portland but that was not the case, why? If tolls are the future, then ODOT needs to make it equitable for all areas (ie. Hwy 26 near 217, etc.), not just low-income areas as would be the case here.
- impact on livability due to diversion to local streets

- DO NOT ADD TOLLS to 205. Oregonians and people of Clackamas County pay enough in income taxes, fuel taxes, property taxes, and other forms of governmental money grabbing. Use the funds you are provided more appropriately and quit reaching into the pockets of the citizens. The continued and constant increase in taxation on citizens is ridiculous. TOLLS are just another tax. TOLLS are not necessary. Cutting unneeded governmental spending and overreach is the solution to these issues. Issues which have been caused by the overspending and overreach. NO.
- No Tolls... keep our roads free!! Taxes are enough!!
- Tolling will only force the traffic onto non-tolled roads, which is already happening. The issue is capacity, not cost of travel for motorists. Have Metro, or the entire state, raise the fuel tax to pay for the additional lanes on I205. Additional lanes on bridges alone will not work. There need to be additional lanes through the entire area. The project to put additional lanes on I5 near the Marquam Trail about 10 years ago was VERY well done and should be a model for the I205 project. Fred Goeth West Linn 503-970-9921
- No Tolls
- Local fixed income residents exempted from tolls in their own neighborhood. Reduce financial burden on local residents that have no alternative to using I- 205 for short hops needed for necessity shopping.
- The state of the economy during the pandemic crisis. People are out of work...they cannot afford another toll tax!!!!!!
- Accountability for money already taxed under existing level
- ALL revenue should be used to support more transit, bicycle, and walking options and NOT for additional road capacity. We will just doom ourselves to climate disaster unless we greatly reduce our SOV usage.
- I don't support tolls.
- Money grab and you and the Governor are thieves.
- This WILL significantly only add major congestion to the side routes to avoid the toll. This is absolutely the incorrect direction to take. IF you would spend our tax dollars in simply adding a third lane through the 205/I5 section through the bridges (where you would obviously have to stop), this could help. Look at WA, Look at ID, UT and CA. They know how to expand and create effective highway systems. Oregon is an utter fail continually on road expansion. Spending more money on bike trails and the Max than actual roads. You are going the wrong direction in solutions.
- Alternative #6: No Tolling. Go back to the legislature and have them revisit the 2017 transportation package and include the \$465 million funding for this project like they initially had in the package. You'll be raising revenue off the backs of lower and middle income 9 to 5er's. Revenue of which you will then use to leverage into billions in borrowing once taxing the rest of the regional freeways goes into effect.
- Stop taxing us and infringing on American freedoms.
- start tolling at the Columbia Rive and the southern intersection with I-5
- Don't expand 205 with the money. Instead, spend it on transit bike and pedestrian access in underserved areas, or on building affordable housing on odor land near transit and jobs
- Payment mechanisms

- Dropping the Oregon Mileage tax we currently pay. We pay an average of approximately \$600 per month now for using Oregon roads in our trucking business (we have one truck and trailer). Our monthly costs are already increasing (new ELD mandate, new Clearinghouse mandate, increase in Oregon mileage tax, increased insurance costs, etc.), income is down and you want to add tolls.
- do one lane at a time. ease people into it.
- Stop wasting money allowing RIOTS in Portland!!!! Cut it out!!!! No peaceful protest includes rioting, looting, graffiti, snaking windows, killing people, and ruining businesses of hard-working Americans! ENOUGH! Don't you DARE try to take take take MORE \$ from Tax-paying citizens to make up for the \$ YOU HAVE ALLOWED TO BE WASTED. Those responsible for allowing the riots should have to pay for the fixing of our roads and all the rioters RUINED! Get your \$ from our Governor and Mayors!
- We live here. We don't choose to go this way to work. It is the only way my kids get to school. I live on auxiliary streets that already get hammered when traffic is bad. If tolling happens, no cost for use for people who live in the area. Expand the freeway and find alternatives. This is only a bandaid.
- I don't agree with tolling this area. I will probably get hit twice when they toll the Glen Jackson bridge as well. I don't find it fair to get tolled so much driving through the city & over to WA. I'm already paying taxes to maintain roads. How is that money getting used? Lots of tax dollars are already wasted thru the buracrecacy. That money adds up quickly. I'm already having budget issues.
- Cut ODOT overhead by farming out construction. Audit every penny ODOT receives and account for everyone. Cut ODOT managers. And STOP wasting my money with stupid Ideas like tolling Comrade! Put it to a VOTE cowards!
- If you install a toll on the Arlington Bridge, traffic congestion will increase in our small cities and ruin our roads.
- Commuting will be a disaster with a toll because everyone will want to avoid that part of the freeway/bridge by using alternative routes which will make regular streets in Oregon City and Gladstone more crowded disrupting the traffic flow even more.
- No toll roads on 205
- Don't punish the small guy who has to drive for work. How about punishing those who put on thousands of miles for recreation and those with gas guzzlers? DEMAND businesses offer work-from-home jobs. STOP immigration to limit population. Encourage small family size to limit population. Encourage a society that doesn't have to drive to work and back every day. Manage with urban planning so there are job prospects in living areas. I thought I would work in Portland and am taking LESSER jobs because of the 2 hour commute which makes a waste of time and costs I can't afford on my low income.
- Be considerate of those who are in the Gladstone/Oregon City/West Linn/Lake Oswego proximity to the I-205 bridge and must use the bridge for medical/dental reasons as well as commerce. Large Semi-Trucks seem to be the cause of slow moving traffic at the peak hours.
- Minimize false reporting of license plates. I was once sent a toll bill from CA. My car has never been to California!

- Use any earned money to improve the road(s), and nothing else! Ensure the money can't later be taken for other unrelated things.
- Offer times that toll is free to incentivise truck traffic during off-peak hours & late night. Offer graduated tolls to incentivise commuter traffic to scheduling work before or after peak traffic time.
- make sure people don't bypass through the Willamette area, it's already a traffic jam back there during rush hour.
- It makes no sense to toll the residents who live here for using the roads that our taxes already pay for. Why not charge the non residents and commuters from out of state that are not paying taxes here. Toll the bridge between OR and WA. The traffic is much worse in the northern sections! No alternative to get over the river for locals.
- NO TOLLS The roads are already paid for and you folks refuse to maintain them
- Not add a toll. It's going to affect people who are on limited incomes.
- Please consider surge / demand pricing and reinvest that money back into bike and ped and safety resources in East Portland
- This is the biggest scam. This needs to go to a vote! yet another way to waist our tax dollars. way to make all of our goods and services prices rise.
- Why not add lanes to existing freeways? Toll road fees should be used for infrastructure of NEW roadways that can then be used by drivers to avoid traffic at a cost. Tolls added fo existing roads to punish everyone who lives off that freeway is absurd.
- The Oregon highway system has historically not met the needs of transportation. I believe taking more money from pockets of tax-paying drivers will do nothing for the road systems except pad the pockets of the construction company's you hire to put in bike lanes. This, of course, will solve no actual transportation issues and hurts the ability of those to travel. I lived in Chicago for several years, and tollways were constructed with preexisitng highways already in place. If you want to build a tollway for those who can afford it, go ahead.
- How will you keep the side roads non congested as people will take those to avoid the toll?
- This feels punitive for all who live nearby. Also, surface streets will have increased congestion as divers seek to avoid tolls - also punitive damage to those who live nearby. Building costs for new and improved developments should pay for the costs instead
- Tolling causes problems that you refuse to address. It is telling that you refuse to consider any other options. Oregon has rejected tolls over and over again. Stop trying to shove this down our throats!
- Develop a system for exempting low income people from being taxed. Provide equal charge cash toll lines to allow people their right to travel without government scrutiny. Insure that all money collected goes to build more roads to reduce traffic congestion.
- Make sure money is not spent on adding in freeway lanes
- Automatic tolling; vehicles equipped with reader so homes are billed. This would allow for those identified as low income to be charged at a different rate automatically. Like in Florida, eliminate toll booths. Those vehicles that drive through with no PASS device installed are photo-billed at a flat rate.
- Pricing should just be a payment you make online or via mail monthly, ahead of time. No need for toll booths.

- Nobody outside of Portland wants these. Commie fucks.
- The communities/neighborhoods, and taxpayers. Look into increasing public transportation.
- It seems that tolling only this small section of the highway is disproportionately impactful for locals, especially considering the often very high traffic volumes on other parts of 205, specifically between Johnson Creek and the Glen Jackson Bridge. I'm local so I will avoid the highway at all costs, as it seems like a punishment because of where my job happens to be. And I make a much more comfortable wage than many, so I can't imagine how concerning this is to lower income families and individuals.
- Why are you limiting tolling to small area of I-205 rather than entire length? This penalizes local residents who have few options for travel other than fwy. Because few options, congestion will not change regardless of tolls.
- For the past 12 years, I have driven I-205 for school and most recently, five days a week to work. My job doesn't pay that much more than minimum wage. There are NO reasonable alternate routes--these are all equally congested and will become even more so. There are also no direct bus routes between Gladstone/Oregon City and Tigard/Tualatin. One has to go all the way downtown and then all the way back. Why should low income people suffer one more fee?
- Most people have no choice about when they're on the road to and from work. It penalizes individuals for their employers' choices. Also, it will increase congestion in all of the non-tolled roads nearby. I think it's a TERRIBLE! idea, and other methods should be used to enable people to reduce road congestion. It punishes people for something they have little or no control over.
- Toll the 205 bridge to Vancouver!!
- Reduce tolls for retirees who must cross I-205 daily for services or personal reasons.
- Motor vehicle traffic is not sustainable. As the region grows we cannot simply build our way out of it. Tolling presents an opportunity to fund alternative transportation methods and should be allocated for that purpose.
- Living in West Linn, we have to use the freeway frequently, even if just down a couple exits to access certain items and services. I think this is horrible because it will have such a negative impact for all who live here.
- reduced toll or no toll based on income
- There needs to be an alternative route so our neighborhood is not destroyed by all the traffic
- Not putting a toll on I-205
- We live off Borland, and our kids go to school in West Linn. With sports and activities we can be on 205 quite a bit. When it backs up people take the backroads - so with tolls this will aggravate the issue even further with people avoiding the tolls. You also will divert more traffic to these local roads which were not designed for this traffic. These side roads are already dangerous and lack bicycle paths and sidewalks for walkability.
- There must be reasonable non-toll alternatives, or no tolls at all. It is not equitable in any way to force people to pay tolls.
- Freeways are public goods paid by existing taxes and federal dollars and should stay that way. The plan here to impose tolls is not based on a desire to make driving easier and reduce congestion, but as a means to punish driving and push an anti-car agenda. ODOT is

being disingenuous with this. This pay to play agenda will hurt lower income people and continue the push to make public infrastructure a luxury of the well off and those who have the freedom to pick their work schedules. Most people do not.

- The current location offers no viable surface streets or public transit options for west linn residents.
- Do not put in a toll road. All you're going to do is force more people who are poor and middle class to pay for something that they've already paid for. I'm %1000 percent AGAINST THE TOLL ROAD for it has been proven to do nothing but hit those who can't afford it the most in their pockets pushing them more and more into poverty. The Seattle tolling system has already proven that tolls don't help, period. An independent study has proven that the drive costs up, not drive them down. The Seattle tolling has been debunked as being good for traffic flow and those who can't afford to pay tolls.
- Financial burden of paying a toll on citizens
- Free tolls for those that live within 5 miles of the area. Other wise it will cost us money just to go to the doctor, theater or DMV.
- Consider locating the tolls closer to the 205 bridge
- I'm not in favor of tolling, period.
- Funding for public transit to make it free for all and better/more alternatives to driving that are safe and accessible.
- Government has taxed us enough. No to toll roads !!!!
- You should provide at least one option for paying tolls by cash. I have VERY strong concerns about the use of transponders that can track vehicles against a person's will and the privacy invasion that this creates. In additions, I have heard horror stories from other states that use these about bank accounts being overcharged and it's impossible to close the account when you move out of state, etc. You need to seriously and strongly address ALL account management concerns, particularly the privacy issues. You need to hold the entity responsible for collection to rigid ethical guidelines
- Use congestion pricing to get people out of their cars and reduce our carbon footprint.
- Our Stafford area roads are already prone to congestion and accidents. If the freeway is rolled, vommuterscwill resort to users side streets such as Borland rd as a wag to avoid the toll. This will create a dangerous situation for those who live in this community.
- No tolls on mid income earners
- Establish a trust fund/lock box to safeguard toll revenue that would be allocated to projects based on appropriations from the legislature. Transparency and public reporting of which projects receive funding is essential. Revenue would be used for highway/bridge improvements and repairs, congestion mitigation, and other essential activities to improve traffic flow on interstates and lower emissions.
- Free for senior citizens
- This will increase costs to business that require driving in this area, therefore increasing the cost of business and will be passed down to customers. As well as cause an increase in cost to work in the area.
- Revenue from tolls should only be used for providing alternatives to driving on 205, and should NOT be used for the separate widening project. If the tolling reduces traffic, as you

say it will, then the widening project shouldn't be needed - and you should wait to see if it's even necessary.

- We are already heavily taxed. These tolls are a bad idea. But since you're going to do them anyway, at least do something to help the drivers paying them by adding lanes.
- If roads are rolled I may just find other routes for my 105,500lb truck...
- Use the revenue to make it easier to get around without driving. Do not use the revenue to build more lane-miles, which just attracts more driving.
- Use the massive amount of tax revenue that the state already has and refuses to use wisely and transparently. NO ADDITIONAL TAXES (toll roads are taxes).
- Make people who don't live here pay. Ridiculous to make us residents pay
- Get rid of pers and manage the budget you are given
- We already pay exorbitant taxes to maintain roads. Figure out where to cut the overhead spending. Stop raping the citizens.
- The negative impact to those who need to use this road for commute to and from work that don't make enough money to pay for it.
- A tiered system based on tax returns (or similar) so business vehicles and wealthier individuals pay more while low-income people pay less or no toll. Additional breaks/incentives for low and middle income electric car drivers, not wealthy owners. Do not use funds to expand highways, only toll set up, road maintenance, seismic or transit-related projects, and bicycle and pedestrian safety. Prioritize projects and investments in low-income and undeserved communities.
- Gotta charge people money for daily living that will lower and cause unnecessary suffering due to finance
- Find another solution. Like build a new road and toll that one.
- Do not toll I-205. Audit the state and local governments, vote out the government officials wasting money and reallocate tax dollars already paid by Oregonians for an I-205 improvement project.
- Offer free electronic transponders Be thoughtful in how differential tolling rates are determined
- tolling 205 will increase traffic congestion on alternative routes that are unable to handle that additional congestion. Are those roads going to be widened to accommodate the additional traffic? What about Borland Road - which could be used as commuters as a way to avoid the tolls? The impact on local residents who use these roads for everyday life. Ensuring alternative non-tolled routes can accommodate that traffic. The limited number of bridges on the south end of the river. That means local residents have few options to cross, forcing use of the toll by residents, many with lower income.
- Stop taxing people who work for a living and get yourself on a budget. Stop charging people who are already just trying to get by because you are greedy. Stop with your stupid bike lanes. When it is 30 degrees and snowing no one rides bikes. Clean up the metro system if you ever want anyone to ride it. Really tired of seeing junkies all over the public transit and then you suggesting me to ride it. How about you try to ride that crap system. Ohh you wont because you are a bunch of hypocrites.

- Your tolls will be highly destructive to surface traffic congestion at Hwy 43 /Oregon city bridge. You are financially penalizing low and mid income households that use the bridge for daily commuting. Take money from light rail to widen all main traffic paths to accommodate more cars
- This project should have been done 15 years ago. The congestion is horrible in both directions. I also think ODOT should put up cameras to catch people speeding and talking on their cell phones.
- Drop all plans to toll along I-205. Use the money you have better!!!
- Portland has done a fine job of driving BIPOCs to outer East Portland. Tolling makes it more expensive for them to get to their jobs, adds to their burden. The white Wokes benefit from the close in transportation infrastructure investments, but not the BIPOCs. This project is just one more slap to BIPOC people of low income.
- You really need to research how this is going to impact people who have no choice but to drive. Families who are living paycheck to paycheck, living in cheaper communities and driving because there may not be other job options where they live.
- All odot does is waste our tax dollars. You people are a bunch of idiots. Instate bridge for example. 🙄
- I will be charged a toll every day to leave my house or have to chose longer commutes in the congested back roads. I don't have a flexible schedule as it is around my child's school hours. Consider no tolls /free pass to residents of 97068 & 97045.
- I'm not sure, but I am completely against a toll. There are only two ways to get over to Hwy 43- with a toll, I-205 will be a mess. There has to be another way besides a toll amount.
- Add more lanes....
- this is necessary to decrease the use of Washington residents on our roads . hopefully this will fund a light rail that replaces auto traffic
- The cost of living in Portland is SO HIGH that even a full time nurse can it afford rent in the city. I find it offensive that the city would add a toll in Oregon, we DONT need or want that here!!
- Seek input from communities of color and those who have been pushed out father because of high housing costs..
- If we used existing funds to expand roadways instead of trying to restrict them maybe traffic wouldn't be as bad. Cars are not going to disappear.
- Put a toll booth only on the interstate bridges or right before if it needs both state's approval. Make it less appealing for people to live in WA and work in OR. Traffic is already bypassing tenth street exits on Willamette Falls Drive so this would further add to the problem. Tolls are just an annoyance and will not dissuade anyone from taking a trip.
- This is only going to cause diversion to local roads, especially through the I205 corridor, the maintenance impact to local cities is going to go up. Then those local cities property taxes will increase to pay for their repairs. Fix the real problem, make I205 3 lanes from I5 to 213 exit.
- Non tolled times during work hours
- You can use the free money you get from the state income tax on WA residents and use it to build a third bridge.

- Shove tolls up yours. I will travel 50 miles out of my way to not put money in your money grabbing hands. My license fees, registration, etc. has more than paid my share since I rarely travel your road.
- Also consider using tolling scale that takes carbon impact of vehicle into account, such as lower toll for ev or hybrid, higher for gas guzzlers.
- Pay cuts to pay for roads at ODOT.
- Not have tolls the state of Oregon makes millions on pot get it there stop Lining the pockets of the government officials
- Some of us are on a limited budget. I am a pensioner. I am a senior. My doctors are on one side of the line and I am on the other.
- Not putting a toll on roads our tax dollars already fund.
- Don't put in a toll both.
- If you want to reduce congestion in Portland, this plan makes zero sense, and puts an undue burden on people on a very specific community. West Linn has only two options for getting out of our little town into the larger area. Choosing to roll one of two routes means the other route become overly crowded. And that will suck not just for me, but for everyone along that route including the communities of Lake Oswego and Johns Lansing. Please reconsider this insanely inconsiderate and poorly thought out strategy. We already pay taxes for infrastructure. Do not punish West Linn with tolls
- Allow motorcyclist to lanesplit during time of heavy congestion, which has shown to both greatly ncrease the flow of traffic, and provides them a much safer commute.
- Not tolling. It is a regressive tax. Tolls in other states have done nothing to reduce congestion only created a self perpetuating system of more tolls that benefit the toll bureau only.
- Build a new road and toll the cost of it. We paid for the road and the maintinence with our taxes already. You are going to tax us out of this area.
- Poor people have a hard enough time without having to pay additional fees! 😞
- 205 traffic is already horrible. A toll will make it worse. Kate Brown can get her play money elsewhere
- You are encouraging people to use public transit systems, walk or bike; these are not good options for the proposed area you will be putting a toll on. More traffic on the side streets will cause those roads to break down, and will be more hazardous for pedestrians, bikers, more noisy to neighbors, more pollution for the residents.
- Traffic on side routes is already terrible when 205 is congested. There is nothing I've see provided by this project that convinced me our neighborhood will become as congested 4-6 hours daily. Short of gating local neighborhood streets, this project will fill Oregon City, West Linn, potentially Tualatin and Lake Oswego with a substantial daily increase in traffic. These neighborhoods should not be held hostage to this project.
- Not charge a fee to drive on roads I'm already taxed to build and maintain.
- Make WA state serve SW WA Clark county. It's like the daily evacuation drill.
- If a toll road is constructed, it should be an outer loop from 205 through Wilsonville to Hillsboro

- Dont toll the roads because theyre already paid for and we pay taxes already to maintain them and the money doesnt go to thrm so the toll money definitely wont either this state is expensive enough without toll roads you ass hats
- Offering public transportation will reduce the traffic and is better for the environment.
- I will not use a toll road
- We live 2 blocks down the hill from WL High School. During rush hour (not during pandemic) it is often close to impossible to get out of this neighborhood. Also I'm often trying to get my girls to and from soccer practice at Athey Creek MS around that time. The "back roads" are already majorly congested. Taking 2-4 times longer to make the trip. I would appreciate hearing your ideas for not making this worse with people trying to avoid tolls. And maybe even what is in the works to make it better. :) Thank you!
- Are tolls really the best answer?? Would cause more congestion, more bottlenecking. Who's pocket will those funds drop into???
- Stop taxing the American people. You already have income to pay for the roadways. You guys squander it every year and expect the citizens to keep paying. Enough is enough.
- Use other existing revenue sources. Plenty of money is wasted on intangible programs and projects. Take some of the existing revenue and use it for real improvements to infrastructure.
- Y'all told people to get better & more economical cars, they did AND NOW YOUR A BUNCH OF FUCKING WINERD THAT YOU DONT HAVE MONEY!!! Well tighten your belt & budget better!
- No tolls. Fund the I205 improvements through gas taxes.
- No toll. No new taxes. Need to find funding somewhere else.
- This is Oregon. We don't even have a sales tax. NO TOLLS!
- Stop this project immediately. The impacts are all negative -- you just shift traffic around to other areas, leaving rich people with an open road. Unacceptable. Plus, you create an impossible burden on visitors and infrequent users. People will just stay away, hurting the economy.
- Again we have already pd for it
- Stop this idea
- Public roadway already paid for, why stealing more money from people??
- All lives matter.
- We deserve the right to vote on this, not have it foisted upon us by a bunch of nameless, faceless bureaucrats. There should be NO TOLL.
- Consider that no one voted to approve this. Not sure ODOT has the authority to do this by rule or proclamation.
- No tolls on freeway. Fix the bottleneck by adding lanes. This is a non necessary money grab.
- This freeway was paid for long ago, it should not have a toll.
- Make sure what precedent this project sets now can be easily applied by other agencies as they also consider tolling their infrastructure, ie bridges. For example, can the window sticker work for multiple agencies (WSDOT, MultCo, ClackCo, WashCo, etc).
- Go fucking yourselves. NO TOLLS!!!
- No tolls

- Please consider the direct impact on the resulting alternative routes and the quality of livability for the communities located within one mile of the tolled areas. We fear our peaceful neighborhoods will become potential shortcuts for people hoping to avoid the Abernethy bridge, causing increased traffic on streets not designed for this.
- Traffic diversion to local streets is already a nightmare when 205 traffic is backed up. How is a toll going to help this? What is the toll amount- I've seen no mention so far. I'd also like to know when 'the supposed' improvements would happen? 5 yrs, 10 yrs- ever? This will bring in revenue to 'someone' but I see no benefit to reducing congestion. People who have the flexibility to travel at less congested times already do- no one likes to travel 205 unless they have to. And what about those WA drivers that screw up the north end of 205? Why aren't you going to toll them? Stupid plan!
- Our current tax structure provides sufficient revenue to maintain freeways without tolling. Attempting to force people from private autos to public transportation puts them and the public at greater risk of coronavirus spread. A major health concern.
- Those that need to drive on this freeway everyday (such as commuting to work) vs those that don't frequently use the highway Everyday. For example, is it really fair to toll or tax people going to work everyday just because they live near a section of road that needs to be improved? Seems like lots of people that don't live exactly where I do that use I-5 or 217 won't get negatively punished like we will in West Linn. Not fair.
- The driving public has already paid for the interstate freeway system. Apply the tolls only to new lanes and not the existing ones.
- People will just take side streets to avoid the toll.
- Don't toll.
- Try taxing the WA residents who load up the interstate bridges instead. For those who live in this area, this is basically putting a toll on using their driveway. Manage the current funding better and don't heap additional taxes on people.
- Muốn thu phí thì làm freeway mới ai muốn đi nhanh không kẹt xe thì chạy vào đó trả tiền. Freeway này đã có sẵn làm bằng tiền thuế của dân, giờ thu tiền để giảm kẹt xe hả????
- The residents of West Linn will be excessively burdened as traffic routes through side streets. Additionally West Linn residents will pay the greatest portion of the toll as there are very few options but to use I205.
- Expand capacity on ,205
- You should consider making the tolls affordable and make sure that the money actually goes back into helping the community. A lot of people do not have extra funds so if this is going to happen, then it needs to be done in a way that makes the money worth spending and not just to make less traffic for rich people who can afford to spend extra money daily.
- I can't afford a toll to and from work everyday
- Just go fuck off with tolls
- MORE LANES
- Just another gimmick to tax the poor. While the I-5 travelers pay zero
- More traffic capacity is needed to enhance future economic and resultant employment growth. Anything including tolls that does anything to restrict traffic also restricts commerce.

- NO TOLLS...it's literally highway robbery. SCAM!!
- My family drives that stretch at least 3 times a day, sometimes as many as 7. Because we live in Willamette we are supposed to pay more in taxes than others in Oregon? Not equitable. Nobody in Willamette wants this. Go find your money somewhere else! Have the builders building in the area contribute to a road fund. There's plenty of room to expand the road.
- Do not add tolls at all.
- NO TOLLS!
- not impose a toll on 205!!!
- I have a concern about people jumping off the freeway to avoid tolls...
- Use money that you have been collecting for the last 30 years that you have done no infrastructure changes! Other than the 212 bypass what new charges have you made over the last 30 yrs to address the increased car traffic???
- What is the purpose of tolling a portion of a road, you are impacting one community.
- For those that reside in West Linn, Oregon City, Clackamas, Gladstone, they will be the persons that bear the most cost as there are no good alternative routes to get to Tualatin, Wilsonville, Tigard, etc. Tolling at the Abernathy Bridge is only going to create additional congestion as the bridge is NOT wide enough for the traffic that commutes across it today. The study that was conducted before widening 205 to Stafford should have included widening to the Abernathy Bridge. Why is it that low income persons would get a break but those that have no other option don't?
- You should consider that people are trying to get back and forth from the jobs that pay the taxes that pay you your salary. Stop lower our standard of living with your covert taxing plan. If you do this people like me will use alternate routes that will make neighborhoods and other highways even more congested. Thus causing safety issues in those neighborhoods and roadways.
- Lower or no fares for 70 and older and lower income. Would like max to come to oregon city. And surrounding areas
- Stop your plans and listen to the citizens of the state. Let us vote on this.
- Halt your spending on projects aimed at getting people out of cars and use that money to improve existing infrastructure and build new road surfaces!
- Electronic tolling in which cars drive at usual speed and toll charges from above through a reader in their car and/or license plate (see CO I-470 or EZ Pass on East coast)
- Your concerned about freight movement? Maybe yall should've negotiated better with the ILWU? Climate change? GTFO.
- The West Linn Wilsonville School District is planning to move the Athey Creek Middle School to a location between Dollar St and Willamette Falls Drive in West Linn. This is scheduled to open in 2023. With 850 students plus teachers and staff this will likely add at least 600 and maybe as many as 1,000 vehicles to Willamette Falls Drive during the rush periods. Currently, traffic backs up as far a Field Park to get through Willamette,. Tolls on I-205 will greatly increase the traffic flow on Willamette Falls Drive with resultant increase in accidents, injuries and local residents access.
- Do not implement tolls. Literally any other option is better. Tax the rich, for starters. Massive taxes on owning property that isn't the owner's primary residence. Significantly

higher top marginal income tax rate. Tax ALL income (investment, capital gains, etc.) at or ABOVE wage income.

- Don't add tolls at all especially during a recession. If you want, add additional express lanes that are tolled but don't take away any of the current lanes.
- This should not happen because of mismanagement of funds in the system. Reevaluate your budget for the so much waste in the system especially for PERS. like a normal government just doing a money grab. Your own words say could go for projects but not will. My entire house barely makes 50k a year. You are trying to force us to go on the system to be dependent on you.
- This proposal will permanently impact West Linn/Oregon City irreparably. Vehicles will be using local roads and Main Street to avoid tolls....as ODOT pledges to "study" this, I take notice you offered no solution or mitigation when it does happen. Why should residents bear the brunt of disservice because ODOT wants to change its funding model to toll public freeways? This is ODOT pushing the easy button instead of implementing economic accountability.
- No toll
- Consider another option. This is not a good idea. It will negatively impact our community.
- No TOLLS.... they will drive people into local streets overwhelming West Linn and Oregon City.
- Tolling is a bad idea. If you must do it, you must offer a cash pay alternative for those who don't want government to pry on their travelling choices. You must offer a low cost alternative for low income people.
- Local traffic off Stafford Road, it can't handle more traffic.
- I'm very against tolls none of the information presenter this far convinces me that implementing a toll is a better solution than better management of existing funds.
- Don't put a toll on.
- Tolls on a road that currently does not have one do not make sense.
- Don't toll all lanes similar to I-405 in Seattle
- Don't toll all lanes. There isn't currently enough side street capacity between Oregon City and West Linn to handle traffic pushed off of 205 by tolling all lanes of the bridge
- We absolutely can not make traffic on Willamette falls drive any worse. That would be a disservice to those residents. Perhaps toll that for non residents too.
- We shouldn't have tolls added to a road that is currently free! If you want to create tolls you should build something like the 91 express lanes in California. Maintains current level of service while allowing people to self select into paying more. <https://www.octa.net/91-Express-Lanes/Overview/>
- Impact on fixed income people.
- Highlight that road users pay for roads. Maybe you can point out how much funding from tolls would save taxpayers who don't use this stretch of the road?
- A system similar to Colorado that allows for a website where tolls are paid, or for a connection to a bank/credit card for auto payment
- We are stretched to the max already. Stop taking our money.

- We pay plenty of gas taxes and this is too much. No tolls! According to the Oregon Department of Transportation, in Portland people pay a 10-cent city tax, a 36-cent state tax and an 18-cent federal tax. That adds up to 64 cents a gallon in taxes. Oregon also taxes the companies that ship your gas, and those additional costs add up. But they're difficult to transfer into hard data like dollars and cents. The state also requires more expensive blends of gas that burn cleaner and are more environmentally friendly.
- Traffic is bad enough on I-205 then adding slow downs for tolls which will make it worse. As mentioned above it will make it hard to afford traveling on I-205 and probably people will use other routes causing more traffic jams
- What other roads could be potentially tolled in the future? Reducing traffic on one road will increase it on another due to drivers bypassing the toll. How will that be minimized so as not to negatively impact currently less congested roads? Why stop at Hwy 213? Why not all the way to the exit for I-84?
- Add more commuter rail, light rail and street cars with park and rides to get people off their cars
- As a resident of West Linn, I would have to pay the toll just to drive about 2 minutes on the highway. I worry that others that live in West Linn will just pile onto Rosemont Rd. and Ek Rd., making those awful to travel on and making those neighborhoods busier when they're not meant for that.
- Tell us what relief projects will be BEFORE tolls added.
- Why would anyone choose to pay the toll when they can take Willamette Falls Drive to the old OC bridge and jump back on 205 on the other side of the river? Or they can get through West Linn on Stafford and Rosemont. That means traffic will be hideous for all of us living in those areas.
- La encuesta para obtener opiniones, comentarios, y sugerencias de ser ofrecida de varias formas y no solo electrónicamente. También tienen que utilizar las organizaciones que trabajan directamente con las diversas comunidades. Ellos tienen la confianza de la comunidad y es más probable de tener mejores resultados por medio de su intervención. Otra cosa, si la información se ofrece en diferentes idiomas, asegúrense que sea accesible y fácil de encontrar.
- You won't reduce congestion. You'll get it more focused on the city core. 205 is a "bypass" that will now get bypassed. You plug one route, you'll see the impact. I-5 is going to be a further nightmare.
- People tend to avoid toll roads unless absolutely necessary, so all other routes would be more congested.
- I would have to pay tolls to see my doctors in West Linn or off Nyberg Rd this way, I would also have to pay tolls to visit family and friends, I'm retired on limited income, tolls seem more appropriate on I-205 from Foster going north, not Oregon City area. Whenever I go on the freeway, it's Foster Rd that jams everything up, toll that area if you're going to toll, toll in Multnomah County.
- Consider toll waivers for people receiving SNAP benefits, other forms of assistance; potential rebates or tax credits for other low income residents. I didn't check "reduce traffic" even though that's part of it, but it's more about managing demand, so I checked transit

instead. It's more about the complete system of options, not just traffic of transit. The pricing system should reflect the value of the toll without being unduly burdensome.

- I support the toll- I think too many people are driving and expanding the road will only encourage more driving. But I also think that if we're going to toll, we have to offer plenty of alternative transportation options. It needs to be safe and cheap to take public transit or ride a bike instead. That's what the toll should fund- give people safe and cheap options for traveling that isn't just more car lanes or car-only roads.
- We live right off 1205 by West Linn exit. The only option beside 1205 to get across the river to Gladstone is old OC/West Linn bridge, which would back traffic up even more and be less safe. Since April, traffic is much less on the freeway. When freeway is backed up, large numbers of drivers take the back road coming down Skyline drive by the high school, right past our driveway. Before april 1, it could take up to 20 minutes to travel a mile down hill to get on 1205, if u can get out of driveway, never a problem until the last couple of years. The impact to our local roads are tremendous.
- Build additional bridges to cross the rivers for drivers.
- West Linn already has a problem with traffic during evening rush hour. Adding tolling at Stafford will exacerbate this issue. Put the tolling on the bridge, and add a more expensive toll to the west Linn bridge to Oregon City, exempting citizens who live within 3 miles of the bridge.
- Build bigger roads with more lanes and take a lesson from Arizona in how to do it without taking forever and costing billions extra in studies and issues unrelated to moving people from one point to another. Try Focusing on the real issue!
- This is absolutely terrible! You will essentially be holding West Linn residents hostage by taxing us to run errands and clog the back roads preventing us from being able to even leave our homes. Shameful!
- See above comments. You already tax at a very high level with Little to show for it. There is no Accountability here. All your little taxes here and there hidden from view is the way you are getting back at the citizens for not passing a sales tax. So you are getting it however you can
- End the congestion pricing concept.
- Since many people from other states are moving to Oregon, I think a toll system provides a solution that will address our need for money to keep things moving. I feel that initially, we should institute a toll with a price break for low income and seniors traveling across the bridge. The increasing population due to relocation needs to understand that all must contribute to keep traffic flowing.
- How will you minimize the impact of traffic delays for tolling since there are only two lanes in this area? A major concern is thru-traffic commuters jumping off at Stafford road and flooding Stafford to avoid a toll. Making Stafford a bottleneck and hazard for the local community that uses it daily/hourly. Why is tolling the ONLY option here?
- Way to go Oregon. This is BS, we already pay taxes for road concerns. Put this to a vote. Let the people decide. This is totally unfair. Toll the whole darn thing so EVERYONE gets the wonderful benefit of paying double for road concerns. Law makers rob \$\$ from taxes for

road concerns to do other pet projects....now you want MORE of my money for this. Totally unfair. I am on a fixed income and this is totally unacceptable.

- Make sure that the toll money is used to repair and increase transportation options and address congestion for the area being tolled. More lanes on Abernathy Bridge for example.
- 1) it will take years until we see what traffic patterns will be. Work from home arrangements are going to endure post-COVIC. 2) This is being viewed as a revenue option, which is an affront to commuters who need to get to work or take their kids to school and activities. If the road needs work.
- Not doing toll rolls. We already have enough ecpenses, due to Oregon not knowing how to save money and Denounce riots. Money has to go to rebuild Downtown. NOT TOLLS!!! This is the wrong time.
- Not doing toll rolls. We already have enough ecpenses, due to Oregon not knowing how to save money and Denounce riots. Money has to go to rebuild Downtown. NOT TOLLS!!! This is the wrong time.
- The people who live on the 205 between 213 and Stafford should be exempt.
- 1. Impact on local neighborhoods and streets, especially quality of life issues: - Noise, -trash - traffic volume, especially by trucks, on nearby surfaces streets and roads. 2. Use of photo radar on alternative routes to moderate speed and promote safety 3 Installation of speed bumps on alternate side street routes 4. Posted traffic prohibited on alternative routes, except local. 5. Wait until after the dust settles w/ COVID as there is much less traffic everywhere since the pandemic started.
- Under no circumstances consider a toll on any of the public roads. Or any other new or additional form of extracting revenue from the citizens. Use funds already received in a much more efficient way.
- What are the incremental, new costs of maintaining tolling? How much of the potential tax revenue goes to 3rd party companies on an ongoing basis? Assuming tolls are administered via photo/license capture, how are data secured and how are they intended to be shared outside of DOT?
- Do not have toll roads. Toll roads do nothing to ease congestion. Just look at all the toll roads in California and how congested they are. I feel that the money generated from tolls would not be used to help reduce congestion. Drivers will use surface roads in neighborhoods. Tolls are a bad idea and will only hurt low income people. Variable-rate will have a detrimental effect on folks driving to and from work. It will an unnecessary cost with little benefit. Use the toll fees to build more roads. Only then it would make sense. .
- abandon the toll idea. social engineering is bad.
- Free or reduced tolls for low-income folks. Could use same qualification criteria as are used to qualify for free TriMet pass.
- As a resident next to the proposed tolling area on I-205, I am against any tolls. These fees will represent a significant increase to my personal expenses to commute to work daily. The congestion on neighborhood streets will increase with drivers seeking to avoid the tolls. Tolling will increase congestion on I-205 that the overall project is intended to alleviate as speed decreases through the tolling area. I would rather the state finds another way to pay for the project through fuel taxes or other transportation related taxes.

- For local residents and not commuters the impact to the limited other Willamette river crossings namely the Oregon City tiny bridge and the Willamette Falls approaches capacity and intersection. It's already pretty bad. If the Abernathy bridge is toll'd and local residents to avoid a toll start taking the Oregon City route to McLoughlin it'll be more of a mess.
- Not disproportionately impact people that live in Oregon city and West Linn. It is unfair that people that live in these areas in need 205 to commute and have no control over their work hours would be penalized the most.
- Once again, the taxpayers are being asked to foot the bill for transportation projects and improvements under the guise of "fees" and "tolls". Let's just call it what it really is -- it is an additional *tax*. And without a doubt, it will not stop at I-205. It will be applied to other area freeways and highways, such as I-5, I-405, Hwy 217, Hwy 26, etc. And quite frankly, we are all "underserved" populations when it comes to the state asking for additional money for operating costs that should have already been subsidized by the exponential growth in the Portland area. This is an awful idea.
- See suggestion below
- Willamette Falls Dr is already backed way up in the afternoon because get off 205 to avoid the slowdowns. Willamette Falls Dr is the ONLY access road to get out of the neighborhoods. And now they are going to be putting in a new school - it is already very difficult! Don't make it even worse!
- If a toll is absolutely necessary, then please consider making it affordable. I moved here from Chicago, where there are tolls everywhere. It was extremely difficult to get around, but there were other highway options. I am afraid a toll would cause people to change their routes which will just make more problems on the side streets and possibly even MORE traffic along I-5. Coming from a large city where tolling was consistently used, I can tell you that it was never a popular project/program. Is there anyway to divert tax funds into the roads instead?
- Consider NOT tolling I-205. It was bought and paid for years ago.
- We pay enough taxes in Oregon. No tolls!
- no toll
- Adding more lanes to the highway
- At times when 205 has been impacted or drivers rerouted to the 99 has been horrific for those trying to just get around Oregon City. Trips that take 5 minutes all of a sudden took 45. If people try to avoid the tolls by taking back streets, traffic will be horrible in those cities. Also, people will bypass 205 and take 5 to airport which will really mess up traffic there. Is there proof from other cities with tolls that tolls actually decrease traffic? Did not see that happen in other cities I lived in where they put up tolls.
- I don't know, but the thought of more traffic on 43 is unbearable!
- I don't understand why tolling would only be on the Abernathy bridge when this will likely exacerbate traffic on I-5 and I-84. Tolling should happen on I-5 south of the I-205 exit.
- I don't have the answer. I also struggle to see how this will not disproportionately impact lower income commuters.
- This idea should be abandoned as it is poorly conceived and highly un-popular by impacted citizens and tax payers.

- provide park and ride options, and mass transit, and charge for large trucks and vehicles.
- Not cost a lot in ongoing reoccurring costs (e.g. toll attendants). We should use technology to minimize interruptions in travel and start and stop traffic. I have used the new tunnel in Seattle and paid my toll without slowing as the toll was sent to my bases on the address on my dmv record tied to the license plate.
- Climate and equity should come first. That is, ODOT should evaluate how tolling will reduce greenhouse gas emissions, and an equity lens should be applied to the project to understand and mitigate negative impacts on historically disadvantaged populations, especially BIPOC.
- If tolls are collected, the revenue should be used toward projects that directly improve the experiences of people paying the tolls, and should NOT be used for other projects elsewhere.
- Stop taxing under the guise of a "toll"
- Make sure all MONEY goes into a Designated fund Mew Jersey didnt do that and bankrupted the DOT and had to raise the gas tax ti pay for the money they mismanaged.
- Offer a discounted toll or a number of free passes, say 3-5 per week, for people living within 5 miles of a freeway exit within the tolling region. That would prevent local people who cannot find another way home from being penalized.
- I'll keep my money in Vancouver
- This is a horrible idea. There is Apsley no way it will not negatively affect neighborhoods and other routes running through our local community. It is obvious that people will try to avoid the tolls and that will create multiple other problems including the likelihood of pedestrian vehicle accidents in local neighborhoods.
- Stop wasting money on this no one asked for thisdo a better job at managing Oregon money
- Do not toll the Freeways. Investigate alternative solutions like flow improvement, encourage improved merging speed, separated bypass (expressway) lanes, add NEW tolled lanes, etc.
- The biggest concern would be the payment format. Older folks do not want to use an app or their computer to pay on a regular basis. The option to get a portable toll box would be helpful. Having a payment option that uses an existing system would also be helpful as many people travel from state to state. Using an established system such as California's FasTrack would help a lot of west-coasters. Additionally, the funds absolutely must go where they are said to go. All our road taxes that get diverted really make people mad, which contributes to push-back when new tolls/taxes are proposed.
- GET RID OF KATE BROWN AND HER PEOPLE SO WE THE PEOPLE CAN MAKE OREGON GREST AGAIN
- 1. Keeping tolls low and making it easy for residents to of the area to use the highway for short-trips without paying the full toll. 2. Not redirecting traffic onto smaller streets that people might use to avoid tolls. 3. Making sure you don't have to stop at every toll booth to pay. Having anyone stop at Toll Booths can hurt the flow of traffic. Hopefully, it can be a contactless operation, that does not inhibit the flow of traffic.

- Tolls are only reserved for new infrastructure only not for existing roadways. And must be federally approved. Do not go against the law cause more hurt and damage to oregonians by making us pay for existing roads when the money is not going to go to what it's needed no one trust the government of Oregon. It's going to take years to recover from the pandemic financially from the tiniest of families all the way up to large business owners. This is an absolutely horrible idea
- I'm not sure what the solution is, but there is already a standstill on alternative routes during high traffic times.
- The system should minimize impacts of traffic diversion to local streets and the benefactors of the higher speed (less congestion) users should shoulder a larger portion of the payment burden.
- You dont have a legal right to collect tolls
- Leave well enough alone. Widen the roads and stop spending money on Bike/walking bridges!
- Move the location elsewhere to not cause diversion of traffic through West Linn
- Is the overall benefit (easing congestion) worth the amount of additional costs and disruption imposed on your constituents? Covid just may be the start to a reduction in traffic as people move further out and more and more of them work from home.
- Tolls on existing roads are a bad idea. You used Oregonian's taxes to build them many years ago. Tolls on existing roads as a congestion strategy, is actually punishing commuters and commerce traffic, for using the public roads they paid for. At best it will send traffic to the city streets. Tolls on NEW ROADS would be acceptable, and would also reduce congestion. Why do I have to drive 217 N to get to Hillsboro? A west-side bypass is many years overdue. Does ODOT even know what a new road is? Other states have kept up with their growing populations. Why can't Oregon?
- No Tolls! Tax tax TAX! Just stop it! NO TOLLS!
- Please consider an alternate transportation option for 205 bridge - add on bicycle / pedestrian path!! We need to include this in all bridges!
- ODOT will toll Clackamas County. Your Input Needed. THE DIRTY LITTLE SECRET IS, TOLLING IS ILLEGAL, unless approved by the Federal Government and that hasn't happened yet. According to law, tolling is reserved for NEW INFRASTRUCTURE ONLY, not for improvements to existing roadways. A seven mile stretch on I-205 at Stafford to OR Hwy 213 will widen the freeway from 2 to 3 lanes is in the crosshairs. The proposal also includes upgrades to Abernethy Bridge and the eight other I-205 bridges in the project area to sustain earthquakes.
- No Tolls
- Do not charge a toll. Ccc students and many others can not afford this. It is not necessary
- All options will shove traffic onto Willamette Falls and West Linn and Oregon City local streets as Google Maps cleverly suggests driving through local streets with kids, pets, and bikes. Hwy 43 & Oregon City bridge will come to a standstill. Not Cool! Too easy to get off at Stafford and just drive around the toll. Have to move points from I-5 to Hwy 212
- The traffic along Willamette Falls Dr in West Linn already backs up in the afternoon. Tolling on I-205 will make it worse. Do not implement tolls all the way to Stafford.

Implement tolling starting at Abernathy bridge and stretching further North. Why should West Linn have to bear this traffic burden when much of the traffic continues North, far past West Linn? The same vehicles will be paying the same toll, but without the option of diverting through West Linn. Seems like other sections I-205 have had no issues with funding upgrades. Implement tolls on the already upgraded sections.

- Figure out how to manage money properly to fund projects without taking more money from Oregonians.
- I see there is no common sense in this project
- Alternatives to monetary tolls on drivers.
- I am against tolling our roads
- Consider an exemption for school commuting. AND Consider an exemption for residents. This should tax state-wide travel, not local.
- I don't understand the need for tolls other than lining pockets. Higher traffic/driving means more gas tax funds...
- Not using tolls at all. Its an option that hurts the poor directly, while people like me that can afford it also have the privilege of working from home or taking a detour. Tax people like me more, and people that can't afford it less. And this is a tax, make no mistake.
- No tolls! It's not a money problem, it's a spending problem.
- No tolls
- We need to make sure these funds are being used for the roads. Some much wasted money in Oregon not going where its suppose to go.
- The traffic on 99 through Glad Stone and Milwaukie, and the traffic on Willamette Falls Dr. (especially through the Willamette commercial district), will be awful. Many of our West Linn neighbors are NOT in favor of tolls!!!!
- Has this been through the federal government? These are already existing. I think you should put it to a public vote before you waste money on something that isnt even approved yet with the FEDERAL government. You'll make other roads too crowded and chaotic.
- NO TOLL!!! It's already been paid for. Some of us can not afford a toll
- The congestion between Stafford road and aAbernathy bridge has gone down substantially. That traffic also already somewhat Self regulates when it has been heavy by spilling onto Willamette drive, Borland Road, Stafford road, and Rosemont road. If funds are needed for seismic upgrades (despite the fact that citizens have already paid millions in transportation funds) raise the money from a new transportation levy like it has been for the many other state projects and bridge upgrade projects
- The impact this will have on routes that historically have been used for locals but will now become to thorough-fair to drivers avoiding tolls and/or traffic. This creates dangerous and busy roads that are often used in our community by school aged children.
- Put the toll on I205 into and out of Vancouver instead then use the money to widen the southern portion of I205. Two lanes have never been enough.
- I don't think this is a good idea, we pay lot of taxes already. School tax, art tax, properties taxes and other taxes. Lot of people also experience job loss, we don't make enough money to support our families. Now we have to pay more, this is upsetting lot of people

- Why should I be penalized for happen8ng to live and work in such a small area. My commute is under 5 miles. Very minimal-but a significant toll just because I hav3 to cross the bridge is ridiculous! The non I205 routes are already backlogged all the time. There is NO way around this unfair plan. You didn't toll Hwy 217 to make those improvements over the years. Don't unfairly "tax" us
- Consider that another tax/fee will negatively impact business development (your tax base), especially when no other viable transportation alternative is available. Other communities have successfully used tolling to reduce traffic congestion but there is always an alternative route available for those who cannot afford another tax. Considering that the State of Oregon is adopting a tax per mile, cap and trade, and the poorly designed CAT, why should the public trust that an additional tax would be used to the betterment of our state infrastructure, let alone the economy?
- You need to run a lean, clean budget without figuring out money making schemes that further impoverish the middle class, especially those of us who have three or four jobs. Public transit is not an option unless you want people to quit their jobs and starve. Your department is too bloated. Clean that up first before you ask for more money. This has tremendous impact on those of us who are barely holding on. I don't qualify for public funds but I still need to pay my bills (water, electricity, mortgage, etc) It takes three to four jobs to cobble my life to barely pay those bills.
- Develop pricing system that is greatly reduced to people in west linn, oregon city, willamette. We drive that sometimes 3 round trips just for school and soccer
- If you want a toll road, then build your own. My fuel taxes ALREADY pay for this freeway and if I am going to be forced to pay again, I WILL seek out a lawyer and file a class action suit against you. Tolling existing roads is double taxation! Stop building crimeraill andtweaker bike paths that only spread crime!
- Public transportation options through Trimet that reduce the number of vehicles on I-205. That said, I-205 and I-5 in the Portland area are critical components of the major north-south transportation corridors for commercial traffic through California, Oregon, and Washington. Tolling will only reduce traffic congestion in a limited way and is not a functional option.
- We already pay a lot of taxes for the roads --- the payroll tax? Where is that money going? Some of us have more than one job. Public transit is not an option. Public transit is slow, cumbersome, stops are few and far between and unsafe in the dark. I will not take public transit --- hard to get from job to job and it is NOT SAFE. I also have to carry a lot of things with me from job to job. Hard to do that on public transport. Public transport is inefficient. After I get off work I run errands --- that would never be possible with public transport.
- There must be an alternative for people unable or unwilling to pay the toll. They can avoid paying with the trade of being a longer more congested trip.
- There should be no fees for "through" traffic I.e. Travelers moving through to other then Portland Metro area.
- Tolls create traffic more and more traffic
- Government keeps raising costs and or starting new costs on everyday needs. We only have do much money to pay for ALL our necessities. Please stop raising taxes and fees. The government is making people poorer and poorer.

- None of these options make any sense to me. All of them would increase traffic on already full surface roads. I would like to see road improvements paid for by a tax, on either gas or car registrations, not a toll, with its new costs of collection and enforcement, and almost certain price creep upwards over time.
- NO TOLLS!!!!!!!!!!!!!!!!!!!!!! Take money from public transportation projects instead!!
- More infrastructure in local, neighbor/country roads to support all the development happening. The road maintenance and new roads to support the growth is not keeping up. Diverting from 1-205 adds to this problem.
- Discourage population density. I DONT WANT PORTLAND TO BECOME CALIFORNIA.
- Use dynamic pricing to reduce congestion, do NOT build any freeway expansions. Funds from tolling should be used to help people get around without cars, we have been subsidizing a single mode of transit for decades, it's time for mass transit, pedestrians, bikes, etc. to be put first.
- To be equitable. To show concern for the residents who live in the areas where you are tolling which would multiply the congestion already in cars cutting through to Highway 43 and off the freeway. When you travel that road in the morning commute from freeway to OHSU at 4 in the afternoon from Lake Oswego to Freeway you will see the congestion and the extremely poor road conditions. We have begged for years to repaint that road and have had no help. Now your increasing traffic on them. Please be equitable and care about the 43 and Stafford section of Portland. It is NOT equitable. Be equitable and listen to those most impacted.
- The most important issue is to reduce congestion. I am not opposed to tolls. Those who use the freeway should help pay for the cost of upgrading it. I think too many people are in denial about the population and traffic growth in Oregon. We need to accept that the area has changed and be proactive about solutions. Thanks for all you are doing to solve the problem.
- NO FKG TOLL!;!)
- This is ridiculous. If you want to toll, then stop all fuel taxes. We are getting tired of all the fees and taxes.
- we dont need a toll road at the moment first lets fix the problems our state already has!!!
- If tolls are needed, make sure all local residents don't bare the brunt of the tolls.
- you need federal approval. Have you got that yet? You want to manage congestion, add a lane or two.
- Is it legal? Has the public voted for it?
- The freeways in Portland Metro are inadequate. Our entire tax system needs to be revamped. We cannot continue to pay for expensive retirement for government workers. We need to improve the roads we have, make more lanes and add a freeway to create a ring around the city. Another road that goes from I-5, connecting to the 205 to Hwy 26 to and another bridge into Washington State - tolling one part of an inadequate freeway isn't going to fix the problem
- Speed to completion!
- All alternative routes to avoid this area are over-burdened already. Many are through neighborhoods, like mine, right above Hwy. 43. Traffic is unbearable on the 2 lane Hwy

now. Hwy. 43 and other side roads to avoid the toll won't be able to withstand the obvious over-use. Hwy. 43 is already in horrible condition and hasn't been maintained. When trucks drive by below our house currently, our windows rattle! What is it going to be like if tolls on I205 take place? We will never be able to sell our home and property values for everyone in West Linn are going to decline. This is a big mistake!

- You should consider how the area you are choosing to toll directly and disproportionately affects people living in West Linn and Oregon City. We HAVE to use the 205 to cross a river, THERE ARE NO ALTERNATE ROUTES unless you drive through neighborhood streets. THIS WILL HAPPEN IF YOU TOLL THIS SECTION. Move your toll north of the Willamette River unless you are purposefully and unfairly trying to target West Linn and Oregon City residents. Tolling this section will ruin the cities adjacent to the 205. Try coming here and seeing for yourself instead of legislating from 100s of miles away.
- I am concerned about needing cash for occasional trips or getting stuck with big fees like Seattle and Vancouver BC.
- No tolls. That is ridiculous. Bind up traffic for what? Consider adding the 3rd lane from I5 to 213 instead.
- I don't understand the need for tolls other than lining pockets. Higher traffic/driving means more gas tax funds...
- Easy mobile pay and follow up to public of the year end benefits or profit. Senior citizens should not be required to pay or should get a reimbursement.
- quit trying to punish us for using roads we have already paid and still currently pay for by charging more. The very concept to punish people to use a road so they will stay off of it to reduce congestion is insane. Let's apply the same concept to school overcrowding. Let's charge the people who live there a ton more to attend the school that already pay for so they are disincented to attend--success, no more school overcrowding.
- Your stated goal is to "use tolls to help ease traffic congestion", but tolls will not help ease traffic congestion at all. They will only make everyone angry at you, especially those who must cross the Abernathy bridge every day to and from work. If you really wish to ease traffic congestion, build another bridge. The Sellwood Bridge is too far north.
- No Tolls!
- Easy mobile pay and follow up to public of the year end benefits or profit. Senior citizens should not be required to pay or should get a reimbursement.
- How much you will affect the livability of the neighborhoods nearby and how much money it will cost those who never go to Portland for a Portland caused problem. I don't care about Portland. Charge people who live there and people who come in from WA.
- Using existing gas and transit taxes to complete the projects NO TOLLS
- No toll
- Widen the freeways, stop using merge lanes, which only make the traffic worse, spend the money on roads and not on bike lanes, MAX, social programming, and every other useless thing you divert funds to.
- Traffic studies to determine impact of diversion to local streets such as Borland and Stanford roads.
- No Tolls period.

- Stop wasting out tax money on wildly overpaid bureaucrats and "green" projects that do not work in real life. Build more roads and a third bridge to Vancouver. We are taxed enough and should expect much more for our money. Also it's a sad state of affairs when I am 66 years old still working 60-85 hours a week and I have to check a traffic app before I go to and from work because my roads I take might be blocked by mobs of rioters. How many of them pay taxes? Yet they can shut down whatever roads they want and you do nothing. I have more than a few friends who have already moved. We too
- Place toll in a long stretch so the back up keeps as many exits open as possible.
- Tolls are wrong. They punish the people who work and have to drive to their job every day. We dont want tolls in Oregon.
- The tolling will harshly effect one community, and specifically the people who live on Stafford/Boreland/Willamette Falls Dr, as those are the off roads that are already overused by commuters trying to avoid congenstion.
- mail updates every few weeks when the project starts.
- Use tax dollars. No tolls.
- Tolls won't ease congestion
- there are not many alternatives through that stretch of highway.... better and more frequent Willamette river crossings would be more beneficial.
- self employed people can't afford this especially those who make little money. Poor people can't afford it either and it's another burden on them.
- We already pay a high gas tax. If you want more bicycle paths, lanes etc. Make them license and tax them.
- We already pay a high gas tax. If you want more bicycle paths, lanes etc. Make them license and tax them.
- No tolls in Oregon. Taxes should be used for the project like the taxes are supposed to. If it's costing more because of poor management, that's not the public's fault. Pay for it with our tax dollars or stop road taxation.
- Don't put in a toll road! We already pay enough taxes!
- When tolling is enacted, it begins to shift the public's conception of roads away from viewing them as something used by all and maintained by all and instead promotes viewing them as an optional service, to be used by some people and maintained by some people. This opens the door to more tolling and more fees paid by individuals, reducing the appetite for taxes to fund road maintenance, creating the need for more fees and tolls. This matters because the people that pay the most tolls are those that drive most; those that drive most are disproportionately low income.
- The biggest priority for me is that the toll system not slow me down or stop me on my way to work.
- Forget it!
- A new bridge will help this situation it should of been built all ready this is what's needed not tolling.
- Since Oregon has been historically opposed to additional fees and taxes (ie opposition to Sales Tax, implementing Property Tax limitations), I foresee a large amount of usage on surface streets to bypass the tolling area, I have concerns about exactly how the revenue

generated will be used (how much is going to administration vs how much is actually being allocated to the specified project), and I am very concerned that it is simply moving the congestion to roads even less suited to the volume of traffic.

- Income- and wealth-based toll exemption. People under maybe 133% of the poverty level should not have to pay the toll. People above maybe 500% of the poverty level should have to pay double the toll.
- Drivers and residents of West Linn need to have the final say, not politicians, bureaucrats, or Multnomah County residents that don't use this section of 205. The billions METRO wants to spend on light rail would be better spent on this project.
- Congestion between Canby and West Linn. Why are you going to divert cars from the 205 to residential streets?
- You need to consider the amount of traffic that would immediately fall on Willamette Falls Drive, especially in the downtown area of Willamette, the old Oregon City Bridge, and downtown Oregon City. It is already jam packed at rush hour and a toll will only make it worse.
- NO TO TOLL! No no no
- A new road or lane should be added and THAT road should be tolled. Not toll an interstate that has been built for years and is only real way to travel. Portland area between Washington and Oregon should be tolled. Not central valley residents
- The Arch bridge connecting Oregon City and West Linn is already congested. If residents of these two towns are charged every time they cross the river, they will be bearing a much larger burden than others using 205. If the burden is too great people will refrain from patronizing businesses on the other side of the river.
- No toll for travel from West Linn to Oregon City..as we are an extension of each other, in a way.
- Freeways and highways DO NOT "provide benefits to those currently and historically underserved by the transportation system," they inflict additional harm. No tolling funds should be used to expand GHG infrastructure. The assumptions baked into the current models are wrong, and we cannot use EVs and increased fuel efficiency to solve our GHG problem. All of the tolls should be used for transit and active transportation and to decommission the freeways and highways that decimated communities of color.
- Tolls are only for new highways/freeways.
- What you are proposing is illegal. Tolls are only allowed on NEW infrastructure. Stop the BS money grab.
- The fact that wasteful spending is rampant with ODOT. Acknowledge it and make changes before asking the public for more money and finding other ways to steal more cash.
- no tolls
- Equity, accessibility, air quality, EV infrastructure, reducing GHG emissions as quickly as possible.
- This is going to make traffic through West Linn awful, when it's already super backed up from people trying to avoid the freeways. I am not in support of the tolling system
- There is already very intense use of local roads during peak hours a toll road will create chaos for the local communities.

- The toll station should be north of the Abernathy bridge. In order to get to the high school from my house I must drive on 205 or Willamette Drive. It would be inequitable to expect high school students and families to pay a toll just to go to school.
- Use our tax dollars more wisely and efficiently.
- No toll at non prime times
- Putting toll booths on the Abernathy bridge will back up traffic for miles. This idea is insane.
- No Tolls
- Get rid of this idea completely, if you want to tax something, build a new bridge or create alternate route and tax those. 205 is already funded by the tax payers. Stop stuffing your pockets and keep our roads functioning.
- We need more lanes to move people and goods. We do not have funds to pay tolling
- No tolls. Period.
- Putting significant traffic load through neighborhood streets will reduce home values along with charging locals to get around our own roads seems ridiculous. Consider providing a pass for local residents.
- Find tax revenue to deal with the road issue. Promote low cost alternate solutions, give employers incentives to let their employees work from home whenever possible. Road tolls hurt low income populations that don't have alternatives to driving.
- Gia đình tôi có khả năng trả phí cầu đường
- It would be unjust to toll Abernathy bridge. As a West Linn resident, I have 2 ways to get to Portland: I-205, OR-43. OR-43 is ridiculously congested as-is. With all the new construction in the area, West Linn population keeps growing and driving becomes more challenging. I take MAX or the bus to work, but in order to get to either, I must drive. Bus #35 is not frequent and MAX station is located far from West Linn. I don't want to be trapped in WL just because OR-43 is a 24/7 traffic jam and I-205 has to be paid for, before I pay for the MAX. Living in WL is already expensive as it is.
- There will be no way to avoid severe negative impact on Highway 43, Willamette Falls Drive, and surrounding neighborhoods in West Linn and Oregon City. These areas are already suffering from too much traffic on roads not designed to handle it.
- I live on Frontier parkway in Oregon City. Our neighborhood street is already used as a cut through To/from Canby. Once 205 is tolled, even more people will get off 205 at 213, drive to Meyers road, then cut down my street to get to Canby and on to I5 in order to avoid tolls. For a narrow neighborhood street that was a dead end 19 years ago when we moved in, we already have too much traffic and it is unsafe for children to play in their own front yards or god forbid try to play basketball.
- Don't toll because I can't afford it.
- Our gas taxes should pay for road improvement, not tolls. I-205 is more congested because no one will make the I-t crossing better.
- if you toll the road has to be for a set period of time and during that time all DOT personal are pay freeze and no bonuses or new equipment.
- Better use of funds that are already allocated for roads

- We are taxed to death in this state. We don't need toll fees on top of it. How about toll fees for those using these roads that aren't Oregon residents???
- should not do toll fee at all. This will affect a lot of people who has daily commute. And toll fee won't help to reduce traffic
- Why isn't in be considered at the glen Jackson bridge first? Seems like that would bring more revenue and possibly lessen traffic more at the start.
- Build alternate routes and toll those.
- Tolls will push traffic onto lessor classification roads in rural areas and create congestion rural neighborhoods
- No TOLLS!! Use \$\$ you already receive through taxes. Enough tolls/taxing. Be financially prudent with budgets and monies you already have
- Toll the Glenn Jackson bridge at the same time if it's revenue you're looking for. Will reduce the amount of tolls needed on Abernethy.
- Just don't till 205. It's a shitty idea.
- Depose Kate Brown. A LOT of you problems will go away with her. Stop listening to downtown dipshits.
- Just another Kate Brown money grab that I don't support.
- For those of us who live in West Linn, there seems to be little opportunity to avoid Abernathy Bridge. It would seem most fair to either shift the toll gates to allow West Linn residents to not be charged a toll anytime they leave their city, or to lower the toll charges on them.
- It's insulting to be "allowed" to comment on how to configure tolling without ever having been allowed to vote on whether we want it at all.
- People do not want to pay a toll to drive! It will cause the side streets and other non routes to clog up, it will force people to spend MORE money. we are already giving a TON to the government! Oregon needs to learn how to manager money before they start asking for more. You should have a ton of revenue generating from marijuana sales. LEARN HOW TO MANGE THE MONEY YOU ALREADY ARE RECEIVING AND STOP SPENDING!!!!!!!!!!!!!!
- Be smarter with the money we pay in taxes and stop wasting it and making us pay more money.
- Our only alternative is the Oregon City Bridge. No traffic control at the intersection with HWY. 43 leaves Willamette Falls Drive backed up already for crazy amounts of time and traffic through Willamette area is terrible at rush hour making it a nightmare for local residents. How about tolling commercial trucking that causes slow downs on the uphill portions of 205 and causes the most damage to the roadway?
- Do not use tolls. Use existing funding to make traffic improvements
- I believe that putting in a toll across all lanes will contest traffic on I-205 more than it already is.
- This is a terrible idea. People must use this as a major transportation corridor for our state. Traffic will be diverted through Ore City surface streets that are already over flowing at rush hour. Additionally traffic will be diverted on to I5 making the commute to downtown even worse.

- As a West Linn resident, I am very concerned about drivers using our neighborhood streets to avoid the tolls!
- Citizens pay high taxes already, A toll is just another tax on another tax. Government agencies ask for more, because they mismanage funds every single day. A toll is a scapegoat put upon citizens, to cover the bureaucrats failures.
- Provide a cost break or a free pass for residents who live within a mile of this toll. We will have to pay multiple times a day for simple things like going to the store. Likewise we will have additional traffic in our small neighborhoods from people cutting around the brindle.example... crossing over the Oregon city bridge. More traffic and more fees for west linn residents.
- skip the electronic tolling, build more traffic lanes.
- No tolls. Bid the work out correctly. The biggest issue is West Linn at 10th. Get them to pay for that section since their population has exploded.
- Shut this project down! It's located right in the middle of town. West linn and Oregon city residents will have to pay money every time they leave their house. The side roads will be full of even more traffic this hurting the environment. We already paid for these roads!!! Why do we have to pay again? Stop this project or put the tolls at the Washington/Oregon state border. Tons of people are Cling to Washington to decrease their taxes. Put the toll there instead and add a third lane to the 205.
- how tolls will effect the side roads, which area already a mess in west linn. i do not foresee a positive outcome with tolls
- Consider stopping this ludicrous idea. Why are you targeting this area? There are plenty of area with crowded freeways. Why are you picking this one first?
- The safety of residential streets in West Linn will be impacted greatly with tolling of I205. There is no way, cars are not going to try an avoid tolls, it's human nature. The commute time is when the congestion is the highes, and the majority of people cannot change their commute time. Congestion will go down, because people will use alternative roads, not because they are traveling at a different time.
- This is completely unfair to local residents and will also push traffic to side routes. Are you people that blind? Really? The financial impact to local residents is completely unfair and it ENRAGES ME!
- I-205 was built because we needed to reduce traffic congestion on I-5. Instead of building good, convenient, efficient public transit, you (ODOT) have been obsessed with building more roads. The state zoning and com[licit cities let developers who contribute to political campaigns build more and more hideous suburban housing developments, without requiring that they be served by public transit, and there you have it, the mess we are in today which would never have happened if we had started developing good public transit in the region instead of I-205. No tolls. TRAINS!!!!
- Skip the tolls . Tolling 205 and/ or I 5 will exacerbate the already horrible traffic on HWY 43 thru West Linn and Lake Oswego
- You should have considered the people that live here and use this bridge multiple times daily.

- This toll is not following your equity guidelines for the people of west linn. Residents who have no choice but to drive in the toll roads should be exempt. For example, if it starts near the Stafford exit, and ends after the Abernathy bridge, if the driver doesn't go all the way through (gets off at the 43 exit for example), they do not get charged the toll
- Do not provide tolled express lanes where the rich can bypass traffic on roads we all pay for. Figure out how to minimize traffic diversion to the Oregon City-West Linn Bridge. Add a third lane to I-205 South from the Abernathy Bridge up the hill to the 10th Street West Linn exit or restrict truck traffic during peak hours through that corridor.
- The impact on the local community. I am amazed that you people don't realize what this will do to side streets and also the financial impact on local residents. This will cause me to sell my home and move out of the area that I have lived in for over 40 years.
- Alternatives to tolls. Tolls will only increase congestion as it has in other states. Please look for other sources of revenue or make better budget decisions.
- Did you consider the people that live here, and drive over this bridge multiple times a day? What don't the people that actually use this bridge have a say in this??
- Traffic on surface streets in West Linn already renders some parts of the city virtually un-drivable during parts of the day. Tolling would likely force even more people to try and divert through West Linn. Any toll plan needs to include measures to mitigate this impact.
- I live off of the 10th street exit of West Linn and use the 205 for any errand. Including those in a separate section of West Linn. The 205 is how my son gets to the high school. I think this tolling is going to cause more congestion on side roads that are already horribly congested. It's going to negatively affect families just trying to go to work or run errands.
- I use the road to get to work and my daughter uses it to get to school. Literally everything my family does takes us north on 205 and we get on at highway 43. The only alternative I see is to take the old Oregon City bridge and there is no way that route is feasible. OC can't handle more traffic. I'm not sure how my family would afford upwards of 6-10 toll charges per day to get to school and work. I don't know how much the toll will be but that could lead up to \$300 a month in toll charges if it is \$1.00 per trip! This would potentially impact my shopping and business anywhere north of 43.
- How are low income people going to pay tolls to get to work?! Just a money grab by the state. Oregon is a mess and state and city governments continue to take money with taxes and tolls and the people never see the benefit. Disgusted.
- This would penalize those of us who live in West Linn unfairly. If you want to give us a free pass to use our main egress/ingress then I could support it. It's the commercial trucks and commuters traveling through that create the congestion.
- Give west Linn residents a free pass otherwise this toll targets them unfairly
- -Be sure to establish an effective congestion price to avoid the need to further expand the Interstate, as well as for road maintenance for that stretch and alternative transportation options or offsets/reductions for low income individuals -Consider tolling a long enough stretch of the road to minimize negative diversion to local streets -Consider using carpool priority lanes for vehicles; express lanes for current or future bus use -Build in flexibility to change the price during high traffic times of the year, not just times of the day (legislative session, weekend, or holiday season traffic)

- There is no realistic way of reducing traffic congestion, without displacing folks. This means people will look for alternatives routes and will cause further congestion. Providing transit and bicycling routes/ options isn't realistic either, most of the people traveling on the I-205 work 1 hr or more from home, if my city had a job for me which they don't because it's rural then I'd bike to work. There's no way to cycle from wilsonville to clackamas. Who thought about the consequences this is going to have on our low income, families? What about our undocumented families?
- No tolls whatsoever. Why are the citizens of this area forced to bear the brunt of the costs of this expansion? I-205 is a major N-S Highway for commerce, yet the local citizens must pay for this? And this is the ONLY section of 205 that has 2 lanes. Traffic diversion through the local area is already a nightmare. Tolls will exacerbate that by the multiples.
- Give west Linn residents a free pass otherwise this toll targets them unfairly
- Consider finding funds elsewhere. Oregon had no place for tolls! We are one of the most taxed citizens in the US. Take money from the lottery, gas tax, or anything else.
- Decouple the toll from a project. If people think they are paying directly for something they will push back once the project is done. This should be seen as managing transportation demand first as everything flows from there. Providing good options for people on bus, bike, and foot is critical for the long term success of this initiative which is why I'm pretty confident that ODOT will fall flat in making it work. Good alternatives to driving will benefit everyone, especially those who have been historically underserved.
- I think placing the toll at the 1-5, I-205 exchange would be more appropriate than placing it at the Abernethy bridge. Traffic between the I-205 ramp and Stafford is likely the worst segment for traffic backup vs Stafford to OR 213.
- Low income west linn residents. Incentives for residents with the bounds of the toll. Increasing road fixtures while lowering taxes
- Consider NOT putting in till. You have enuf of our money!
- Putting a toll on I-205 between Stafford Road and the bridge would push ALL local traffic and some commuter traffic to already busy, 2 lane county roads, such as Willamette Falls Drive and Schaeffer Road. These roads have already seen an increase due to GPS rerouting commuters (when traffic is at its heaviest on I205) and the roads were not built to handle this level of traffic.
- I205 is fine now. Leave it alone and stop using minorities as an excuse for spending on your pet projects.
- Scrap the idea of creating toll roads and use the money, already being collected, more wisely.
- Assuming you will offer some sort of monthly reduced pricing for those who use this route daily, it would be important to allow lower income households to apply for reduced prices as well. Additionally, people will use local streets to avoid the tolls, which means several roads running parallel to I205 will see much heavier use. Any chance of creating designated routes with better traffic flow (i.e. not a ton of stoplights/stop signs) might help.
- Find a different alternative, Oregon's people are taxed enough, we don't need a toll bridge or freeway on top that, especially on a route that has no other easy options. Typically toll roads and bridges in are new construction not taken over on existing only route options. I

do not think we the people deserve to carry the governments burden for not putting money in the right places to begin with. So my vote is NO toll at all.

- Tolling merely assures the wealthiest members of our society will do business as usual, while punishing people who need the roads just to get to work. We are all taxed to maintain roads. If you are going to add charges for use of certain roads, then all taxes in any other form to build and maintain roads, including those on gas, should go away. Government agencies need to learn to live within their budgets, just as all citizens have to do. Our money has been spent STUPIDLY by ODOT in the form of idiotic freeway signs that contribute NOTHING except consumption of fossil fuels & an eyesore.
- Look we are paying out so much for taxes and schools etc. this will just be too much. Why do you always go after the people to pay for this stuff when our government has all of our tax money. Make the government take some of that tax money and use it for this. I work hard for my money and just can't keep being picked on for handouts.
- Consider that just because the highway is used does not mean that everyone is going to a job! What if we want to just get to West Linn area to shop or visit friends? What if we are going from onside to another and then jump off 1-205 to a side street that takes us to our shopping destination? Also one of your points says that you COULD use this money for improvement of roads? There needs to be MORE transparency to how this money is used? What happened to taxing, (thats what it is) us with a higher car registration bill? Wasn't that money ALSO going to improve our roads?
- END the toll when the repair is done !
- Do not toll. Will impact the financial strain that families are already feeling. Also, cars will be using side roads to avoid tolls therefore using more gas and adversely impacting communities that should not be impacted
- People trying to avoid the tolls - clogging up residential/business streets
- Limit cost impact for low-income users who need to drive for work or family needs.
- Current people paying Oregons road tax via DMV,DEQ, and all the other taxes we pay that are supposed to go to roads get a free pass, but maybe toll the ones who do not Currenty pay the road taxation (out of state'ers)
- DO NOT toll I205.
- The fact that it is morally wrong to charge people for something they have already paid for. If you need more money to provide roads and road maintenance, STOP wasting it on ridiculous boondoggles like MAX, which serves 1% of the traveling public, and on projects like the Columbia River Crossing, where you already wasted \$200 million with NOTHING in return! The taxpayers are tired of your SCAMS; knock it off!
- If the point of tolling is to reduce/manage traffic congestion - make sure you aren't just shifting the congestion to somewhere else. Especially local or neighborhood roads...
- Many people with a low to mid level SES, have absolutely no choice in when they commute to work. They pay taxes and registration fees to secure a reliable transportation infrastructure, charging them an additional toll to use the transportation system is unfair and economically disproportionate. When a person pays (\$20 dollars a day in tolls), that has a much larger impact on a person who earns \$120 per day than it does on a person who

earns \$400. Ironically, the \$400 earner is the one who likely will be able to choose their commuting time. How is this economic disparity going to be addressed?

- I think locals that live within a certain radius should NOT have to pay a toll because we will be extremely affected by diversion and have to suffer enough consequences.
- Will there be more ride share parking areas developed? Will there be any carpool only lanes during selected times?
- Please don't toll us.
- This Toll is wrong. It will not reduce traffic. People still will drive their cars. It is a way to tax citizens once again and it is unbelievable that you believe that this will improve anything. If the traffic on I205 decreases because people don't want to pay the toll, imagine how HORRIBLE the other small road will be as people avoid the freeway. The smaller roads will result in people driving even slower...how does that help Climate Change?
- I live at 985 SW Borland Rd. I believe there will be more traffic on the side roads and going through towns to avoid the tolls. I know I don't want to pay for a short trip over the river to Gladstone. I would be going through Oregon City to get to Gladstone. I don't feel that the residents that live between the 2 tolls should have to pay to leave their homes to go to work, shop or play. Borland Rd is bad enough and drivers don't respect you pulling into your own driveway. I have been hit waiting to pull into my driveway. We also have a lot of bicycle riders with no bike lanes. Thank You Roberts
- It is unfair to put a toll on the bridge. It is the ONLY way to get across the river at this end of town. Tolls are appropriate when there is an alternative route but this is not the case here. Adding a toll will NOT reduce traffic as this is the only way over the river in this part of town.
- DO NOT INSTIGATE TOLLING
- West Linn will be adversely impacted as it will become the alternate route for those who do not wish to pay tolls. Rosemont, Skyline, Summit, Plimlico and Willamette will be a bigger mess than they presently are. Local police will be engaged in giving speeding tickets not policing the community
- Imposing tolls puts an immediate strain and loss of income for commuters. That you would be considering this in light of the current economic crisis shows that you are completely out of touch with the needs of your citizens.
- Allocate tax dollars on key projects vs political projects to drive agendas
- The assets you are tolling should be voted on since they are owned by the people. Just like you wouldn't want me to come to your house and charge you to use your lawnmower so I could buy your neighbor one. Build the roads to meet the demand. Don't discourage the demand by theft to meet the capacity of the roads.
- Stop being greedy. Tolls on 205 would only cause increased problems
- 1. I've lived in the Willamette area (10th St.) for 27 years. Congestion on 205 has steadily pushed more and more traffic through West Linn over the years. How do you believe that tolling 205 only in this section won't make that much worse?? 2. You already know there are no "alternative, non-tolled driving routes" that won't horribly impact small local communities!! 3. If this toll is truly to raise revenue to seismically retrofit the bridge; the region should pay for it; not the citizens of West Linn, Oregon City and Gladstone! That is a State Hwy Bridge!

- Have large companies who use the freeways most pay more taxes, regular working class people shouldn't have to pay a toll and get taxed. It's shameful.
- I love the concept of pricing lower income Americans off the freeway giving more space to higher income Americans. You are doing a great job serving the needs of the few! Your goal of "Provide equitable benefits for all users" is a joke.
- No tolls, period.
- Forget the scheme
- Don't do this all hours of the day, I have to cross that bridge so often and I'm on a tight budget!
- Stop building bike bridges, "alternative" transportation & other useless garbage & just widen the damn roads!! While you're at it, widen Boone Bridge.
- As a West Linn resident, I do not want to have to pay a toll to travel from West Linn to shops in Oregon City. Instead of using those business I will shift my business elsewhere so I do not have to take the toll road. You are hurting these business and inconveniencing residents here. I understand traffic is an issue but a toll is not the right path to resolve this.
- Place the toll AFTER the bridge heading north. The stretch of 205 from I5 to the bridge is backed up and congested enough already.
- The impacts to drivers who are using the facility for its primary function - through travel - should be a high priority.
- There should be no tolls. This road services the entire state for movement of goods, materials, and people and should be born state wide. There is too much impact on West Linn, OC, Gladstone. Too expensive to operate the toll system. Additionally if this is viewed as "must have disaster corridor" this cost should be shared state wide. Perhaps we would be better off with a new corridor b4 crossing the Willamette river at Wilsonville and this would not entail a very expensive bridge.
- This is not a toll road and people have purchased homes in this area should be exempt from tolls.
- Do not toll - This will ensure diversion won't happen. If more funds are needed then add more to the gas tax, heavy vehicle tax, transit tax, and other revenue streams to pay for our upgrades.
- West Linn is a bedroom community with very few exit roads that are already heavily traveled. Putting a toll so near West Linn places a very heavy and unacceptable burden on residents who make even short trips from home. Increasing traffic in an area that has so few through streets is, on all levels, totally unacceptable. Add to that the street closures that happen during freezing weather and we are forced onto even fewer streets to even get to the grocery or pharmacy - one of which is 205.
- I'm very concerned about diverted traffic to local streets. Most of these side streets are neighborhoods, many with 25 mph speed limits. When traffic diverts to avoid congestion on I-205 now, speed limits get ignored and it is very difficult to run a local errand because of congestion on the local streets. Also, people in West Linn do not have good options for getting to the east side of the river. We have the Abernathy Bridge, Sellwood, or Boone Bridges or the CanbyFerry. The latter 3 being miles out of the way. So WestLinn is stuck with the toll when other communities have more options.

- NO tolls
- No tolls
- Low or no cost. For non rush hour times. Waiver for seniors.
- Create HOV/EV/Toll lane, and leave at least the right lane un-tolled. Diversion to local streets can be discouraged by using traffic signal timing to extend the trip times on the diversions.
- I use the access lane only and do NOT add to the I-205 congestion. 90% of my trips are to do volunteer work at a park - I would not pay to get to volunteer work.
- Be more prudent in the way tax payer money is spent! (Wasted money on the bridge crossing the Columbia and the Oracle fiasco)
- People will use surface streets in stead of I 205 causing more congestion on local streets.
- No one will be able to afford tolls with covid and post covid. This will lead to negative economic impact on citizens who live and work in this community.
- We pay an extra \$120 for registration. I am on Social Security and only drive locally, very little on the freeway. Just cannot afford to be hit financially again with my budget.
- Why is I-205 slated for toll road? Last I understood it was for I-5 and those travelling from Vancouver into Portland. That's where a toll bridge or road should be first. I don't travel 205 alot but living in Oregon City, i pay alot of taxes and fees for roads here already and to add yet, basically another fee, you are pricing us out. I have lived here for over 20 years and seen alot of houses put in and yet we don't benefit from that. More cars are added to our roads and yet, we have to pay for that? Why keep building houses for no new jobs and making people travel to work? No Tolls.
- Not tolling the freeway our tax dollars already pay for, this is ridiculous. Oregon already collects income tax from Washington residents without allowing a voice into how that money is spent. Quit taxing and tolling citizens to death!
- The number one issue for me is that I am deeply concerned that this will push cars to side roads, which are already very congested! I am also concerned about the financial burden this will place on those that live on a lower income in the area. I'm also curious if these tolls are permanent. Once money is raised and congestion is relieved- what will happen to the toll bridge? Also how can we ensure that the money raised will stay local and not be used on other ODOT projects?
- This will be yet again another reason to not do business in Oregon.
- Build additional lanes or at least one additional lane to be used alternately in each direction during rush hours with a moveable barrier.
- I live in West Linn near exit 43. My doctor, dentist, and pharmacy are in OC. Willamette Falls Dr, Hgwy 43, Rosemont Rd, Stafford Rd & OC bridge are one lane in either direction. During past construction on 205, traffic backed up more than a mile on Willamette Falls as there is no traffic light at the intersection with 43. Drivers will find alternatives in neighborhoods. WLWV doesn't bus kids who live within a 1-mile radius of their school. Most streets in the older portions of WL lack sidewalks. Kids must walk in the road to get to school. Tolling will place our children's lives at risk.
- Don't use tolls. Tolls are a regressive tax and are unfair to lower income folks. Raise some other tax to pay for our roads.

- literally no one wants this. so many people commute through that short area. i can't afford to pay a toll to get to work unless the mining wage gets raised and that's not anytime soon. it's really really really discriminatory towards people with low income. to avoid tolls they have to take a longer route, using more gas and creating more CO2. this isn't what we need and this isn't where we need it. put it on the bridge into washington.
- As someone who lives in West Linn, we are going to bear a huge brunt of the problem, along with downtown Oregon City. Travelling on 43 across the Oregon City bridge is already congested badly, with a 1/4 mile trip taking 30 minutes. This route cannot handle any more cars which will undoubtedly happen with people avoiding tolls. Our only hope of getting across the river and over to areas like Clackamas will involve driving across to Oregon City and far down McLoughlin Blvd, or down 43 to the Sellwood Bridge. Both involve extra time, extra traffic and pollution from the gas needed.
- Consider only tolls on large commercial vehicles. Consider other funding sources such as a tourism tax or corporate tax so that the same people aren't always paying the bill (eg. the 12% increase in property taxes this last year). A toll is just another tax on an already overtaxed middle class.
- Don't toll I-205.
- I am concerned with funds being misused, but if funding to maintain the road/bridge is necessary it should not negatively impact property value.
- Please worry about property values for West Linn and surrounding areas affected by this toll, and the affect of surrounding local streets.
- I worry with tolls 213 traffic between I 205 and Molalla will become much more congested. The congestion on that stretch of road is already really bad. Hopefully there will be a plan in place to mitigate that problem.
- Look at I-405 in the Seattle area and how the toll lane caused more traffic as commuters jam into the non toll lanes. Bellevue is a mess because of the toll roads on I-405. Oregon City and West Linn will not be able to handle the increased traffic as drivers look to avoid the tolls Why further burden drivers with tolls when taxes should pay for road maintenance This is an interstate highway and federal funds and grants apply. why put this mostly on the drivers in Oregon?
- Your tolling is going to adversely effect Oregon City, West Linn, Gladstone, Wilsonville. People are going to go on our residential streets that can not handle the traffic already never mind the additional. There are no frontage roads that would not effect residential/businesses, like in other states/cities. Tolling will have a negative impact on my community and housing prices. Perhaps the residents of above named cities could be exempt, but that does nothing to the traffic of others trying to skirt the tolling.
- Local west Linn would be penalized two ways, unfair, One would shove people off at Stafford as happens now only to get worse on Willamette falls Drive Through our town. 2. Our trips to sunnyside to the doctor will cost us 2 ways while people use short spurts of 205 to the north scott free.
- The scope of making tolls for private passenger vehicles less impactful on low-income or underserved populations is too narrow. Having a car and driving is already an expensive toll on low income people and POC. We should be putting every dollar and resource we

have in providing, safe, reliable, and fast mass transit. This tolling project is wholly insufficient.

- It is unfair to West Linn residents. They will have to pay to go home, grocery shopping every time? Ridiculous. You should provide exemptions to people who lives in West Linn.
- Determine a way to lower congestion on side rural roads (Willamette Falls drive through Willamette district in West Linn) People already use this as an alternate route to avoid congestion. Toll is going to force more people onto this rural route now avoiding toll charges which does not start until after Stafford Rd exit.
- Look at Seattle and I-405 and the increase in traffic and commute times on 1-405 because of Tolls. More drivers in the non toll lanes have increased traffic for all drivers as commuters cannot afford the tolls. Dont do this in Oregon.
- If you need revenue, charge more for rail and buses, and charge a bike registration. DMV fees and gas taxes should fund roads period...just don't spend it on pet projects and you would be fine. If you want less congestion, build more lane miles of freeway and less light rail!
- Cost, if too low then there would be no change in traffic, if too high, then only the privileged get to use the road. If there isn't an alternative route, then the city roads become congested even worse. Toll is not the solution.
- No way to address it, you will cause major problems to the city of West Linn
- No tolls!! Manage better!
- The traffic, noise, safety, home values and quality of life for people living in the neighborhoods that would be affected by vehicles seeking alternative routes to avoid the tolls in West Linn.
- Sliding rate depending on income
- If you further congest highway 43, A class action lawsuit will be filed vs. the state and county.
- A clearly marked alternative route(s) would be good; I think "auto-toll" is a good idea. Care should be taken that the segment of hwy 43 going over the arch bridge and by the police station/west linn high school access doesn't become inundated with traffic however...it's already backed up at times during rush hour(s).
- Overflow traffic already flows through downtown west linn, and even down skyline past the high school at unsafe speeds. Whatever you do, you must work to reduce and/or eliminate this kind of overflow onto residential streets.
- Can't afford tolls, we pay taxes to have a car, we pay taxes to use the road, we pay taxes to maintain the road. You don't need another form of taxes.
- You will have more traffic on local streets because drivers will avoid the toll, hence would be better to not do the toll.
- As a commercial truck driver, Oregon already has the highest rate of road taxes in the U.S. Now, you want more ? Not for me. I will just add to the congestion on I-84 and I-5.
- You will have more traffic on local streets because drivers will avoid the toll, hence would be better to not do the toll.
- No tolls
- No tolls

- We pay higher taxes already than most of the 50 states. I feel like politicians think there is no bottom to our pockets. We are there! At the bottom!
- Don't toll, locals will be the the ones hit the hardest and it is unfair. Why should I have to pay a toll to go to work every day. Why are we not using the gas taxes collected to pay for the roads...we have very high gas taxes that are already not used why should we give the government more to waste? Don't Toll!
- You will greatly impact our local traffic more than there already is on Willamette Falls Drive. Please don't do this. It is so unfair to our small community!!!
- Consider how much money you have spend researching this and the I5 bridge. How far would have that money gone into making improvements to fix the congestion? You know it is going to hurt lower income people. You know it is going to raise the price of any freight that passes through the tolls again hurting lower income people. Having a panel of people to tell you that is ridiculous. How much does that cost? Our gas tax is already very high. Lower administration costs. Do not require union labor or wages. Allow more companies to bid on the jobs at market prices. Quit throwing all the money away on research.
- Better traffic flow of heavy Trucks is far more beneficial for the environment and the population, because this creates far less exhaust emissions and far less noise emissions and that is why every effort should be made to archive this, for the benefit of all of the people who are living right next to the I205
- Expansion of roads should be done and then make those new roads toll roads and keep a portion as non toll
- How will this impact residents who live in West Linn/Oregon City who may only use I205 from one on ramp to the next?! With the river right there, there's no way around. Is that really the best toll spot? Also, how will residential streets be impacted with people trying to avoid the tolls?
- Don't do it.
- Don't do it. Figure out a different way to fund the things you want. Totally opposed to this idea. Once there it will never go away.
- Tolling is a great idea. For too long have we been trying to address congestion by expanding capacity (supply). But addressing demand can be even more effective at solving our transportation challenges. However, it's important for us to recognize that the funds generated from tolling need to go back into the system as efforts to reduce demand and to provide reliable alternatives. This means frequent, fast and reliable transit, and safe and well-connected bike and pedestrian facilities. Revenue should not be used to further expand capacity. It'll only take us back to where we started.
- People hopping off at Stafford exit street and over OC bridge or driving up highway 43. No more tolls and taxes. Tax the Wa to Or bridge
- If the toll is automatic and cars do not need to stop, would it be possible to have a sliding scale fee structured pass so those with less income pay less?
- If there is to be a toll on one of the only methods of crossing the Willamette from east-to-west and vice-versa in the southern metropolitan area, there should be a plethora of other options available to traverse that area.

- We already paid for the road with taxes stay within your budget. Design roads for future traffic needs rather than at capacity when they open.
- Consider providing a reduction in fees to West Linn residents, especially considering the impact to our local neighborhoods and schools off Stafford and downtown West Linn. Additionally stop the toll once the objective of widening the road and updates to the bridges have been achieved.
- NO TOLLS !!! LEARN TO LIVE ON A BUDGET
- Many will see this as a tax on the working class.
- If I must travel south, say to Eugene or North to Tualatin I would rather spend the time and take surface streets. I live in Oregon City so surface streets are much easier than the freeways most days, you do this and they will become unberable
- People have already paid enough!
- My concern is us native folk use that highway on a regular basis, and you want to charge us for other people's use ? No thanks, we didnt ask for congestion on our community roads. We are against this toll.
- That's what we pay road taxes for! Gasoline taxes and over all , over taxed in OREGON.
- Reduced or free tolls for people who live within the toll zone (West Linn). Diversion to surface streets will negativity impact West Linn residents and needs to be discouraged.
- I've lived in Oregon all my life and we have paid for the 205. If you want to provide a NEW road that reduces traffic then charge people for the new road. Don't expect us to pay for a road that we have already paid for. It's just another unjustified tax. If you haven't properly planned for the care of roads thats an issue with the planning department.
- We need more bridges. No one wants tolls. Build one in Lake Oswego and one in Canby.
- Tolls will not magically reduce congestion. I205 is the only way for people on the east side of the city to travel north/south in a time efficient manner. It will only have negative impacts on people who can least afford it. Those with money will not change their behavior. It will effectively tell poor people that they don't belong on the road and should take the bus. If Oregon wants to be the progressive champions they claim to be then figure out a way to make the pricing structure equitable. Those driving old beaters should not pay the same as those driving luxury vehicles. No toll is best.
- Scrap the idea forever. Tolls are not the solution and punish people of every socioeconomic class. Honestly, when is enough taxes enough? Let it go. Let it go.
- The residents in west linn, Oregon city, and lake Oswego will be most impacted because there is only one route to get north of that bridge and it will drive traffic to Oregon city streets. Businesses directly across the bridge will suffer as west linn and lake Oswego residents will go the other direction to shop rather than pay the tolls every day
- honestly I'm not sure. fully in support of tolling and anything that reduces automobile emissions due to climate change, but I worry that reducing emissions through pricing can deepen inequities.
- Don't toll. Use has tax and other such funds for their intended purpose. Stop soaking people. Reduce expenses to be better stewards of the people's resources.
- Find other funding sources besides tolling here. Put a toll on one of the interstate bridges. Tolls will not decrease traffic on 205 when there are no good alternatives for transit, besides

clogging other roads. This really puts a huge burden on the communities in this part of Clackamas county.

- can't afford these tolls. They will put me back into a second bankruptcy. Most factory jobs like most of the ones in Tualatin and the surrounding are will NOT let a person change their hours. Nor will they raise our money just because you greedy bastarda want toll money to piss away on useless projects.
- Please have measurement tools in place to survey impact on local streets. As soon as tolls are in place a large number of drivers will look for alternative routes. Other than the gantries I'm not seeing tools in place to keep local streets from increased congestion and traffic impacts.
- I cannot support paying a toll to drive on roads that already exist. Add additional lanes and charge to use the new "express" lanes, but do not charge to use already existing roads.
- Don't toll Oregonians, toll all the people from Washington! Everything would be fixed if the toll booth was right next to the I205 bridge. Get all the tax dodgers and out of state commuters. If someone from this committee actually spent time in traffic they would know that WA commuters are 95% of the problem. Also, limit when commercial vehicles can use I205. Tell the companies its \$500 to drive a commercial vehicle (dump truck, semi truck, F450 with trailer, etc) during rush hour. No exceptions. Congestion solved.
- Consider effective and efficient use of ODOT budget expenditures.
- Your statement on equity offered not a single solution; historically, tolling all lanes of a previously untolled highway creates an inequitable situation, especially when virtually no alternatives (I-205 bridge) exist. Second, the increased traffic on the arch bridge in OC will create a significant negative impact on downtown OC and the surrounding areas. Tolling south of the river will increase traffic on roads not designed to handle the volume they will see. If you want to gain public support, you must reconsider adding more lanes (beyond Stafford Rd to US 99) and using express lanes.
- Spend the money more wisely also electric cars get taxed at a equal rate to a gas car of equal size
- Travel will be the same with or without toll. Put toll to a popular vote. This is just a scam to get more money and increase size of government. List government officials who support this toll so they can be removed from office.
- Those that live in Canby, Oregon City area would be charged a toll to go one exit past?
- I believe an alternative, non-tolled route must be available.
- Frankly charging a toll of any amount is wrong. Those that use the streets, highways and other roads are doing so to go to work or other very important places. They shouldn't be robbed of their income to do so.
- Which part of the "community" identified "some concerns?"
- Find another way to pay for the improvements. Money shouldn't buy the privilege of roads that everyone has already paid for through their income, property, gas and other road taxes.
- Just don't do it. We pay enough in taxes and fees already. Use money that is already given to government for this.
- What will you do for cars which don't have "e-z pass". Won't this cause more congestion?

- This is exactly the kind of tactic local bodies and ODOT use to justify these revenue grabs, always painting them as improvements to transportation needs while diverting funds to benefit pet projects that do nothing to improve congestion.
- Speed limit up to 70 miles/ hr
- The impact this tolling has on those who live right around the toll area and how it will impact traffic on the already congested highway 43
- Isn't traffic and road management why we pay taxes? State taxes and property taxes. No!? No tolls! No more fees on working Oregonians, please! Especially now with this pandemic and economy!
- Focus on more buses.
- Do not toll the roads.
- Consider that the NEED is for more lanes on the freeways, not just another attempt to fleece the citizens who have already paid for their freeways through their taxes. This is nothing but another money grab to benefit the wealthy contractors and crazy social engineers who think they have all the answers. It's completely political, and does not solve anything.
- Tolls only after increased freeway capacity is added. I dont trust the oregon government to follow through. Example. This 205 increase was promised years ago way overdue from commits and now tolls are the impediment? Do I get my car purchase "sales tax money" back since that doesnt make this project happen? I'd rather write \$10k check to ensure it happens then just add tolls to my commute that makes missing my dinner with family the reason I also cant afford dinner for my family.
- Tolling is a bad idea that will have severe impact on everyone who needs to use that road and will have a devastating effect on alternative roads. Traffic is not going to go away or switch to other options that are not even available
- How about this - roll back the clock to pre-2018 when you first started down this road. Use all of that money wasted on environmental impact studies, trips to study various tolling methods around the country/world, web sites, meetings, videos, publications, etc. - and instead add two more lanes in each direction on I-205. That would very effectively ease congestion, which is the stated objective of this notion of tolling. It's an interstate freeway that is only two lanes wide for most of the stretch you want to toll. Tolling is for private roads, not roads publicly funded and already paid for.
- No tolls. Period.
- Our state budget is a mess because of COVID-19. We cannot be spending money right now when our citizens are struggling to survive.
- NO TOLLS
- 1. Add more lanes to the freeway 2. Add more bridges over the Willamette river 3. Do NOT create a toll when there are not viable alternate routes and most people can't control their commute time so it will negatively impact working families financially 4. Toll fees would not only do nothing to improve traffic but would not help improve roads because #1 the money is already not being managed well enough to give any hope of this and there have never been enough lanes on Portland metro freeways. Most other big cities have twice the lanes and better public transit that follows the freeway.

- The side roads were not designed to handle a high volume of traffic so more accidents and more road repairs.
- I do not think there should be toll roads at all. My taxes have already paid for these roads, and anything that is tolled should be new roads that are a bypass of the already built freeways and highways.
- NO TOLLS. NO REGRESSIVE TAXATION. TAX THE RICH, TAX THE TRUCKING COMPANIES WHO PUT MUCH MORE WEAR & TEAR ON THE ROADS, MAKE THE WEALTHY PAY THEIR FAIR SHARE.
- Don't make the problem worse during the construction period. Spend the money to keep traffic flowing during construction.
- The 2017 legislation that allowed for the increased gas tax and other vehicle related fees was to raise revenue for these projects, wasn't it? I feel that tolling just to dissuade people from using the main roads is going to send them to smaller roads not able to manage the traffic-- and endanger pedestrians, cyclists, and other motorists. I live in the area. I can choose to get to Wilsonville via 205, or 99E & Arndt Rd. With 99E bottlenecked to 1 lane in 2 spots there is no way it can handle additional traffic- backup through Canby is already bad during high traffic times.
- Having a toll won't reduce congestion. If people have to work at a certain time a toll won't change that. People have to work when they have to work. Public transport can make a simple commute take hours because of all the stops and transfer requirements. People know this, so please let's not say this is to reduce congestion because everybody who's ever worked a private sector job knows better, and does not have a good alternative to use. Not any designed for heavy traffic. When planning to do something with 205, plan for what projected growth is 30+ years ahead so the change will last.
- Many of us for many years worked in Oregon and paid Oregon State taxes with no road improvements.
- No TOLL. For a typical family, I will have to pay daily to go to work, my wife too, my high school kid. This is insane and insensitive
- Low income can't change their schedule to see lower pricing. I imagine it would increase traffic on I-5 as well.
- find another way to pay for improvements besides a toll
- An exemption for local residents.
- Tolls disproportionately affect lower income drivers. There should be no tolls on Oregon's FREEways.
- Any toll is too costly. We are being taxed to death, and now we are being nicked and dined to death just to live our daily lives. Oregon is going about this all wrong. No tolls! Never ever! Enough is enough! Control population growth and there won't be a need for this. More is not better - it's just more.
- Population of Portland area requires at least 5 lanes going in each way through these corridors. Tolls will divert traffic congestion onto neighborhood roadways. Mass transit and alternative travel methods have not improved traffic congestion in any significant manner.
- DO NOT ADD TOLLS IN OREGON

- Tolling in this area seems to ignore that the Oregon City Bridge will be crushed by traffic from people trying to avoid this cost on every option presented here. Local roads that are near 205 will be in a very similar situation as many are already past their limits during rush hours. If tolling is really necessary, look at a larger area like from I-5/205 intersection to Clackamas Town Center.
- This is going to cause major congestion issues on surface streets. People will go out of their way to save a penny.
- Do not toll the freeways. Either increase gas taxes or vehicle tab fees. Move to a yearly tab fee model. But, DO NOT TOLL THE FREEWAYS!!!
- Toll everyone except me.
- Toll it now to help pay for a new bridge
- People are already impacted from Covid, jobs lost, losing everything and you want to add tolls. What a joke. Why not add more lanes to the bridge or another bridge for trucks alone.
- Don't toll.
- ODOT should build road, not signs, tolls, parks. A \$1M sign that tells us COVID is spreading and actually slows traffic is a waste. But little is done to increase capacity for a freeway that actually works. I-205 provided access to Clackamas and East Multnomah county. When designed in the 70s the goal was to create new opportunities for those areas. It did. Happy Valley, Clackamas, developed as a result. Slowing growth with tolls, and divert traffic through downtown, and on to side roads, up Hwy 99E, etc. All the things that I-205 tried to alleviate from happening. Build more lanes.
- Add a third lane. DO NOT TOLL!!
- Make all roads in Oregon toll roads or no toll roads at all.
- Pursue options that would improve traffic flow, not disrupt it. The idea that adding tolling will improve congestion is ridiculous. All it will do is move congestion to surface streets. This is nothing more than a plan to get revenue.
- Given the potential for long-term change shift to work-from-home alternatives forced by COVID-19, it is prudent to slow down this tolling initiative to first determine whether or not peak demand traffic congestion will be a real issue post COVID-19.
- West Linn residents will have a disproportionately high toll burden as the options all affect us. We pay our taxes- why are tolls being used for the first time here? There should be a reduction in toll costs for any west Linn resident.
- Who thought diverting traffic to local streets away from a high capacity freeway is a good thing to do? So what if the freeway gets congested? Widen it or put up with the congestion. Tolls are just another tax without representation.
- If tolling happens everyone will go onto off streets to avoid the tolls! This will make everything worse for communities around the tolling area!
- Stop.
- Allow residents of Oregon city a certain number of free passes so we don't have to pay every time we leave our house, even if it's to head north on I-205. Consider whether the tolls can be taken away after the construction of the additional lanes and bridge fixes are complete. Oregon City May need additional infrastructure to handle the diverted drivers

that are inevitably going to drive through to avoid tolls, regardless of the structure of the system.

- There are only two bridges between Portland and Vancouver. Rather than making us pay to use it, build a new one.
- We already paid for I 205 years ago, the public has the right to vote on any tolls in Oregon!
- People are already affected by the cost of living during covid. Do not make it difficult for those who already can't afford things but adding unnecessary costs. Find other ways to get money please.
- I say "NO" to tolls.
- cung cấp tuyến đường o thu phí cho nhiều gia đình o đi xa lộ 205 thường xuyên
- Definitely consider the impact on residential streets in West Linn and Oregon City.
- Studies of the HOT lanes in southern California have shown that low-income people use the lanes just as much as higher income people, but it's important to provide a free alternative and that the toll lanes are IN ADDITION TO the existing general purpose lanes. If existing capacity is cut, then congestion is likely to increase. Using the proceeds to pay for transit options makes sense, but TriMet doesn't currently run buses from Tualatin to West Linn and Oregon City/Clackamas. So a planning exercise would need to be conducted by TriMet and ODOT to determine whether transit would be viable.
- My husband works on the other side of the Abernethy Bridge and we live in west linn. We will have to pay this toll just to go a few miles. We are not able to pay anything more right now. What more does this greedy government want? Do you want more homeless people on the street? Do you want our children unable to afford to have clothes? I cannot believe in the bloated government funding that you can't find money for this. If there is not money in the coffers you should not reach out and ask for more of your tax paying citizens. THIS IS THE BREAKING POINT.
- NO TOLLS. We pay enough already.
- Maybe you need to look at post COVID traffic patterns before you do this.
- See above comments. I do not approve of the toll project. It will cause more traffic congestion. I don't think it is fair to be charged going over a bridge both directions, being charged a different rate depending on the time of day and some citizens being excluded from paying based upon their income. If this toll project goes forward, the rate should be affordable for everyone to cross (\$1 and only be charged for crossing one way).
- Keeping the neighborhoods from being congested with traffic trying to avoid the tolls.
- Do not toll people who are working in Oregon- county pays their tolls with their taxes- toll people who are traveling, who are shipping and recreating in Portland. No jobs in Clark county- stop development of residential and bring jobs! Until then- no tolls for Clark county citizens who work in or
- toll are a bad idea.....encourage businesses and workers to move to other parts of state. Tolls are just another hit on working people and will not relieve traffic congestion
- Tolling I-205 though West Linn will drive people onto the local roads such as Johnson Road, Borland Road, Rosemont Road, and others, which are often Narrow and winding with no sidewalks. Increased traffic on these roads will impact school children and bicyclists. Further, the increased traffic will means increased maintenance, which will have to be paid

for by West Linn and other communities, not by ODOT. My strong preference is to add another lane to I-205. Thank you for listening.

- I don't get it. I work in hospice and use that freeway to get to patients. You are taking from me, who lives paycheck to paycheck.
- Since the state and city of Portland promote new business's development of industrial, yet not how to get to or from these places. Now tolls are to be levied onto workers, yet the state and Portland failed the people previously, look at own studies that show Hwy5 was blocked way back in the 90's and what has been done since. Further there is no transport to the industrial sections, or limiting industrial to an area which than could accommodate transport.
- As a native Oregonian very aware of how and where our tax dollars currently are currently spent, tolls are not the answer. We need better budgeting, not more taxes (tolls)!
- Do not put in a toll
- more lanes
- keep it same
- Many of the side streets that are need to allow people to avoid the tolls can't support the current traffic that is being used. Also what does this mean for Government entities? Does this mean the tax payer pays twice by paying there way onto the roads well via taxes and other means causing double taxing. How are the citizens going to be able to hold government account able to ensure that the toll is used in the community. Also tolls doesn't stop people from traveling, it only changes their route via not wanting to pay it therefore increasing the likely increase accidents in the cities.
- What are tolls the preferred funding method and not the traditional mix of state and federal highway funds. This is an interstate road and you are asking local users to pay for it.
- Use tolls to manage demand and use all revenue to support alternatives to driving alone (walking, biking, transit).
- Expand the Orego VMT project to apply congestion pricing to all roads and vehicles in the state.
- There is only one way across the Willamette river on this side of town. To put a toll there, where people don't have a choice is not right. I think the toll should be including from where you get off I-5 in Tualatin. Our tax dollars provided their expanded lanes. They should help to pay for the necessary changes to I-205 to decrease traffic and provide the 3rd traffic lane for the current gap on I 205
- No tolls!!!!
- This will cause a ton of traffic on all other routes as people try to avoid the tolls. It will push more people to the I5 and congest it even more. It will be a financial burden on those of us that use the 205 frequently.
- Rebates, tax refunds, and other ways to pay back ppl who experience low incomes. Don't make mail in payments more expensive than transponder payments. You would be penalizing ppl who don't have bank accounts. Use the revenue for transit projects, car pools, and high speed rail as well as shoring up bridges to be earthquake proof. Is another lane necessary if tolling is enacted. Why not just strengthen the bridges and support other modes of travel instead of adding lanes?

- No tolls. Tolls discriminate.
- We need tolling as soon as possible!!!
- No Tolls
- Tolling is an unfair tax on the poor!
- I believe this whole project is a bad idea. We Have already paid for these freeways. Now you were texting us again? I am a progressive Democrat, but this would be enough for me to vote for different leadership.
- Make hov lane and lower bus and metro prices. Remove the homeless from the metro stops for safety. Lives Cr plate tolls for only out of state drivers
- Don't put tolls on 205
- There is not reall alternatives out there for this area. So local roads will be congested even worse.
- Consider not tolling any highways.
- Stop welfare and you can pay for road improvements
- If you live in Milwaukie and work daily in Oregon City, no toll should be assessed. Also, it's super important that all the traffic doesn't cut off at Oregon City and take old 99E to south on I5. If you are a CLACKAMAS county resident tolling shouldn't be assessed at the same rate. We use 205 like a regular city road because it is the only easy way to get to 10th street.
- ANOTHER MONEY GRUBBING MOVE BEING ENGINEERED BY THE LEFT!!!!
- Since the toll is primarily in one area of two-lane freeway, ensure revenue is going to add another lane as this primarily affects West Linn, Oregon City and Gladstone residents (paying for the majority of tolls).
- residents who have to use it and im not paying a toll to use my local highway
- that stretch is likely one of the busiest stretches (which I assume is why the area was chosen). But it will have a huge impact on the businesses in that area- people will likely choose a business just outside of the toll road stretch. It will also push people to drive through downtown Portland to get from East/West areas (i.e. Clackamas/OC to Beaverton). which will make things more congested and I am sure it will impact the cyclist commuting to work.
- If we live in West Linn, we should be able to cross over the river using the Abernathy Bridge without being hit with a toll. Otherwise everyone is using the old Arch bridge through downtown Oregon City to divert from 205 backup. Need to consider how to allow local residents to cross the river without a toll and without competing with traffic trying to bypass tolls and backups.
- Those should already be on your plan.
- No tolls. Raise gas tax if more funds are needed for roads.
- Public transportation
- You will face lawsuit after lawsuit from us West Linn residents if you toll our stretch of 205 and try to hold us hostage.
- Incentivise carpooling - lower toll in carpool lane - if this is possible?
- Use incentives of all sorts to encourage folks to use alternative (non-car) methods of transportation.

- You are not considering the neighborhoods that will be affected by this. If you wanted to toll the 205 you should have made it big enough in the first place to add a toll lane. Interstates have already been paid for by tax dollars and continue to be through our taxes. So we will have to be a tax and a toll, that is ridiculous. Tolling 205 will also hurt the 'under-deserved' population you keep referencing. They would have to pay this extra tax too, or are you going to exempt people from this tax?
- Residents in the area will be way more affected than you realize! This will negatively affect the property values of our homes. This will cause many lower income residents to move out of the area because it will be too expensive to get to our jobs. Please stop and think about the working families of Oregon City and other small towns surrounding this horrible project. This is unfair and frankly cruel at a time when we are already suffering so much. Shame on you! I'd expect a citizen group will be seeking legal advice to stop this from destroying our property values! Add an extra lane to I-205!
- Raise the Metro area gas tax to pay for the project, DO NOT create a toll to raise funds!
- As a non emergency medical transportation driver. I Transport Medicare and medicaid clients . I would have to pay out of pocket everytime. I transport from Vancouver wa south.
- There should be no toll on this because it will hurt family that are hurting financial.
- widen the road/add lanes to accommodate increased traffic.
- I live very close to the Abernathy bridge and use it daily for needs of daily life (childcare/etc). By tolling this location you will be unfairly taxing neighborhood residents to pay for benefits received by others far away. I will likely end up moving from West Linn because I can't afford a daily expense and the traffic on 43 is already horrendously congested. This is an awful idea. Tolls should be put on I5 and I205 to be paid by people traveling longer distances, not by people simply going about their everyday needs.
- Abandon the project!!!! Just like everyone else, the state needs to live within its means. End the constant raising of taxes and fees, and figure out how to make it work with the money you already have collected.
- How about we make more highways that initially are tolled to pay for them and then remove the toll after being paid off like other states
- Don't put in a toll
- Make more lanes with the huge tax increases we already have had. Use the huge taxes we have paid to Metro to improve and add new lanes to I-5 and I 205. The Citizens of Clackamas DO NOT want TOLLS on I-205.Add more off ramps where possible, let people drive on the emergency lanes on the right or left during high traffic periods.
- Interstate travel diversion to I-5 defeats I-205 design to divert interstate travel away from heavily congested I-5 and City center. Diversion to Arch Bridge negatively impacts: 1) All West Linn residents (including underserved) rely heavily on OR City commercial and retail for necessities and entertainment. 2) WL and OC waterfront development around Arch Bridge. People going across the river with no need to travel I-205 will divert to Sellwood Bridge without any bridge south of Abernathy, in particular, people living between the bridges.
- No tolls, period. They negatively will affect our local community.
- Don't make I-205 a toll road. Then you don't have to worry about any of those issues.

- Add a train along I205 from Stafford to the Towncenter where it can connect to the Green line.
- Add a train along I205 from Stafford to the Towncenter where it can connect to the Green line.
- Not installing the toll
- No tolls
- Leave 205 like it is it works just fine . If more funding needs done than stop the people ruining a inter city right up the road witch will also get paid for the same way as roads are
- Consider special reduced toll pricing for residents in West Linn and Oregon City who will be the ones most impacted by the tolls with more traffic going thru their neighborhoods. Something like an annual pass or coupon where residents can get \$100 value of toll for \$50.
- I205 is no different than other congested highways in the Portland metro area. Look at 217, 405, I5. Tolls are not the answer. Too many tax's as is. How about you design the highway system with future expansion in mind.
- I am an occasional/infrequent user of this stretch of 205. I worry for the people who live in areas where 205 is their main, if not only, artery for getting to work, and the economic impact this will have on them. I am cautiously and lightly supportive of a small toll, but I think the pricing needs to be structured in such a way that any individual "daily driver" feels no pain at the amount. In other words, daily drivers get a discount (say \$5 per week, \$0.50 per trip) and we occasional users bear a larger fee (day \$2.50 per trip).
- Just tolling that area of 205 will cause people to jump off the freeway at Stafford, continue on to Lake Oswego to catch Hwy 43 (already very congested) to access the old bridge in Oregon City, back roads used to get to 213. People will do it as a matter of principle and the neighborhoods and surface streets will become more congested and gridlocked. The Willamette area of West Linn will be an alternative route to get to the old Oregon City bridge. If you must raise money by toll, Include the 205 freeway from 224 to I5 both ways. People would be less likely to jump off to avoid the Toll.
- Tolls should be for out of state vehicles only.
- NO TOLLS! Oregonians are already raped by taxes! This is just another money grab by the state. We've already paid for all Oregon roads that are being used. Our gas taxes are some of the highest in the country and that \$\$ is supposed to maintain said roads.Besides, I came from Florida where there are many toll roads-guess which ones are THE MOST congested? Yep! The toll roads.It will make congestion much worse! There's absolutely no need to toll! Especially on the heels of Covid!
- We no longer trust the Oregon elites that govern on behalf of themselves and not as agents (and employees) of the people. We no longer trust the bureaucrats that make law, spend our money, and are not elected by the people. We don't trust that this project would have transparency or accountability and believe revenue would be diverted to pet projects of the state Democrat Party (yes, the party of slavery).
- El impacto económico que causará, especialmente a las familias de bajos y medianos ingresos. Actualmente nos deducen el OR traffic tax de nuestros salarios ¿Por qué pagar peaje ahora?

- Give back all of the gasoline taxes since you won't use them to fix the roads per the law. You're a bunch of fucking thieves.
- more alternatives, good bus transit and safe bike lanes
- 1. All funds collected are locked in to improving the 205 and nothing more 2. Most commenters work standard shifts and will be on the road in peak times. Most to not have the ability to change schedules.3. Pushing traffic to surface streets is an unacceptable solution to traffic on a freeway. Since most alternate routes are through neighbor hoods the increased traffic and pollution would be detrimental to the people living there which are normally lower income and communities of color. Also most of those routes have bikes, pedestrians, buses already using.
- Thu nhập của người dân
- Use what you already have. It is enough if you actually use it wisely. Really. I am COMPLETELY against more taxes when we already pay a LOT. We
- Tolling is an excellent idea we should implement. I think it will inherently reduce traffic congestion. But it's essential that toll revenue go to transit, walking, and biking investments.
- Put the Toll on the Abernethy bridge only. If it's there atleast people can't try to avoid it by driving on our small side roads through Westlinn that are already too crowded, also those of us that live in Westlinn will fairly get tolled when we cross the bridge but if it's in other areas along i205 throughout Westlinn then we will get hit with Toll fees multiple times when driving from 1 exit to the next throughout our community, it's not a fair way to do it. I live off Stafford road and need to be able to access other areas of Westlinn without increasing traffic on neighborhood side roads.
- Don't have tolls
- 1. Maximize tolling effect to achieve traffic reduction while minimizing driver behaviors to avoid tolling though diversion to non-tolled local roads 2. Use revenue to promote non-auto modes of transportation (mass transit, cycling, pedestrian)
- Direct subsidies, free bus passes, and working to eliminate car dependence overall
- Consider climate change and equity. Make those your agency's primary concerns. Other considerations: 1) Offering reduced tolls for low-income and disabled folks. 2) Using tolling revenue to invest in improved non-car mobility, emphasizing projects that serve historically marginalized groups 3) Using tolls to discourage single-occupancy-vehicle use and lower our carbon emissions 4) Pledging not to use tolling revenue to expand our car-transportation facilities (knowing it would only induce more driving) 5) Pledging not to expand existing freeways and highways before tolling is instituted.
- Don't do it. No Toll roads in Oregon!!!!!!!!!!!!
- Are you kidding me? It's already a nightmare on regular traffic days! That is going to be a traffic parking lot! You must be out of your mind!!!! It will also increase traffic on I-5 for the people trying to avoid the traffic parking lot which will make I-5 a traffic parking lot as well! Come on now.....Did no one think of this when they built the hwy? Now we have to keep paying for it ON TOP OF OUR TAXES???? Seriously????? This is a smoke and screen project. Your purpose is B.S.
- Odot wastes enough money per year to cover the cost of this toll. Stop wasting fuel tax money and instead put it where it's needed...our highways!

- Focus on providing transit options as alternatives to driving. This will also help low-income people who can't afford to own a car.
- This is going to hit low and fixed income people really badly. If you want to toll 205 toll traffic coming in from Vancouver! Because everyone is just going to divert to 99E and you're going to screw up a lot of people. Unless you're going to exempt families making less than \$75k a year you're really tolling the wrong people.
- No tolls because you can't budget appropriately. NO TOLLS
- I-205 has already been paid for by the federal government as well as state gas taxes. There is zero need for this project. It will strongly impact more than daily commuters. Everything shipped into and through this area will go up in cost. NO TOLLS! NO TOLLS! TOLLS!
- No tolls.
- Trimming budget elsewhere and working on ways to make improvements cheaper instead of just asking for more money all the time.
- Never consider a toll again. It's a bad direction to go.
- Don't do it!
- focus on demand management and use revenue to support non-driving trips.
- I am 100 percent against this idea. Raise my gas taxes if you need revenue. I am in west linn. 43 is hard to expand and already slow. There are no easy fixes and you will make overburdened roads worse with tolls on 205.
- What is clackamas county already doing with the money that is coming from the newly imposed county fees on registration and why isn't that being used to fund any improvements on I-205
- Not toll
- More traffic will use other routes, creating wear on roads, and congestion, to avoid tolls. This tax will only increase and will turn wonderful Oregon a tax burdened state. No tolls. Stop this now.
- Super easy. Do not add a toll. There is no need. This is a terribly biased survey. The respectable research community would be ashamed.
- Stop the toll nonsense. Traffic patterns will change with new work at home norms.
- The only equitable way to facilitate increased livability, decreased pollution (cars not idling in traffic) and improved commuting times is to increase highway capacity.
- I do not believe in tolling one bit and I think it only creates (not minimizes) the disparity among Oregon citizens. I have seen this happen in California and it is demoralizing to so many. Also, anytime a new fee or tax is introduced in Oregon we rarely see a benefit pop up somewhere else. Finally, the notion of having tolls and slowing traffic down to have money to build more bike lanes to slow traffic down is insane. If you really need \$ I'd rather see a gas tax than tolls. Tolling has rolling impacts that are just too great.
- The working commuters who use our roads everyday, they and commercial commerce will pay unfair amounts to use the roads. Alternative routes? These will be hopelessly congested impacting the residence unfairly. But if you don't live there who cares? NIMBY is Salem's solution. One party rule is terrible look to the North & South
- The toll road is a bad idea. It is another tax grab and hurts those who can least afford to pay the tax, the commuter and the low income folks. Rather garner federal funds for an

expansion to the current system to double the lanes where possible. Place a cap on the rates charged, at a minimum. We all know that these fees will keep going up and up. Set up an oversight commission to make sure the monies are used for the road, not some other give away. People are moving out of here because of the taxes.

- No tolls in Oregon. This is double taxation. Maintain the bridge through a collaboration with WSDOT to fund and maintain the bridge using tax revenue.
- make an alternative route that is not tolled
- Expanding roads without tolls and using other funds. Taxes are super high and always increasing. And now tolls to drive in arwa
- this is not California. Our transportation system should be open and free for all to use.
- Build another bridge and no tolls
- We the people have already paid for the road with our taxes. No tolls!
- Need alternate truck routes.
- Just tax millionaires
- Not everyone has flexible schedules. The higher price at rush hour needs to be reasonable.
- For transit - specifically creating frequent express routes on 205 to give SOV operators an incentive to take transit instead. A competitive, cheaper mode of travel will make it easier for commuters not to drive. Please do not use the money to build more lanes on I-205!
- Make tolling voluntary for low income people. Provide a "cash" lane for those who don't want an invasion of their privacy.
- Tolling this section of road will push traffic onto local roads that are already heavily congested. The bridge to OC and surface streets will not be able to handle the extra amount of traffic. Residents of West Linn will be unduly punished and bear the brunt of the taxes.
- Do not implement tolls. find another way to find improvements from the taxes already being collected
- No Tolls to make cost of living higher in this area .STOP THE MADNESS !
- NO TOLL ROADS
- Make a clean and easy system.
- I don't see how this is going to work, Residents are already pushed onto 205 off of residential streets due to the traffic there. Adding more traffic to that because people are going to avoid the toll at all cost is going to create more traffic. A toll is not going to solve anything but give ODOT more money. The people who need to get to work everyday via 205 or that live off of this toll spot would also be forced to pay a lot of money which isn't fair to be punished for living next to 205. Also the fee for this is going to be hard on every budget.
- Consider that this proposal does NOT benefit ordinary people, it benefits big transportation companies, and the ordinary citizens are being forced to pay for the transportation companies' convenience.
- Yikes! Options for other transport and bikes are terrible/not the same as traveling downtown for instance in this area so you leave little option if you roll 205 but to force people to use other local streets which pre COVID were also slammed during rush hour. Yikes! Local people should get option to pay far less or nothing if this is our daily commute to work, I already took a pay cut this year!! Not happy to hear this.

- This is just another way to tax the people. Adjust the budget... politicians are spend happy
- While there are not many options options to avoid the toll I can see a significant increase in traffic congestion for those areas. While great for businesses bad for residents.
- Allow for impact to McLoughlin Blvd and downtown Oregon City as many will alter routes to avoid tolls.
- I feel as though the organization should prioritize not affecting low income individuals that depend on using this region of the highway.
- Not charging more money.
- Not adding tolls. The state collects enough money via regular taxes to address these concerns. People who commute have limited options and would be bearing most of the toll tax because they happen to use the bridge. How about adding more bridges- one between Canby and Stanford and one between Lake Oswego and Milwaukie.
- Tolls do not correct traffic issues, this has been proven nationally from California to Maine. While small rural areas can utilize a toll and make effective changes, large areas like this do not benefit. Instead a fair, flat tax to drivers and those in the immediate area should be implemented to fund the project.
- Higher congestion on side streets and alternative river crossings in the area
- With all the taxes already being collected for road improvements and upgrades and nothing gets fixed this is just another way citizens get stuck paying for other projects the government choose to fund There should be other alternatives to tolling, or toll only until project has been paid for, but we all know how that goes.
- I live in West Linn, I go to and from work, doctors, and food shopping/retail. This toll would be a burden. This toll would also encourage people to leave the highway further congesting the Willamette, West Linn and Oregon City neighborhood streets.
- NO TOLLS... This is only TEMPORARILY allowed because President tRump waived a long standing law.
- No toll! No new taxes!
- There should be a waive or reduction in the toll for those who live within a certain distance of the bridge who cannot escape traveling over it
- Do not toll existing infrastructure, that has been paid for. Create new infrastructure and put a toll on the new
- Cause the tolling system to be in place as soon as possible.
- Make the toll high enough to discourage needless/thoughtless highway usage. examine weight-based tolling to reward lighter and discourage heavier vehicles. restrict entry/exit opportunities.
- Being retired, every impact to our funds is critical. We've already taken a hit to one of our pensions as it was reduced by 30%. Also, we don't understand why a toll is needed when Oregon received \$625 million in fuel taxes last year. As we have to live within our means, so should the state. Projects like this should be budgeted and the money saved to make the changes using COMPETITIVE bids with ramifications for shoddy work. Because we have a diesel vehicle, we pay 60.5 cents per gallon in taxes for fuel. We shouldn't have to dole out more money for any project. "Maximizing integration with future toll system" is your plan for future projects. So, what are you doing with the fuel taxes already paid every year?

With COVID, there is less traffic on the roads and I think people are getting comfortable with working at home. That should be encouraged as much as possible for the future as well as alternating work hours for those who actually have to go to work. More effort should be put into staying within your budget while serving the community. Tolling for every project is ridiculous and we all know the toll will NEVER be taken off.

- Won't need to worry about excessive congestion as the pandemic will forever impact the need for daily commuting. Tolling will just be an excuse to have motorists pay more for no better level of service with funds diverted to something not related to the premise.
- If streets and highways are important to economic growth (increased tax revenues) then existing funding must be reallocated to support them. Reduce programs that do not improve the tax base. I do not support ANY toll!
- I live in West Linn. This will drive me and others onto the old bridge, Stafford Road, and Willamette Drive. I get tolls on the Washington/Oregon bridges. They are not in neighborhoods but this bridge is.
- As of now, there is no viable alternative to driving on I-205. There is no public transportation along the I-205 corridor between I-5 and the east county. Traffic will naturally overflow to neighborhood streets to avoid the tolls. That will increase congestion, pollution and road rage. Where is the infrastructure for light rail along I-205?
- State level funding to improve mass transit, even if this includes long range implementation periods i.e. >10 years. They also need to be mindful of dumping traffic into local communities which will happen when people want to avoid the tolls. It does NOT reduce traffic just reroutes it to different roadways and transfers the cost of managing and maintaining those roads to the local level.
- I live in the area, and am concerned that tolls will force traffic onto surface streets that cannot handle the additional traffic, and have a detrimental impact on safety for residents in the area. I don't believe tolls are the answer to the problem, as this will be seen as a means of raising revenue that charges West Linn residents disproportionately to fund traffic congestion issues in other areas. If tolling is essential, then toll the entire I-205 corridor and charge for miles driven, and not just a section as a choke point.
- How are we possibly going to minimize traffic diversion to local streets? Willamette Falls Drive is a mess without a toll and our daycare is right in the middle of the traffic of Willamette Falls Drive. In rush hour traffic a 5 min trip becomes a 20 minute trip. As parents, we need access to childcare, which has proven to be even more important as daycares have permanently closed due to COVID.
- Toll out of state drivers more as they are not paying taxes otherwise for our roads.
- Examine how the non-toll roads will be affected by increase congestion as traffic diverts off the freeway to those roads.
- I drive on I-205 every day for work. I am on I-205 for less than 2 miles. I DO NOT want to be charged a toll in the middle of those 2 miles, BOTH ways (!?) and made to suffer the delays the TOLLING would cause for me. Nearly the entire stretch of I-205 is wide enough to open more lanes...instead, you razed the area and installed wires for the rare event of a vehicle crossing to the wrong side. ADD MORE LANES, NOT TOLLS

- Toll single-occupant vehicles to make public transit more widespread, faster, and less expensive for riders.
- This is absolutely absurd. Our taxes that were taken from us to improve roads were misused. Why not use our taxes to widen the road, therefore reducing traffic, instead of charging us even more money! Do not toll this road!
- -Many folks have to commute due to outrageous housing costs, preventing them from living close to work. Tolls should not put an undue burden on those folks. -Transit is not a viable standalone option unless there will be a substantial investment; rapid bus and light rail can only do so much, and cannot fully address the needs of a workforce that is commuting in from several areas, going to several areas, and working multiple schedules. -Lastly, look to how other areas outside the northwest have addressed these issues.
- A pass for low income residents.
- Don't charge tolls. Manage your money better.
- the impact to local businesses-if people have to pay a toll to either visit or work at those businesses and they have alternatives, they may save the hassle and \$ and go somewhere else, impacting local business and employment in the area. Please consider alternatives that will not significantly impact local neighborhoods with increased traffic as people try to avoid toll roads specifically as it relates to schools, safety, etc.
- The economic impact of folks who are forced to use 205 to get to work.
- I live in the Willamette neighborhood of West Linn. We are already heavily impacted by I205 traffic that diverts down our local roads. This toll will only INCREASE this traffic. In addition, I205 is the only viable way to get to many of the services including medical, shopping, youth sports, etc. for residents in this neighborhood. Your proposal is effectively PUNISHING local residents through no fault of their own for the traffic increases on I205 and local roads and now you want to charge us to drive just about anywhere? You're making us prisoners in our own homes!
- tolls should only be spent on roads. NOT BIKE AND PED. If you aren't paying you don't get the benefit. Also should be an end date of tolls. You can't get addicted to the money.
- I think tolling would negatively impact everyone who has to use the highway. I have child care on the other side of the river and am forced to use this route. Tolling would be a burden to my family.
- No Toll
- We do not need another tax, especially, in Covid times
- Many people, my family included, drive this multiple times a day as it is right in the middle of where we live and work. Both my husband and I travel this route to and from work, to pick-up/drop off kids to school, daycare, and sports. This would take a large chunk of our budget just for traveling to and from work/school/sports. We also have 4 kids so this is really a big issue and would be very detrimental to our family budget.
- Many government workers travel this route to travel to/from work. They are already paid less than the private sector, and tolls can impact the public's willingness to work for public entities. Tolls will also disproportionately affect low income employees.

- Make the road crews more efficient and stop governmental waste! There is money to fix roads but the government would rather spend it elsewhere and try to make us believe there is no money for roads. STOP GOVERNMENT WASTE! Stop the Bleed!
- We should consider NOT tolling I-205 at this location... as it will result in added congestion on OR-43 and local arterials. Idling vehicles waiting in the toll lines may also increase noise and air pollution in the vicinity.
- I am opposed to tolls. If there are tolls they should be exclusively used to improve I-205 to reduce congestion. I will use alternate routes.
- Mucha gente no está trabajando durante la pandemia y no tiene para pagar
- People are struggling enough already and have no more money to give the State. Work on your budget like we all have to and stop wasting taxpayer dollars
- taxes pay for this highway, do NOT toll it and make us all pay twice over.
- don't have a toll road. can you image the traffic jam.. But perhaps that is all by design force the people to take public transportation
- Drivers originating outside of West Linn, Lake Oswego should not be paying the same toll as those 2 cities. They are the wealthiest neighborhoods in Clackamas County, they can afford a toll road but people in Gladstone, Milwaukie, unincorporated Clackamas County probably can't. This change will have a strong impact on Gladstone, a much less wealthy and much smaller community than any mentioned above. Also, you will essentially be tolling anyone who works for or needs to visit the County offices, as the seat is Oregon City and the offices are mostly on top of the hill.
- increased traffic on non-tolled driving routes which are likely residential neighborhoods. Increased safety concerns
- I-205 is already paid for. No tolls on I-205. ODOT should have built the west side bypass 40+ years ago. Giving ODOT more money is just going to result in squandering that money on bike lanes, walking paths and who knows what other nonsense.
- No Tolls!
- there is no explanation that I could find about the method/s of keeping I205 traffic out of Oregon City/ West Linn/ Gladstone streets. I also want to know what considerations are being made for those in the cities where there is very little or sometime reasonable alternate to Abernathy Bridge. Oregon City has only TWO bridges to get out of town to the north, how much traffic will end up on the Arch bridge?
- The "back way" roads will get over utilized and will need to be repaid more often, which will anger locals. Don't toll the locals!
- don't put a toll on I 205
- Residents that live in Multnomah Co. but work in Clackamas Co. and commute every day. Low income people are going to be at a loss again.
- Consider where people will reroute--which they will. On Foster Road, the one way system is a nightmare. A former 4-5 minute commute to I-205 has taken close to 25 minutes. It has also backlogged SE Woodstock for miles since many are now using that route instead since it was initially faster. Also, consider the TIME a backlog is anticipated to take a driver to navigate so people driving to work, school, appointments or other places with start times

can have an idea of how long they may be sitting in these backups. The backups also effect buses, sanitation vehicles and neighbor living there.

- the Portland metro area has grown faster than the highways. Transit and other non-auto modes are NOT the answer given our far flung business districts and housing neighborhoods. Working commuters don't have the luxury of traveling at off times and will be taxed twice via gas tax and tolls.
- The other option for me to get to work is Willamette Falls drive. This route is already slower than 205, even when I-205 is congested, due to low speeds and stop signs. The town center there would be TERRIBLE to go through with increased traffic. I-205 isn't even bad on it's worst day, I-5 is much worse. Also, who can afford tolls these days!?
- No tolls!!!
- I appreciate the project consideration that tolls would vary by time of day. Add a carpool lane. Better alternative transportation that isn't available for those who must use I-205 to get to work.
- Stop penalizing those who work and use the area to earn their living. Consider building another source to move from East/West/West/East. Astoria had a toll booth bridge, and when they earned enough to pay for the bridge, the toll booth was removed. This was fair and equitable. Those who used it paid for it. Not those who had more money or did not work during certain hours. Learn from history what works! The management of congestion at any area will effect another area when changed. A toll will slow things down and will not give relief to that area. We need another crossing!
- NO new taxes or fees! Let's do some real budgeting for all the fees and taxes already collected And spend more wisely on new bridges and no passes! How about use some money from the "general fund"? These roads were already paid for by The federal government.
- When we have more cars driving, we need more roads. By having a toll, it doesn't mean the cars will disappear somewhere.
- There should be state highways/alternative routes that do not have tolls for us Oregonians who do not want to use a tolled highway.
- DONT DO A TOLL. DO BETTER BUDGETS
- Because the Abernethy bridge is only 1 of 2 bridges to cross the river in the corridor for over 10 miles in either direction, this would cause much more traffic locally on the Oregon City Arch bridge, especially for those entering 205 only to get from one side of Abernethy bridge to the other between exit 8 and 9 in either direction. The intersection of Willamette Falls Dr and Willamette Dr is already quite congested, and downtown Oregon City will be jammed up with people avoiding the tolls. Without an alternate non-tolled route, it will magnify the issue.
- If you have to do a toll use a fast pass and make it a min amount.
- How about you understand that a sales tax is the solution to this and many other areas of concern. Provide a test add a 2% sales tax while reducing state income tax 2% at the same time. No sales tax on groceries of need. This provides MUCH NEEDED state revenue from tourist and others not residing in Oregon. Anyone with business experience can reference several case studies for additional and supporting information!!

- Not raise money via tolls
- My concerns surround the potential for heavier congestion on the Arch Bridge, limited route choices for local commuters (who don't use I-205), and even more vehicles using Willamette Falls Drive to avoid I-205, causing a significant back up at the non-signalized intersection with Hwy 43.
- The stated purpose of higher tolling fees during certain hours is to encourage people to use the freeway at different times of the day; not everyone has that option. Alternate routes may not be viable.
- I live in Oregon City. It is virtually impossible to travel anywhere outside the city without using I205. I feel I would be paying a toll on every trip/errand I take.
- Find other ways to address costs. tolls will just make more congestion
- Don't charge people money to drive their cars! It's already messed up you force us into paying a hundred dollars for an inch long sticker. It's about freedom and individual sovereignty, I will go out of my way to fuck with the toll system if built. I don't give a fuck I'll tear that shit down.
- Time limit
- As the only viable alternative to crossing the Willamette river in the area is a very narrow historic bridge, a redesign of the onramps near the bridge, especially the northbound side, would allow freer flow of traffic, along with adding a much needed third lane for the bridge and the entire remaining freeway south of the bridge. It was my understanding that already passed increases in car registration and taxes were going to pay for this long overdue improvement to our transportation infrastructure. Tolls shouldn't be necessary.
- Rolling is a terrible idea. It will move traffic to the side streets and cause more problems.
- Don't toll the freeway!!!
- Ease of use.
- Keep the tolls relatively small to avoid hardship and rerouting. Maybe \$1. Low tolls is simpler to avoid a messy tolling schedule.
- Limit truck travel on alternate routes. Have in car transponders available in commuters cars to track usage of the toll road.
- cut costs by firing ODOT employees
- Are tolls even equitable? How do other states answer these very valid concerns? Sliding scale based on the value of your car?
- Provide a portion of revenue to city and/or county transportation divisions to provide for or prevent all of the negative diversion to local streets. AC, extra lanes, widened shoulders, traffic safety improvements, signals (so that local traffic can safely and efficiently get off local/neighborhood streets).
- Cutting off your limbs is NOT the best way to lose weight. Stop attacking the little people. They pay taxes too. No Tolls.
- Consider some type of monthly toll free cards for those who are below a certain income and need to drive for essential work?
- No tolls. Have bikes pay their fair share and all costs for their riding areas
- MAKE IT TOLL-FREE FOR RETIREES. NO SHORT-CUT TRAFFIC THROUGH GLADSTONE, OR. YOU USE IT YOU PAY FOR IT.

- Give out free toll.
- Don't do it!!!
- No tolls
- Provide a resident sticker for those who MUST access I205 for nearly all their travel, particularly east side of 92nd Ave.
- It's critically important that any work in this corridor prioritize those who are NOT using single occupancy vehicles to move around. Facilitating the movement of individual car users should be the lowest priority.
- Small increase in gas tax, and use revenue to improve roads in Oregon.
- Everything in place to handle increased gas tax. Tolling would require new implementation and management.
- The Oregon Department of Transportation has many other ways and sources of revenue other than tolls which hurt many people. Keep your hands OUT of my pockets. There is no alternative to travel except 205 as you well know. You are just looking for more money to squander.
- Everything in place to handle increased gas tax. Tolling would require new implementation and management.
- Tolls will just shift congestion to surface streets and roads, increasing the burden on Clackamas County, and anyone who depends on the alternative surface streets and roads.
- End prevailing wage. Bacon pay is an old Jim Crow law. Don't believe me then look it up on Wikipedia. Obama & Clinton Admin. Economist Larry Summers blames poor leadership at municipal governments for the poor infrastructure and says that it's hindering economic growth.
- I don't agree with a toll unless there is a guarantee it would be equitable and not impact poor communities.
- Do not implement tolls
- Minimizing traffic on local streets and make it easy to use- such as with an easy pass system
- There should be optional tolling but not mandatory. Not everyone can afford to pay to drive down a public road that is already covered by our tax payers money. I'm completely against a toll. Our government has taken enough money out of the taxpayers pockets. Stop approving these decisions. Your constituents deserve to be heard!
- Make sure that the old Oregon City/West Linn bridge does not become a bypass to avoid being tolled. That becomes the only source for us locals to get back and forth to post office/library/grocery store etc. When there is an accident on 205, we already see the pressure on the old bridge to just circumvent. I'm also concerned that people will just end up using the road through Willamette to avoid 205, and create road use issues through the small town. Otherwise, very excited to see this happening. Way too many people driving in single cars and hope this encourages other transportation options.
- Don't start collecting the toll until the new bridge/more lanes are in place.
- I'm highly concerned about people then using the OC/West Linn Bridge to not pay tolls and will create a ton of congestion on main street which is already an issue
- Don't have so many stop and start points. Toll from exit 9 to exit 13 between 7a-7p You've already set up the infrastructure where you wanted it -

- Widening the roads/bridge.
- DONT DO THIS!! No one wants it and the impacts to our small neighborhoods will be DEVASTATING. This is utterly ridiculous.
- Not enough options to cross rivers. Tolls in this area would be unfair. If implemented I will move, in disgust with local government greed and inefficient management of resources.
- That we don't do toll roads here. I will do everything possible to not use a toll road. I already give you a ton of tax dollars, please don't take more of my money.
- Not toll the road at all. This is part of our interstate system and tolling the road will limit opportunities for struggling community members.
- There is no way I could afford to pay a toll 2 x daily plus! I can barely afford gas, Insurance. Car maintenance. Plus pay all my taxes.NO TOLL! I have no other way to travel to and from work.
- we the people do not want tolls without a vote
- Be fair to All, not to a few.
- You should consider that tolls make it harder for lower income people to get to work often forcing job relocation. You should consider that tolls will force people to use side streets to avoid the tolls, thus increasing traffic in residential areas. You should consider that tolls will raise the cost of interstate commerce causing us to pay more at the registers.
- Alternate routes are in residential areas. Revenue should be designated for a certain fund, not a general fund.
- I will vote against any Legislator or Senator that supports putting Tolls in place!
- Not spending money to make tolls! Manage the money you get already better. Oregon already pays enough for roads that are failing. Tolls are NOT THE SOLUTION!!!!
- People should carpool, ride the bus, bike or walk more!
- STICK YOUR TOLLS UP YOUR ASSES!!!!!!
- People that potentially live in Oregon City but working to tualatin and yet cant afford to pay the tolls daily to go to work causing a financial hardship. How about they just widen the damn road..
- People moved to the suburbs because they couldn't afford Portland prices. Do not charge people to move about the city and get to and from work.
- There are no parts of 205 that you could toll that would keep people from congesting side streets.
- Provide discounted rates based on yearly income.
- Make sure the \$\$ is used specifically for roads
- You are forcing this on the voters who said No!!!!!!
- If you toll I-205 those funds need to be used only on I-205 improvements and not be siphoned off for other uses (something the Democrats would pull)
- Accountability
- Look at the alternative routes and make sure they are inconvenient enough to avoid the clogging of back roads.
- no tolls
- Tolls are for bridges that aren't already paid for.. This is absolutely ridiculous.. Maybe if the government didn't handfeed people on welfare, food stamps, and subsidized

housing/Healthcare, then there'd be enough money to fix the roads, and the people will have to use their money for regular person bills instead of gas. And then you will have less drivers..

- This is ridiculous. I cannot get to work on just backroads. It would take an hour!!! Don't charge me to serve the public.
- No tolls during non-rush hour. There is congestion because currently 3 lanes go into two.
- The people who will be most economically impacted by tolls are the people who have no control over when they have to go to and from work. Find a different way to solve the problem!! Better public transit!!!
- Traffic and commutes are already a total nightmare. Don't add tolls without expanding the lanes first. Also, don't screw over the poor for this project, we already have enough poor and homelessness in the metro area.
- Any toll on 205 between I5 and Oregon City will negatively impact all West Linn residents due to traffic. I don't mind paying a toll, but not when I won't be able to get to 205 because our community roads are too busy with Non West Linn residents. Just awful- we have no options.
- Tolls-roads are a terrible hassle to people who have to drive I-205. I use it from Oregon City to NE Portland and very rarely cross the bridge. It sounds like I'd pay tolls anyway. Fund it with a gas tax or some other source, like Federal / State transportation funds, or a Tri-Met tax.
- Oregon State citizens are being taxed in to extinction. The fat cats in Salem are all about making us pay, and continue to pay, without actually doing anything they said they would with the money - other than line their pockets! STOP THE TOLL and WORK WITHIN YOUR STATE BUDGET!
- The proposed location would separate our neighborhood from the schools our kids attend. This is a serious hardship for the people who live locally and should NOT HAPPEN!!!!!!
- How will Willamette dr traffic be addressed. We who live in this community will no be able to leave our homes during rush hour. This is a big deal , it's already a big deal during rush hour.
- Stop overtaxing everyone with increased fees and now tolls. This will be a distaste. Tolls should only be for new roads
- If our post office is moved to Gladstone (as has been suggested) our use of bridges to get to the other side of the river will dramatically increase...as will our toll costs!
- Don't toll us. We pay gas tax, registration tax, etc. find a way to make new development pay for these improvements. Make new roads that are tolled. Us long time locals should plan our escape soon.
- We live in WL, School is in Clackamas, big burden
- Kill off this idea.
- This is going to impact already congested side streets around the Abernathy bridge which will make Oregon City and their tiny bridge more dangerous. If this purpose is due to overall congestion then it's unfair to only toll this small section which will hurt Gladstone and Oregon city residents the most.

- There are no alternatives and people have to drive this for work. It is insane to raise money by screwing the very workers that pay for the road in the first place with their taxes. Sure, you'll make it free for those that already don't contribute to it, that will help. The fact is the You can't have everybody taking oatfield around to McLaughlin - that is just rediculous and will cause so many other issues you don't even think about. Develop Real alternatives and people will use them, but otherwise you are just setting up a scam to rip people off when them hey have no other choices.
- Stop the idea of tolling
- The real need for reducing traffic congestion in the I-205 corridor is to ease traffic through the area. The freeway was too narrow when it was built. No one likes the idea of toll roads. Let's just raise the gas tax \$.05 per gallon.
- I live right at exit 10, I 205 and would be greatly affected by any tolling. Most of my trips are between exit 9 and exit 12. There are few alternatives other than 205, and they would be greatly affected by increased traffic.
- Ensure money is really used for what is proposed. Toll for anything other than Abernathy bridge should be Prohibited. If other bridges need money than toll them. In fact wouldn't a toll on the I-5 bridge in Wilsonville generate more revenue? That should happen in concert with the I-205 Abernathy bridge.
- Usage and wear, congestion times.
- We already pay enough in taxes. I have to use this freeway to get to work. We can't afford to pay more taxes. We already paid for this highway. I am absolutely against this Tolling.
- I will vote out any politician that supports tolls
- Climate change! We have to think about how to dramatically reduce carbon emissions from our transportation system
- Quit taxing us for roads. We already have enough taxes we pay for the roads we already paid for...
- I don't support tolling on I-205.
- Toll during rush hour
- HOW ABOUT NO TOLLS
- Do NOT toll I205. This would have horrible consequences to local residents, businesses, not to mention taxpayers pocket books!
- Higher gas tax
- Tolls are absurd on i205. It should only be on i5. It gives people with less money an opportunity to bypass it.
- Don't make it a toll road
- I believe a major us city should have a loop by pass freeway. This city truly failed by putting all their eggs in the Light Rail basket and they're focused too much on being Bike lane /Tri Met friendly...Start building Big city freeways and Expressways like the original planned system proposed in 1964 that gentlemen truly had a vision of what future Portland needed
- What should you consider? Not writing a farcical survey packed full of weasely bullshit. There's no 'equity' in tolling. Rich fucks don't notice it, and it would absolutely suck for working Oregonians, and it would really fucking suck for anyone low income. The fake-

woke language is utter two-faced BS, and you know it. We don't need to be a Kafkaesque nickle-and-dime shithole state. Don't toll. Ever. Plenty of gas tax funding. Use it. Tolling is just not the Oregon way.

- Raise gases taxes and forget tolls
- I think the money could be better used by investing in other transit options And not continuing to build massive roads.
- We have a gas tax. Use gas tax money.Problem solved
- Stop spending our taxes building bike and pedestrian lanes that cause more congestion. Stop installing ERB that give estimated travel times; these have to be the largest waste of tax dollars I have ever witnessed.
- I am concerned you will toll a road that people will sit in traffic. A toll road provides the quickest route that is why people chose to pay a toll. You can not expect people to pay a toll on a road that is heavily congested and traffic does not move. That makes no sense. I hope your plan is to build the toll road and expand bridge before asking people to pay to sit in traffic. The plan was not clear which would happen first. Toll or road and bridge expansion, I hope the latter.
- Implement a sales tax instead of congestion pricing. Have you considered how tolling will impact retailers? For example, if I have to pay to drive to Nyberg or Bridgeport shopping centers I will like choose to go somewhere else.
- why are you attempting to do this. Needs to be voted on and we all will defeat this. You are putting a lot of neighborhoods at risk because drivers don't want a toll
- Please do not start a toll
- Maybe put a box that says "tolls are unethical ". Tolls remove the possibility to improve your employment status. The concept of tolling something we already paid for is ludicrous. You have your blood money from the gas tax. "Reduce traffic congestion" is the same as "get all the poor people off the road"
- Do not charge during off-peak. Set up a funding from the toll revenue for small entities that encourage/facilitate remote work and off-peak commute that also contribute to reduce traffic without the need for negative diversion to local streets.
- The congestion problem in Oregon city has been created by development in many other areas. Placing the tolls in Oregon city will place an undue burden on the local citizens. I'm not in favor of any tolling, but if it going to be implemented, implement it in areas closer to the destinations rather than in the Oregon City area.
- Consider not Tolling. This is the most equitable solution. The administrative costs of holding up this program will remove the benefit of running it. This will ruin the local economy and make my neighborhood less livable and drive down my property value. Has ODOT consulted anyone living in the area?
- Don't add a toll.
- Stop taking money from the middle working class people. We work hard and are tired of giving hand outs to those getting a free ride through the system.
- Find another way to raise money. Tolling just a section of 205 puts the residents of Oregon city and west Linn in a position to be the targeted victims of this extra tax. To do this fairly, toll all of 205 from both locations where it merges with I-5 in Tualatin and Washington.

- Consider we don't need more money gouged out of our pockets
- Consider that there are alternate routes that would be negatively affected because people don't want to pay tolls or be tracked in their movements by an electronic pass. It will only increase congestion in this limited area and cause delays for those who live in and around the bridge, Oregon City and West Ling.
- People from out of state or who don't often drive I205 would not have the electronics needed for the toll. Concerns on how tolling will reduce congestion on an already very overcrowded highway
- I think it is unfair to require a toll for people traveling from Oregon City to Gladstone (from one exit to the next). We don't have a viable alternative.
- Finland provide ACTUAL EVIDENCE that tolls reduce traffic and congestion on side streets. That does not work in Chicago.
- Expand capacity of current roads and highways. Build additional roads connecting major destinations.
- Is there a deadline when the toll would no longer be used? Also why is a toll necessary when taxpayers are already being charged for transportation costs with no outcome? Financial transparency please.
- If you drive over the bridge, you need to be tolled. It's a convenience factor. It will help reduce congestion. It's simple.
- It is important that 10% of all toll revenues designated for PERS be allocated to the purchase and maintenance of a superyacht (125' minimum) for Her Royal Majesty, Kate Brown.
- we need wider and safer sidewalks and bike lanes along with faster and more frequent transit service before tolling can be equitable. without safer and better options people will choose to drive and it will just be an additional tax. i would also like to see an income-based discount for those who need to drive on toll roads.
- Because of the river there are few alternatives. Are there considerations for more bridges?
- Do not spend toll money on projects that do not benefit the highway system, and commuters that will wind up paying those tolls. Stafford Road, Highway 43, Highway 99 East, and the Oregon City Arch bridge are already terrible during high traffic hours. Putting a toll on the highway will just push traffic to those routes. Those routes need to be updated/upgraded, before tolling. There is no bus system, and biking is suicidal in these areas at some intersections. I-205 is being widened, and that is long overdue. So overdue that ODOT's widening "fix" is too late. Think and plan ahead for the future, and no, lightrail is not the future.
- you have explained why you are only tolling this section of 205? why are you not tolling more congested areas of the system ? for instance I5 across the columbia? this work will kill livability in the communities around those access points because there are not viable alternatives.
- Institute a state wide sales tax for Oregon. Don't increase taxes for electric and plug-in hybrid vehicles. stop the building of high rises.
- This could be a serious hardship for local residents! How much is this going to cost? I'm sitting here crying.

- We already have trucks using sunset ave despite west linn citing it is unsafe. Already the noise of traffic of cars going 45+mph on a 25mph road wakes us up in the night. A toll would make living here unbearable. It's already a 'shortcut' and we would move because it's unenforceable to prohibit people using it as a 'free' diversion from the 205.
- Consider Building another Bridge From Trousdale to Camas, to Improve access to HWY 26 East, gives Truck Traffic not intended for Portland/Vancouver I5 corridor a way around it. Allows Commuters from east Vancouver/Camas/East Portland Metro who work across river but have to drive West twice a day a shorter more direct route. Adding a Bridge even a Tolloed Bridge that has a temporary Toll Like the 50yr Toll the Astoria Bridge would relieve Traffic on both I205 & I5 crossings.
- No tolls! We already pay a road tax!
- I fear locals will all divert to driving through downtown Oregon City to avoid tolls, greatly impacting traffic in downtown. Many use the Abernathy bridge to get from Hwy 99 and 213 to Hwy 43. The toll may get them off the bridge, but have severe negative impacts on traffic in downtown OC and on the Oregon City Bridge.
- who makes money?
- We've already upped the gas tax and added other measures to pay for roads in the last few years. Stop increasing the cost of living here! Everyone complains about the Portland Metro becoming unaffordable, then you want to add another layer of fees on the very people who live here? Enough already. Tolls should only be placed on NEW road construction, such as an alternative express route for all of the Vancouver people who commute to Beaverton and Hillsboro everyday.
- build more lanes on I-205
- Fix the highways. The entire 205/217 should of been 6 lanes. ODOT did VERY poor planing building these highways. Now you want to roll us for your blunder.
- The residents of West Linn, Oregon City and Gladstone will end up paying more than their fair share since they need to use 205/Abernathy Bridge to get to nearby shops, etc. It will also increase traffic on the Arch Bridge, Willamette Falls and Main St which will also negatively impact the residents. It will also provide a hardship for low income residents. They last thing they need is another expense. It's time to start look at a sales tax to increase revenue and have those who buy more (thus higher income) pay thier far share instead of getting tax breaks.
- First a toll is not necessary. But what we say means nothing to you as you have already decided to toll I-205. ODOT needs to use the money ONLY for vehicle movement along I205 should you put this toll in place. NONE should be used for mass transit or bicycle lanes. There should be no bicycle lanes on a freeway. Oregonians have said NO many times to mass transit but you don't listen.
- If y'all are gonna make.folks pay to drive on it then it better darn well be clean swept of debris, mowed, no homeless tents in sight and no trash.
- Don't install tolls.
- Use tolls to add tolled lanes, do not toll existing lanes or impose tolls at traffic choke-points for which there are no practical alternatives. We need more traffic lanes, use tolls to fund

them. No amount of "congestion pricing" can fix the fact that current infrastructure is overwhelmed.

- Consider the fact that many do NOT have a choice of when we have to be at work, and tolls would be expensive for ALL people, underserved or no. Many would use alternate routes to avoid tolls, creating more dangerous traffic in residential areas as people rush to get to work when they have to take a longer route. Property taxes are so high I feel they should cover a significant part of the changes needed, and with COVID keeping people at home more tolling is ridiculous. Many will likely be able to continue working from home, making those of us who have tight work schedules the ones who suffer.
- We need more people in less cars. Less huge pickup trucks with one occupant, more sedans with people carpooling. You can fit more small cars than big trucks on a road!
- Let people make their own decisions about whether or not to commute on a route-adding revenue to solve congestion seems like a tax to change behavior, not supportive of this approach.
- Any revenue raised can only go to improving conditions for autos. No pedestrian or bicycle improvements.
- I live off the 10th street exit, I would have to pay a toll to go virtually everywhere because of the limited number of bridges over the Tualatin and Willamette make diversion to alternative streets unreasonable. Local residents will be unfairly penalized under this plan.
- Remove the sign on I-5 North telling drivers to use I-205 as a bypass!!!
- Just what I wrote. This is a bad idea and as a City Commissioner I will publicly work to unelected anyone who votes for it.
- NO tolls. We already have the gas taxes! Do NOT disregard this input because it is NOT what you want.
- Charge everyone who uses 205 and not just those who cross the bridge. This is done in other states and does not penalize just certain neighborhoods.
- Place the burden of highway tolls on out-of-state drivers and freight traffic. If considering Lexus-lanes, charge a high enough toll that can subsidize lower-income drivers.
- There are currently no alternatives to I-205 in the affected area that do no negatively impact local communities. Also, there is no Trimet option. The residents of Stafford, West Linn, and Oregon City will be the most negatively affected as those avoiding tolls will clog our local roads that we use to perform our daily lives.
- Those who have limited alternative route options based on where they live will NOT be happy. Those who live in residential areas where re-routed traffic will be present will NOT be happy. Those who cannot afford or do not want to pay additional taxes will NOT be happy.
- No Tolls
- Extending access to the Max seems like a wise alternative, especially if the impact on the climate is truly a concern. I don't see how providing more walking options in that area would make a difference because everything is so spread out.
- How is this going to impact someone traveling between Canada and Mexico? What non-tolling options will there be if the I-5 bridge starts tolling?

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- Extending access to the Max seems like a wise alternative, especially if the impact on the climate is truly a concern. I don't see how providing more walking options in that area would make a difference because everything is so spread out.
- Stop this idea. I would rather up registration fees, that would make it "Fair". Thank you for listening.
- Prorate the toll based on income level so it is equitable. Bring Max to Clackamas County (beyond north McLoughlin and Clackamas Town Center). That could help provide alternatives to lower income populations. Bridge through Milwaukie to Lake Oswego for alternative route to westside of town. Also, consider adding carpool lanes like I-5 and Seattle to encourage shared riding-reduced/no toll for carpooling?
- The money they get for taxes in the gas tax instead of them putting it towards a pension spending on the roads so the bike lanes and railroads we probably wouldn't have to do this shit
- Congestion pricing now, spend the money on alternative transport, not more cars.
- Include on customers' monthly invoices detailed information on each toll charge and show how much they could have saved if they had travelled differently, that is, at different times of day. Also include how much money the entire tolling system collected that month and how much was spent for toll collection costs, and for each of the other reasons you are collecting fees. Do not hide this information. Include information on each project you fund from tolls. Provide progress reports to customers like you would to an overseeing stakeholder. During times when traffic is light, turn off the tolling. Its objective has been achieved.
- Study the work from home trend. It appears to be real and will critically change traffic and travel needs during the week. This research must be conducted to understand whether we still even need tolls on 205.
- Don't make a toll. Put your money into making our public transit and bike system even better.
- do not put up a toll
- Why should I pay a toll to drive on a road my taxes built?
- You will not as you do listen to the people.. Build new highways for the people to travel on.
- People who live in West Linn and Oregon City would have to pay to leave our homes to get to work. A home with 3 drivers could be upwards of thousands of dollars a year. The side streets are already over crowded and cannot absorb people avoiding tolls. This will decrease our property values and will do nothing to control traffic around the area. Widen the freeway to 3 lanes.
- Even though I checked alternative routes, I know from living here, those routes get packed with cars too. I know some will not like it, but we need to keep up with the MAX trains. I love them and they help. When I used to travel to Portland the MAX helped more than the

buses. So if you have to charge at least use the money for making the trip from OC to SW easier. New MAX Train, IDK ?? Electric cars and electric trains. Love it for the future!

- Impact on use of the arch bridge as an alternative crossing. The bridge was designed for traffic in the early 1900's.
- Reconsider all of the Regional Transportation Priorities within ODOT Region One. The 2021-2024 Metropolitan Transportation Improvement Program-Plan priorities funding needs have to be adjusted to result in the elimination of congestion on our roads and highways. We cannot continue to justify at this time the SW Corridor Light Rail Project as it has very limited if any, positive effects on reducing racial inequities, congestion, and Carbon Emissions in the I-5 SW Corridor. All funding for that project including all monies that have been set-a-sides in funds should be redirected to the funding out of the Stafford to Oregon City I-205 Corridor widening project, and associated improvements to the Abernathy I-205 Bridge. If we truly want to solve Regional Transportation problems, we must put our all-purpose Transportation Investment Dollars where they are needed the most and justified within Critical Thinking and the greatest Return-on-Investment. Ridership has been falling on TriMet's Light Rail Transit System for the last 10-years. Growth in Regional Metro-Portland Population has increased and so has the daily "Incidents of Travel" and the marketplace reflects that TriMet's Light Rail Transit System is not what the Marketplace wants. We are running greater and greater losses as the cost of providing this transit option cannot now be justified. Creating the planned SW Corridor Light Rail Transit Project, with even greater losses, that require more and more subsidises cannot be justified. When compared with the results of doing whatever is necessary to create a Free-Flowing, high-capacity corridor without tolling is very important in its benefits. This will result in diverting traffic away from using the SW I-5 Corridor and have a greater effect on eliminating SW I-5 Corridor Congestion than an investment in creating a new SW Corridor Light Rail Transit Project. This also provides the greatest Return-on-Investment (ROI) in how this will induce incidents of travel away from using the congested - urban - SW I-5 Corridor. There are many very important benefits that result in reducing the levels of congestion and their negative effects on society. A key example is found within the discovery of "The Cost of Congestion" and Benefit Analysis and positive and negative effects when comparing all benefits of the two choices of investing in the SW Corridor Light Rail Transit Project and solving the un-bearable growth in congestion in the I-5 and I-205 Corridors to investing approximately with one costing approximately 2-Billion Dollars and the other costing 4-Billion Dollars. The citizenry of our region has voted in their choice and use of the different multi-mode methods of transportation they want and need. It is not Light Rail and even Bike Commuting has greater acceptance than TriMet's Light Rail Transit. The SW Corridor Light Rail Transit Project is not justified within virtually any benefit analysis. It does not move people from using all other modes of transportation to a degree within Value-Based Criteria to where it can be justified. It has limited positive environmental effects with reductions in Carbon Emissions when compared to eliminating significant congestion in the I-5 and I-205 Corridors. All regional - Metropolitan Transportation Improvement Program-Plans should at this time reflect making investments where they solve the highest and greatest needs. We have for multiple centuries under-

funded our roads and highway and Value Pricing access to our Roads and Highways only makes things worse with the negative effects of inflation. Our economy, our regional businesses, all interstate commerce, this movement of all goods and services will be negatively affected. Metro/Portland TriMet Light Rail ridership has fallen to a point where any future investment in the Light Rail Transit mode of Transportation is not justified at this time. Incidents of travel on our roads and highways have been growing in double digits annually and compounding. Let's solve problems not make greater problems.

- Compensate for equity impacts by paying some or all of the proceeds from low-income drivers back to low-income communities through community development project grants, scholarships etc.
- Find a different way to raise your money or use the money you have more wisely
- I think out-of-state residents (Washington) should have to pay higher tolls. They frequently shop without paying sales tax and use our roads without paying anything. Also, I think people who live in the toll cities of Oregon City, West Linn, Lake Oswego, Gladstone should not have to pay tolls (free pass as a resident) as this is one of the only ways these folks can travel. This would also help offset the stress and congestion in neighborhoods set in motion by those trying to avoid the toll. I think those that are carpooling with 3+ people should not have to pay the toll.
- You need to consider the impact on the historic Willamette district neighborhood, Ek Road, and Willamette Falls Drive. Cars will exit off of 205 and divert through the Willamette area, which is not equipped to handle *any* traffic. There are also two schools (Willamette Primary and the new Middle School) in the area to consider-- safety and speed zones are a priority with children in the area. This will ruin a beautiful area if Google diverts more cars than it already does.
- Not sure, but pricing generally seems an efficient way to create behavior change. So, if single occupant car tolls went to pay for extension of the Max from Oak Grove through Oregon City, that would be AMAZING!
- Subsidies for low-income commuters, local improvements to prevent cut through traffic, investments in transit corridors
- Mandatory Truck-Truck and Trailer Slow Lane between Gladstone exit to exit West Linn 10th Street to avoid slow trucks in fast and middle lanes matching speeds blocking.
- I've lived in Oregon City for over 25 years and have watched my tax dollars go to improve more northern sections of 205 while the stretch I travel (from OC to Tualatin) receive one added merge lane from I5N. It frankly pisses me off that when the time comes for us to get an extra lane we get screwed with tolls! If we need tolls, lets put a toll up near the airport so we can get money from all of those WA residents that pay no property tax here. We are going to need another bridge up there anyway pretty soon. Can't we just increase the gas tax? Why is that option off the table?
- Daily commuters will likely pay the toll and continue to use the 205. However, having seen since very problem in other states i have live in and/or traveled in, non-commuters will avoid the tolls and resort to using residential street, side street and local thoroughfares. I love in Oregon City - Increase diverted traffic to our local streets is the last thing we need. I feel a better solution is a new bypass or freeway serving north/south travel - the population

will continue to grow and the travel options will continue to decline and not meet the needs of Oregonians.

- Consider the surrounding local streets and how toll will impact traffic and safety
- Vary toll rates based on real-time traffic congestion (i.e. higher tolls to travel through corridor when congestion already exists). Provide transportation funding (grants, loans) to surrounding municipalities to prepare for the inevitable diversion traffic. Work with Metro for more busing options along this congestion corridor. Modern tolling systems is a must - no stopping to pay, whether you're locals with a permanent dongle in their car or somebody from outside the area.
- Outreach/info booths at local public places like grocery stores
- Tolling is not worthwhile if it impacts the residential streets
- Money collected will not get used for what it's intended for. Therefore toll should not be allowed
- You have already covered the options very well below.
- Fuck you and your monry gruppung lot in communist Salem. Out taxes paid for that bridge. Sneak in one bridge you clowns will soon have tolls on all bridges. Revenue enhancement plot
- We live on one of the roads already used by drivers to avoid traffic congestion. If 205 is tolled the traffic on our back toad will increase significantly. How will you minimize this impact for the people that live in the area off 205 that you plan to toll?
- Please design the system to maximize the climate benefit.
- If tolls are implemented, state and county will need to vastly improve side road conditions (placing multiple stopping points/stop signs on Stafford and Rosemont Roads on side streets for houses over 3). It is DANGEROUS as it is now, the increase of traffic will make it unlivable if those necessary changes aren't met. Multiple lawsuits will follow, and would completely offset what the state is trying to do (raise funding for "seismic upgrades"), if that is not addressed.
- This is a bad idea. instead of causing more congestion and widening the rich to poor gap we should look at private/public funding of a regional rail from Salem up I5 and 205. I would take the train as i did on the east cost every day if one was available
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- With as many people loosing their job, this is not the time for tolls. People are struggling to just stay in their homes and feed their families. You may say by the time a toll is applied the economy will probably be better. That misses the point, the economy will be good or bad over the years and penalizing people that use the road to go to work is just wrong. This will cause gridlock on local streets and everyone that lives around this area will financially pay and livability will go down. If this goes through local people shouldn't have to pay, but the people that use 205 as a bypass should

- Maybe there could be a bridge pass for those that must use the bridge four times a day when alternative routes are taking the people far out of their way. Often people living within blocks of the bridge would avoid businesses on the opposite side of the bridge.
- People will lose jobs because they cannot afford to pay this every day. This will make I-205 way worse than it already is. The roads being fixed should be a focus NOT taking money from your own people. This pandemic has rung people dry of every penny and you expect them to pay for some toll. That shows how much you truly care about your citizens. People are in debt. People are hurting. And you're asking them to pay more money out to you. You should be concerned about the citizens not collecting money from them.
- Lots of info , meet negative views with more and more positive.
- how does COVID impact all of this, traffic is down all over. Maybe you should look to incentive employers to allow for work from home and flexible schedules
- No toll
- How this will affect other routes commuters will take to avoid the tolls.
- The tolls should be variable pricing, so even out the road usage. Everyone should pay tolls not just rich people.
- Maybe a day pass? I live here and driving the side streets just increases my time on the road. That does the opposite of reducing congestion when the best reduction in traffic congestion is having people not on the roads.
- We live just off HWY 43. Even now it gets backed up getting onto 205. It would be even more backed up and our street could become a "Waze" work around to get back the traffic. I am concerned also about the amount of traffic that would then be divereted to the old arch bridge due to the toll.
- Environmentally and economically, we cannot sustain the current level of private motor vehicle use.
- To Whom It May Concern: The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents: The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion <https://steelinterstate.org/projects/oregon> + Higher Performance Rail Service for the Oregon State Rail Plan <https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf> Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public? Best Regards, Robinson Foster, Western Affairs Steel Interstate Coalition fosterr@comcast.net call/text 503-781-9339
- The area of OR City where traffic would divert through is already congested and difficult to get through on weekday rush hours. Additionally, I lived on the Kitsap Peninsula before and after the Tacoma Narrows Bridge became a toll bridge. It has not helped with the traffic situation there and the funds from tolls go to fund politician's pet projects. Instead figure out how to get more transit through OR City. Create a direct rout to Beaverton and Down Town PDX. People living in OR City and West Linn will end up hardest and inequitably hit by the toll bridge.
- The highway infrastructure in the Portland area is pathetic. The idea of tolling one of the only routes across the Willamette in the area is absolutely unacceptable.

- You must keep in mind population increase, better Urban growth designed street to accommodate local, intrastate & Interstate commerce movement. Better manage public transportation system to serve population needs; more lines; frequency of transit schedule to meet the need of travelers. Since 1980 I have witnessed the lagging of population increase & the need for better road system. NOT All travelers will plane well for their travelers needs. You must factor this criteria into your planing. You expressed your concern of the environmental impact of high travelers congestion. Keep in mind you ask people to drive more environmentally friendly vehicles yet you charge more at DMV.
- Tolling will result in folks going around the tolls and on to already over crowded local streets. Our gas tax dollars pay for the freeways and the state should be looking at increasing those taxes and not placing in tolls that have other environmental and congestion impacts. The state should be looking at a mileage tax as a use of our roads (not tolls). Toll roads are not the answer (it just creates adverse impact). We want to charge folks who use the roads so charge per mile driven. This may reduce driving as folks looks to lower their cost.
- This is going to divert traffic to Oregon City and the bridges there, which are already insufficient.
- Please exempt West Linn residents from all tolling fees.
- There should be other means to travel this corridor! The reason you have so much traffic is because we live in a car-centered hellscape where every individual is in a 2-ton vehicle instead of on a bus or riding a bike. Provide better transit options.
- Add new lanes that are tolled. DO NOT TAX ME to use roads I've already paid for and currently pay to maintain just to support the influx of Californians. I propose a license release and vehicle registration fee for transplants.
- I'd hate to see this result in more traffic congestion on I-5 through Portland as I-205 was built as a bypass for that section of interstate in the first place.
- This is a classist move that does not consider or serve our most vulnerable citizens experiencing poverty.
- People are already taxed for driving enough! (Licenses, plates, etc) Do not toll people going to work or conducting their daily business!
- Integrate transit alternatives into the redesign of the corridor. Variable TOD tolling. I don't perceive the route going through any historically underserved communities, so invest some of the revenues out of the corridor.
- We need more bridges. Not tolls . We are taxed enough from Metro.
- Muchas personas no están trabajando en estos tiempos de la pandemia y es difícil pagar para usa la I-205 si empiezan a cobrar. Si hay alternativas sobre otras calles sin pagar sería bueno.
- We need more bridges. Not tolls . We are taxed enough from Metro.
- Ensure that senior citizens are not adversely impacted who use this highway for a variety of services.
- Not enacting tolls. Public roadways should be paid for with a fair and equitable tax system, not with a regressive toll system that impacts the people who have to commute to work. We

built the freeway system using public investment (hence the term "freeway"), and should improve it the same way.

- Estoy trabajando pocas horas y mejor utilizo las calles. Solamente lo utilizo para llegar a mi trabajo pero puedo usar otras calles.
- Cost
- This is the worst idea ever. You can't come up with a design to repair the I5 bridge but you can do this?! Get your priorities straight! NO TOLLS! Fix the I5 bridge first! NO TOLLS! No TOLLS!!!
- Our back roads are already heavily used because of traffic on 205 this will only get worse if tolls are put in place. It just seems too complex and to manage the toll system will also increase costs.
- No tolls! This idea is a very bad idea that will only add risk to the Streets in our town and further punish drivers.
- Use the existing gasoline taxes to add additional lanes and improve congestion. Tolling is not the answer and will affect low income and those who cannot afford the tolls, as well as divert traffic into local streets. I am not aware of any citizens who are in favor of this (maybe truckers?). Where is our representation? The population growth has meant an increase in tax revenue. Quit spending money where it was not intended and use taxes meant for roads to actually improve roads!
- Que sea un pago considerable
- It is important to me that the tolling system does not create more congestion, and that the pricing is clear so that I can make my choice about transportation.
- Pricing and concentration of tolling will impact this greatly. Clearly, a high price point at a single location will pretty much ensure a large volume of diverted traffic. We should also consider whether there is an option to later reduce tolling prices after construction projects are completed.
- NO TOLLS!
- The safety and drive time for alternative, non-tolled routes, for those who cannot afford tolls and whose jobs require this commute.
- Make sure there are ways to get where I need to go without having to pay a toll. Say the airport. I will find routs around the tolls but the communities will see increased traffic
- Have a detour people can use to not have to pay a toll.
- Cap tolls for those under some annual earning level.
- Tolls become a regressive tax on low income and underserved populations. Someone of low income does not drive less than someone of more means. A toll disproportionately affects the people who need to drive to work; and may live further away from their place of work in order to afford housing.
- no tolls!!
- The state won't be satisfied until they take 99 percent of our income. This is just their latest plan to do that. Your options listed make it sound like middle class people can afford to pay another tax. We can't afford it either. It's just a matter of time before businesses close or leave Portland because of the new tolls you put in place

- The fact there is no real alternative and how much more traffic you will push to an already congested I-5
- Don't toll the road!
- Do not charge toll fees. If the city needs money, take it out of money the city has set aside, don't make citizens pay toll fees. We already get taxed up the you know what....we are going broke. A toll fee is ridiculous
- It's extremely unfair to tax Oregon residents twice- one for maintenance for the roads, and to use them. Toll Washington drivers for use!
- Make sure revenue is used for biking, walking, and transit projects and not for widening freeways.
- Make sure tolls are used to alleviate long term traffic congestion
- I believe a toll in place will cause people to find alternate routes in order to avoid paying a toll. The other result of putting a toll in place could be lessened business between Portland and Vancouver. Living in Vancouver (work being in Portland), I would request to continue working from home in order to not have to pay a toll every day, both ways. I also would think twice about driving to Portland for any personal business or try to use I-5 as much as possible...unless that is tolled as well.
- Will drivers whose work requires travel across the bridge pay the toll?
- Very widely disseminate through all news outlets- TV, radio, online, newspaper, etc-- why ODOT is putting in tolls versus just going with gas taxes and other tax revenues, what is being done with the money, and what is the purpose of the tolls. You need community buy-in. Also, do tolls address a way to get transportation revenue as more people have electric cars (so pay nothing into a system that uses gas tax revenue)?
- Treating the money you are spending as if it was yours. A company uses inferior products to pave a road make them fix it at their cost. Also paying them at a higher rate is not exactly correct to keep up with the state salaries.
- I am very concerned about traffic being diverted from I-205 through the Willamette neighborhood of West Linn (Willamette Falls Drive). People already use this as an alternate route to avoid traffic on I-205 and it is extremely detrimental to the liveability of the neighborhood - it is hard on the businesses because people (a) can't get to them due to traffic, (b) can't park due to traffic. It brings excess exhaust and fumes impacting the health of the neighborhood. Please address how you will keep people from bypassing the freeway through our neighborhoods.
- Oregon has failed miserably with regard to transportation and expansion of freeway access. The metro area has grown considerably over the years and millions have been wasted on previous studies to add a bridge. Portland needs more freeway access. Adding tolls will only impact the surrounding neighborhoods and create environmental issues. It's time to fix the problem and widen I-5 and I-205 and NOT create bottle neck congestion. Also, the Abernathy bridge needs to be widened as well. We pay our taxes, we pay for the roads already. It's time to quit wasting our money!!!
- Tolling 205 will negatively impact the local communities where diverted traffic from the freeway is already a problem. We live off of Borland road and can not get to or from our home during high traffic times without long delays. Add that they are putting in a new

school on Willamette Falls Drive which will add more congestion. Attempting to get out of our neighborhood onto Borland has become increasingly dangerous because of the increased traffic. If a toll is necessary please consider rolling further north on 205 where there wouldn't be opportunity for increased diversion.

- Drastically new and increased transit east-west between Washington County and Clackamas County (shuttles, buses, and other modes), as well as extending the Orange Line to Oregon City.
- Tolls shouldn't be overpriced since most people work in Tualatin or out west in general and the money actually needs to be spent on the road and not lost to some general fund most people will be paying for the roads by many means via a gas tax registrations and now a toll road time to actually put the money back in the public works projects and out of political leaders pockets
- See write in comment above
- People will use the few back ways to avoid the tolls causing surface street congestion.
- I would like to understand why so much money is spent on bike lanes when there are more automobile problems, and that is what our tax dollars are supposed to be paying!
- NA
- Use current revenue more wisely.
- There are no alternative ways across the river in this area that provide for easy access to local residents of the area.
- stop talking about charging residents to drive on a road that's already been paid for through taxes.
- Gas tax revenue at the state and especially federal level have been essentially flat for 20+ years. Drivers do NOT pay for the roads they use, we all do. I highly support congestion pricing of our costliest method of transportation.
- Work within your means, we have to do so in running our households!
- If they're going to toll I-205 then they need to toll I-5. Otherwise you're just pushing traffic (and potential customers, etc) to a different freeway.
- If you toll that section of I205 consider that that will increase the use of the old Oregon City bridge for those just trying to get over the river. This will effect everyone in that area and cause major backups. Additionally, if you toll that section of I205 all funds should go to that section of I205 not wherever you see fit to use it.
- See above.
- Get funding elsewhere
- Providing alternate modes of transportation so if people do not want to pay tolls they have an easy way to travel where they need to go. More infrastructure for cycling and walking. Also priority lanes for buses to ensure they are faster than single occupancy vehicles.
- I live in West Linn, and work in Portland. Due to the planning of where the tolls will be, I will be tolled multiple times daily and almost 7 days a week, as I often get off on the exit right after where the toll is planned on being.
- The tolling project needs to be done with clear understanding on the impacts to the nearby city/county streets and roads.

- Study the impact on local roads (Rosemont, WFD, Johnson, Borland) and stop the toll if congestion is increased. We live off Rosemont and have troubles getting across it during rush hours as it is right now!
- Tolls are just another way to legally steal money from people. Keeping the poor-poorer and the rich-richer. Complete BS!
- Need alternative routes that are not through neighborhood streets. The Willamette Neighborhood was already being utilized as a highway "bypass" It has made my neighborhood unsafe due to traffic and speeding. One of the main roads used also cuts next to a school.
- Consider not putting a toll in and utilizing the taxes we already pay. This will cause a financial burden on the people of Oregon city. Oregon city will also see a rise in traffic on all of the side streets and downtown area as people avoid the toll. All this will do is cause more congestion in the city and cost the people living in it more time and money. This is an absolute awful plan.
- I live 1/2 mile from the 213 exit. I use this stretch of 205 several times a day. It is MY neighborhood. I should not have to pay a toll to use it. I have lived here and paid taxes here as a homeowner for over 40 years. The reason the bridge is so traffic heavy is because there are no other bridges in the south metro area from the Sellwood to the Abernathy. This is just not sustainable. Tolling will only add to the traffic impact on the surface streets. Adding a bridge to connect to 224 to Lake Oswego is the only viable solution. The south metro area has been neglected for traffic solutions!
- Don't add a toll. Add another bridge if congestion is such an issue.
- Having a toll road (even and especially for a short stretch of road) seems like nothing but a cash grab. People will find ways around the tolls and it will have negative effects on other roads and communities that far outweigh the costs of just improving the highway using tax revenue.
- Another bridge is needed between 205 and Sellwood, to divert traffic away from 205. Tolling is a negative punishment on all drivers, especially those with lower income or who have to drive during peak times as part of their job (a cost which employers will undoubtedly pass on to them). Instead, I firmly believe the people would be better served by constructing a new bridge somewhere between 205 and Sellwood, to ease the burden on those two bridges by providing an alternative for everyone in the middle.
- This will affect working people, Seniors, low income. Only way around is side streets that will make a huge traffic nightmare. People in OC and WI will be locked into the old bridge. There are other ways. Let the people VOTE on this. With more companies allowing workers to work from home, congestion on 205 may stay lower.
- Those who are better able to pay should pay more than those who have limited income.
- State and local govts collect enough from us already. You should have collected development fees for these upgrades and put this cost on the backs of the developers that have gotten wealthy by creating too many homes for our infrastructure to support. The people trying to earn a living wage in an area where the cost of housing/living is out of control do NOT need more fees to pay!
- Stop trying to collect money from people who can't afford it. THE WORKING CLASS!!!!!!!

- Increase the number of lanes for auto, transit, and ped/bicycle use.
- This will be a hardship on those of us who live in west Linn and Oregon city. Oregon city has a lot of underserved community members. This will affect them and us when we need to simply see a doctor or buy our children clothing. We would be hit the hardest. This is unfair and will reduce the quality of life for those who are low income. Imagine a single mother on state aid or working minimum wage needing to take her child to see his doctor? You want to force her to pay a tolls for simply residing in a certain area?
- West Linn residents DO NOT WANT a toll but it is clear you are ramming this down our throats. The least you could do is provide West Linn with some kind of waiver. Contrary to belief...not everyone that lives here has tons of money. Basically, if I want to go up one exit...I'm tolled for that trip and that is complete BS.
- There are minimal alternate routes, so I just don't know how tolls will reduce congestion. When I-205 is congested, which is all the time, the alternate routes are congested too.
- There are other ways to collect funds for roads (gas, VMT) rather than creating disincentives on specific roads and times, some which folks may not have a chance to avoid. I also question the claim that it will be done electronically - this will require folks to get a device of some kind, and drivers that infrequently go in this area may be caught unaware, which creates potential for unfair fines (or the need to create toll booths).
- Stop trying to collect money from people who can't afford it. THE WORKING CLASS!!!!!!!
- we should look at how any changes can impact low income citizens and what options they have.
- Toll roads are generally constructed to bypass busy freeways not on roads where it is the only option of transportation. This is hijacking the highways we have already paid for. If tolls implemented they should ONLY pay for road improvements not become another general tax.
- congestion pricing / tolling divert a percentage of proceeds to bike/ped/transit
- A plan should be prepared to analyze and mitigate impacts on local streets detouring the toll. Include impacts on transit, pedestrians, and bicyclists as a result of the detours.
- that we don't want tolls on the US highways. it restricts travel and will impact the economy by the cost of transportation going up.. balance your budget and stop trying to fleece americans
- Will increase traffic through Canby and Sellwood
- Beyond continual awareness that those with fewest options are most likely to shoulder the greatest burden I've nothing to offer on that. I see reducing traffic congestion as using demand pricing rather than a constant fee. Non-tolled driving alternatives already exist, so minimizing negative diversion seems more important (and if non-tolled routes are too attractive it defeats purpose - it's about enabling truly local traffic). Last but not least, revenue should be earmarked for the corridor and reflect cost recovery, i.e., when direct bridge costs are met, tolls drop to "revenue only" level.
- As a county Employee, I think that there are a lot of people who come and go there for work. How would that be addressed?
- Why tax is on this when you, Gov Brown, could just have stopped the riots and the damage to Portland. You blamed everyone except yourself. Stop raising our taxes!

- The negative impact on West Linn residents would be extreme. Tolling 205 in this area will only divert traffic to already highly congested residential streets that would cause more accidents and more traffic, they are already horrible. You need to listen to West Linn residents, we have very little options coming and going from our homes, we should not have to bare the brunt of tolls just to enter and exit our town. Widening 205 in the area would be a much greater solution with the cost coming from all Oregon residents (transit tax?) and not just people who live in West Linn paying the most.
- I live near Willamette falls drive, which is frequently backed up 20 minutes or more behind the stop sign at hwy 43. I am happy to pay for a toll, however I have chosen to live very near my work just off exit 11. I have two major concerns: 1. Because I have such a short commute, there is no logistical way to carpool. I don't want to have to pay an exorbitant fee for a short commute. It would be nice if my payment could reflect the fact that I have chosen to live close to where I work. 2. I am concerned that traffic will be even worse, and my 4.5 mile commute will take much longer.
- compensated input from currently and historically underserved community members. pay them to provide meaningful feedback
- Don't use tolls. Add lanes.
- Use the Rose Quarter I-5 funds to improve I-205 at Abernathy Bridge area, adding lanes. Since City of Portland doesn't want Rose Quarter road improvements transfer to I-205...eliminating need for tolling I-205.
- Don't put a toll on 205. People will clog Willamette to avoid the freeway. Willamette is already a nightmare whenever there is a problem on the freeway.
- Concerned that the way to avoid I205 is using Hwy 43 and Willamette Falls Drive, both of high are already congested. Could the toll be set up in a place without an obvious freeway off and on through neighborhoods. The Arch Bridge makes using the local roads possible in this area. Maybe placement between the Gladstone and Estacada exits would be less inviting for evading the toll.
- Traffic is still going to exist and clog other roads instead of 205. Reports on expected traffic increase on Stafford, Oregon City Bridge, Hwy 43, and Borland. A greater need is to add lanes and expand the freeway.
- Local residents using I-205 to use local businesses between West Linn and Oregon City three to four times a week should not be required to pay as much as the daily commuters. Hours with reduced toll prices is a good option. Retired people on fixed income and those of lower income shouldn't have to pay as much as others. Willamette Falls Drive in residential historic Willamette is not a good option.
- It appears to be a tax, with all the shut downs of businesses I feel we need to get people back to work not toll tax the ones working
- Determine what is absolutely negated, no more pet projects. We need to live within our means in our own life. The powers that be need to also. No tolls,
- Toll roads don't ease congestion but actually cause congestion for those who can't afford the toll road take alternate routes which enhances the traffic on those routes causing a mass congestion

- Tolling is not the answer. Look at other metropolitan areas such as Chicago. The tolls don't have a positive effect on usage or volume and the funds always fall short of the required maintenance. Money would be better spend improving the roadway capacity as has been done in other Portland suburban areas. Why are we attempting to fix Oregon city - West Linn congestion with rolling instead of improvements?
- I'm all for the tolls. Please establish a way for low income to travel as many have low income jobs. I would also like to see the tolls expanded to the Washington border. The amount of traffic is ridiculous. Tolling works well in other states.
- Those of us that have no options but to drive on tolls for routine commutes, grocery, doctors are at an unfair disadvantage as we don't have mass transit. Please don't put that cost on us.
- those who live locally, say within 3 miles? (west linn/oc/gladstone) free passes. we live here, shop here, work here, and this toll effects us the most. we don't all commute to portland. perhaps those who earn less than, say, \$100k a year should be provided for? also, link the rail line to oregon city. that would help a lot.
- Build out separated bicycle lanes that cross the entire metro area. Stop building highways. Stop expanding roads. Put HOV lanes on every highway, and make the HOV lanes active 24/7
- Alternative routes should not be destroyed with high traffic avoiding I205. Ex: Borland Road and the street that goes through downtown West Linn...
- Are you kidding me? Seriously? ODOT are you that out of touch with our Covid-19 life? Stop this project! It is not the time to undertake this project. I have to think there are plenty of maintenance projects you could be working on at this time. Stop this nonsense.
- The toll would be a burden on the residents of the area. There should be an exemption for people who need to use Exit #8 to get to their homes. If not, I will NOT support tolls.
- This is not a good idea
- figure out a way to keep it out of residential areas and I will sit in traffic before I ever pay a toll and the issues with traffic are ONLY during rush hour again I drive 205 twice a day and don't believe that this is a necessary thing to do
- That area is already highly congested. Tolling it isn't a guarantee of a solution. I would strongly suggest that the city look to other successful cities planning methods. It is evident, the Portland was not initial thought out with expansion in mind. A HOA lane that is metered and placed above the highway with only certain on/off ramps would generate additional revenue, ensure those who shouldn't be in the HOA lane aren't, and remain within the existing footprint without infringing greatly on those businesses next to the highway.
- We had to move this year. With these housing prices, we just do not have it in the budget to add another expense. We cannot alter our hours, so will have to use a different route to get to and from work.
- Budgetary alternatives to adding tolls. Set sunset on tolls duration.
- Pass a bond measure to build more traffic lanes and don't toll anybody.
- Yo trabajo en Vancouver pero trabajo todos los días den Portland y estoy de acuerdo con resolver el problema de tráfico

- I know that the potential bridge the toll would be added to is well traveled by many and it would be great to see that money go towards helping a lot of the roads in Clackamas County (Oak Grove/Milwaukie) while also providing alternative routes for those who cannot or do not want to pay the toll to use that bridge.
- As a local OC resident, I all ready pay tax's. I should not have to pay an additional toll to drive on local roads just to get around town. - A toll would force me NOT to purchase from LOCAL merchants If I have to pay a toll just to get to them.
- The bridge is already paid for. Stop the double dipping taxation! You could cut ODOT employee count by 25% without any noticeable difference in service and avoid ANY idiotic tolling. Tolling is worse than congestion.
- no tolls at all .
- Learn how to manage the money you already have and stop trying to stick it to the residents. Learn how to manage a budget. You already have plenty of money.Stop the corruption and you might actually accomplish something.
- We should consider looking at ODOTs current budget and how \$\$ are spent. Look for the funding within ODOT (otr other state bureaucracies) BEFORE raising taxes and fees on citizens again!
- Tolls are a regressive tax. Implementing more fees on luxury vehicles, highly polluting vehicles, or generally unnecessary extra vehicles are more equitable sources of funding.
- Also toll the Oregon City Arch Bridge to avoid diversion traffic from using it as an alternative to the Abernethy Bridge. Do not expand the road to three lanes and induce demand for more driving. Make the tolls high enough to encourage people to use transit, bicycle and walking as viable transportation alternatives to driving.
- Ensure lanes remain wide enough for safe freight movement. Consider freight lanes for tolling and variable tolling to reduce cost during non-peak hours. Limit the number of times per day a toll could be charged to reduce costs on businesses that require multiple trips through the corridor per day.
- Do not do this project at all
- Providing alternative subway travel.
- Consider the impact to West Linn residents who use the 205 between Stafford and the 213 to get to local businesses. The old road to Willamette is already a mess, crossing over the bridge into OC is already a mess. The toll will only make these two areas worse and now I'll have to either suffer through the congestion or pay a fee to get to Home Depot or businesses in Willamette or anything on that side of the river?? The impact of this falls 90% on the backs of West Linn residents. We shouldn't have to pay a toll to get to the store. Exemption for WL residents? Need a solution!
- Not tolling the bridge or freeway. The local roads and existing alternative routs are already congested. Tolling is not going to improve that. I thought the hole point of the freeways was to make things more efficient and reduce congestion. A toll is only going to drive down traffic on the freeway and drive up traffic everywhere else slowing everything down everywhere except the freeway. You may fix a problem on the freeway but it would be at the expense of all the other roads.

- Has the cost of collecting and managing the tolls been thought of? How long until the system is a break even - profit vs cost. This severely hurts low income gladstone communitis access to I5 south and will put more pressure onto 99E. I'd rather pay more at registration than pay a toll. Bad decision.
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- I live in Oregon City and occasionally shop in West Linn, why sould I be charged a toll? I think the toll should be after the Abernethy bridge to avoid this.
- For paying a toll, I would expect a faster, smoother trip than those not paying a toll
- I live in the Willamette District of West Linn and we already have to deal with rush hour traffic on our surface streets due to the congestion on I-205. Since there are few options for the Abernathy Bridge except for the Oregon City Bridge I'm concerned that traffic on Willamette Falls Drive will only get more congested.
- We may move if the tolls cost over \$20 a month. I know how government works, I'm a little ticked we get picked on
- Strongly disagree
- 99 E is already a mess. Tolls will increase traffic on this road.
- Is the alledged revenue, more important than the mobility of low income residents. This proposed site for a toll bridge is in an area grossly under served by public transit. Due to the river that divides east and west, virtually no option for movement through oregon city and west linn without paying the highway toll
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- We have already been taxed to pay for this Highway (205). Tolling/taxing us twice is unconscionable and wrong.
- Creo que es un buen proyecto pero que no cobren muy caro porque en todo lo que está pasando con la pandemia muchos no están trabajando
- Tolling the only major north south thoroughfare on the east side of Portland is an absolutely insane idea. Doing this will effectively segregate Oregon City, Clackamas and Milwaukie from WL and LO. In addition this would be a huge negative impact on property values in the area. Who wants to live in an area where you have to pay tolls on a daily basis just to run basic errands. We are *entirely* dependent on that road.
- please don't make our already congested local roads worse by diverting freeway traffic into neighborhoods
- As a west Linn resident, I use I-205 nearly daily to go to local businesses. It is not reasonable for West Linn residents to be expected to pay a toll to use I-205 as it has been a major roadway for us for many years and we need continued no cost access.

- Yo no lo utilizo diario porque trabajo cerca de mi casa. Solamente lo uso los fines de semana cuando voy a Clackamas town center pero los que no tienen opción como los que trabajan en Vancouver que se les cobre un precio considerable
- No toll. You need a different system for revenue. It seems very targeted to a geographic area.
- Traffic congestion is the result of ODOT's failure to have insufficient lanes on 205 when it was built. Same for I-5. Tolling will impact us seniors on fixed incomes who have to drive to a grocery store; also it will greatly increase traffic through Willamette, already a nightmare during commute hours. Tolling is not the right answer; more lanes on the freeway is.
- that drivers do not drive through neighborhoods to avoid the tolls. Also to build/continue bike and walking paths to encourage people to use alternate ways to travel without endangering themselves on the roads.
- Tolling the Federally subsidized Interstates sounds like a good idea on paper but I know that Portland will waste the money and the tolls will continue to rise until regular people cannot drive on them and they become the exclusive property of the .01 percent. That is nice for Lake Oswego and West Linn rich people, but what about the rest of the citizens? If the tolling is capped at one or two dollars for the trip, then I would be OK. I foresee that becoming 5 to 10 dollars with in 10 years of implementation. It is another elitist idea that will fail to serve the people.
- Vivo en Vancouver y trabajo en Portland, mis ingresos no son suficientes entonces tengo que pagar por peaje? Es inhumano y absurdo. Ya es suficiente con los impuestos que pago por trabajar en Portland. Lamentablemente los que toman estas decisiones estan en puestos del gobierno que no ven la realidad que vivimos las personas de escasos ingresos. Y ahora que hago? Tendre que renunciar a mi trabajo en Portland? Hablan de equidad pero no se ponen en el lugar de los Latinos que tenemos que sobrevivir con ingresos bajos y ahora quieren que pagemos peaje. Es absurdo!
- West Linn residents should NOT be tolled who live in this area. Makes no sense to charge us because we live in the tolled areas. There are no other routes but to cause more congestion in side streets in neighborhoods.
- Population makeup of those that use I-205 daily.
- that tolls aren't necessary get a sales tax you hippys
- Not tolling
- Cost to local people that only access out of their area is I205
- Residents who live in the area will now have extra costs to go to work/school and will, in many, cases have now excess traffic using side roads jeopardizing the safety of our children and neighbors.
- Please see above, and I would add that due to COVID many people have lost jobs and will likely not be able to afford a daily toll on this road. If lanes could be added that would be a better solution, or provide the option to use an express lane at a charge but don't require it.
- As you should already know, diversion onto Borland/Willamette Falls Dr. is already a huge problem during afternoon/evening rush hour. With recent changes to Main Street in downtown Willamette it will likely be even more congested. What are you doing to address

that with this plan? All alternatives in this plan would ENCOURAGE more diversion onto Borland/Willamette Falls Dr.

- Low income folks need a free pass that doesn't infringe on their right to privacy.
- ODOT needs to invest seriously in statewide bus and rail service as an alternative to expanding freeways in order to meet Oregon's climate change goals.
- Direct input from underserved communities and analysis of impacts.
- I think some drivers will attempt to bypass the tolls by taking 99 through Oregon City. Also increased traffic on 43 to West Linn from those who would otherwise drive around on 205.
- Find an alternate to tolling. This busy thoroughfare has locals, visitors and commerce using the bridge daily. It is not all that different from the Rose Garden area of I-5 and I don't believe there is any discussion about tolling that project. Why here? I am 100% against a toll in this area. We have two choices to get to the east side - the Abernethy Bridge or the Arch Bridge. A toll on the Abernethy will push traffic to the Arch and that will cause a traffic nightmare. I sometimes use the bridge 4 times a day. Come up with the money some other way. Tax if you must, but no tolls.
- Tolling is not the answer. It's a way to generate a new stream of revenue. It's very inefficient, yes I know they now take a picture of your car, I have been back east. It's still expensive to set up and maintain as opposed to tax revenue. Tolling doesn't manage congestion, it causes.
- Added fees rarely result in the positive benefits that the public anticipates. My biggest concern is that traffic congestion will not improve, and the revenue generated by the tolls will not help the impacted communities, will not be used to advance alternative (non-private vehicle) forms of transportation, and will not reduce traffic on surface streets within the nearby neighborhoods.
- We live less than a mile from the Abernathy bridge in West Linn just off of H43. Like many others in this neighborhood, we utilize I205 almost daily, both for work and for access to groceries, doctor visits and other essential items in OC. We already experience heavy congestion from drivers using H43 who are not residents of WL and this will at least double the congestion. How do you plan to address both of those issues? You are effectively charging us simply to access I205 as well as causing increases in traffic on our surface streets. Is the assumption that everyone in WL can afford this?
- Charge tolls during times when the average speed is less than half the speed limit. Double tolls when the average speed is less than one-third the speed limit. Charge no tolls when the average speed is more than one-half the speed limit.
- Diversion of traffic plan seems completely unrealistic. Worried about equity but you are causing low-income people to crowd thru neighborhoods, impacting the quality of life and gas usage, including in local neighborhoods. Keep tolls to the north of Abernathy to prevent pileups in OR City/WL/Tualatin. It would be good if someone was listening to this suggestion offered by many who live in this land-locked area!!!! It is a fantasy that traffic will be reduced by tolls. Didn't work for Chicago or Boston areas. This feels forced on Clack Co!
- Many people would use 99E to avoid tolls on 205. I live in Canby and 99E is already crowded through town. I don't want to see it become more so.

- No toll! Increasing the burden of traffic in local roads- Borland, WFD. UNFAIR burden on West Linn residents.
- Tolling is a terrible idea. It is another example of starting a new inefficient government bureaucracy when there is already a mechanism in place to fund traffic infrastructure improvements (the gas tax). The gas tax has already been increased recently. If that is insufficient, then raise it again.
- Broaden the parallel surface streets, work on timing the stoplights so traffic can actually move more than 3-4 blocks at a time, and raise the speed limits so an average commute of 10 miles doesn't take an hour!
- Overall reduced traffic pollution, impact on downtown Portland Etc. Why will no one discuss a Western By-Pass which would do all those things?
- Why only put a toll on I-205 why not ALL highways. I live in west linn and there is only one bridge (that does not have enough lanes as it is) to get over the river. Why not build a new highway that goes around portland to Vancouver and toll that.
- Concerned that drivers will divert the tolls and bottleneck West Linn streets even more, and residents will not be able to get out of their neighborhoods.
- Charge high amounts
- Implement tolling before expanding freeway capacity. Use toll revenue to invest in walking, biking, and transit.
- No tolls and add more lanes to I-205 north and south.
- You have no plan at all about where cars will go to avoid the toll. No.Toll.
- Raise money some other way. Oregon residents pay enough in taxes already. Now, your extorting us for more because we're trying to make a living. Check your so called work for equity when you think of projects like this.
- El desempleo
- Not everyone can pay for the toll
- Don't toll citizens, use funds from other areas
- The detailed analysis resulting from the various studies and models should drive decisions rather than preferences from people who dislike tolls for personal reasons.
- Tolls are not necessary
- I can just see how drivers will try to use old West Linn bridge to avoid tolls and traffic congestion caused by having to stop all lanes for toll payment. Unacceptable.
- Build a new highway bypass and toll that road. People who can afford it will use it daily and then you won't cause undue hardship or clog up the I5 any more than it is already. I have lived in all of the major cities in the US, and some smaller ones and have Never seen or heard of tolling an existing road. This is unimaginable and will cause fines and so much ridiculous overhead. If you must, toll the bridges, but not the 205!!! It is very suspicious that you could use the funds to help congestion. The only way to do that is build a new road or bypass, and toll that to pay for it.
- No tolls.
- For us it means a simple trip to the mall, to certain restaurants, to a variety of businesses used in daily life would cost us more, and reduce our likelihood to go and spend at those businesses.

- Focus money on improving roads that charged the tolls
- How about the people who live here!!!
- Do not do this. We will organize to vote out anyone who votes for this measure
- Increase on I-5. This city is unlivable. Too many people, too congested, and overdeveloped. At what point do we stop congratulating ourselves for density and wake up and like at conditions. Toll the hell out of them all, I-5 too.
- Changing politicians
- Not doing it
- I will never drive on a toll road. I will drive on the I5 through portland to avoid the toll.
- This is Oregon. We don't do tolls. Yes, we pay more in taxes, but we want out of state visitors to be welcome. (Most of the time)
- Many local residents use I-205 for their daily routines such as Dr. Appts, grocery shopping, prescription pickup, soccer games, swim and dance lessons. How would you prevent them from having to pay multiple tolls which would cause this to be a hard ship. Having lived in an area previously that had tolls on the major bridges which did nothing to alliviate traffic backup why is the very small Abernethy Bridge being targeted for tolls. This will do more harm than good.
- The biggest concern is the increase on I-5 due to people avoiding the toll.
- Toll roads should be illegal. They just force traffic to the non toll roads causing more congestion.
- We are non-Oregon drivers who occasionally use 205 to visit relatives. We will have no opportunity to get a permit or auto-pay hangtag.
- Why would I ever again drive this road?
- Address the real issue - Build a new I5 bridge and increase lanes thru Portland.
- If you want toll roads then build new roads.
- Tolls funds only for project with a definite end date for tolls otherwise it is just another tax.
- How much congestion will the toll create on the highway that was designated as the requirement requiring a bypass.
- No TOLLS
- This will negatively impact west linn and Oregon city residents both with traffic on local streets and financially . why charge one area to do improvements in another part of the State/City
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- people in Oregon all ready pay high enough for fuel taxes. and vehicle registrations. and taxes. Give Oregonians a break, if you must charge Oregonians, then at least Give Oregonians with with poverty level, or lower income a special pass they can use.
- Tax something that hasn't been taxed before. All you're doing is redirecting traffic to side streets. People are already stating they'll use side/back roads.

- Tolls slow traffic and negatively affect those that are poorer/ those that use 205 infrequently
- I, for one, will be using back streets to travel. You are draining us dry with the charges. 205 is only 2 lanes and will still be congested. More than likely you'll do the same thing that was done with Max in Milwaukie. People voted it down 3 times, yet the project had already began. Bottom line is you do not care what people want. You're going to do it anyway.
- Think about visitors to your state who need to travel through your state to other west coast areas. We have family in your area and visit several times a year. We have an RV and tow a car. This toll would put an extra financial burden on our travel budget. Please give our situation some thought, we are not alone in this situation.
- Stop making the west like the east or California charging to drive on roads we are paying for through gas taxes.
- Tolls are used to tax drivers who have already paid taxes to the state via the state income tax, fuel taxes, registration fees. There are ways to reconstruct highways without unduly causing or inhibiting the traffic flow. It is up to the state to make efficient use of them.
- do not use this entire idea! These roads have been paid for by all drivers, including out of state drivers through taxes to federal dollars. If put in place return these dollars for other states to use.
- Prioritize equity and emission reductions concerns and providing alternative transportation systems
- This will negatively affect many who use a portion of this route for essential local traffic, forcing us to pay again for a roadway that our tax dollars have already built.
- Tolls would make a huge impact on working class individuals. Lower income workers aren't given a choice of hours or opportunity to switch to non peak hours, we work when we are told. That would force us to pay the higher tolls, when the higher income workers, who are usually the ones with worktime flexibility, would not face the same economic impact.
- Toll I-5 from I-405 to Columbia River
- McLoughlin will bear the brunt of cut-through traffic; mitigate the need to get off I-205 by keeping tolls low and charging more on commercial vehicles than residential vehicles.
- "Not enough roads, or too many people...."
- Así como esta la situación económica creo deben considerar rutas alternativas y está bien el plan pero a los que no podemos pagar porque no hay mucho trabajo
- Revenue decreases to businesses in these areas that would prevent travellers from visiting the area entirely. NO TO TOLLS.
- Make sure low income people and seniors on fixed incomes can afford this or make it free for them.
- Please strongly consider using the EZ Pass transponders/system, to help minimize the number of toll systems used by residents and visitors country-wide.
- Why should people living out of the area pay a toll when they MIGHT use 205 once or twice a year?????
- Allocate some of the funding to transit. Have a route from Wilsonville to W. Linn/Oregon City.

- Stop tolling idea... provide completely free bus and max service... roads, buses and bridges paid by government run casinos on government island... scale to income needed... casinos, entertainment, convention center, lodging all in a myrtle beach South Carolina style...casinos would be the transportation budget... stop gas tax and phase in electric cars and buses... the free bus max system alone would would reduce congestion system wide, but would have to improve north south connections city wide... so government island casino is you future funding... isolate to island for religious concerns.
- Extend tolling to I-5. Ensure rapid transit options (train or bus) are available along impacted routes at little or no cost to users.
- Keep your money grubbing hands out of my wallet.
- I live in West Linn and work in Clackamas and cross the bridge multiple times a day as does my wife. Additionally, our house is located off a diversion road. Tolling I-205 will cause undue financial burden and force additional traffic onto surface streets near our house. I am considering moving out of Oregon because of ridiculous proposals like these.
- I, along with everyone I've spoken to, completely opposes the idea of a toll on I-205 or anywhere in Oregon for that matter. We already pay such high taxes, having a high cost of living ect. It's just another way to have us all pay more.
- I only use it for work to lake Oswego twice a month. 2 days in a row. I'm a house cleaner. You charging me a toll cuts into my profit. Low income, just scraping by. Cost effective? Why bother to go? Not for any toll.
- Eliminar el peaje una vez alcanzado el monto necesario para los proyectos mencionados
- Tolling is a poor way to manage traffic. Tax payers already paid for these roads and now we are going to hae to pay to use them? Poor management. Challenge yourselves to find a better solution.
- NO TOLLS AT ALL!!! This is the West and tolls do not fit our way of life, period. Government (You People) has let all Oregonians down with a lack of vision and the willingness to provide needed and necessary transportation plans. Seventy years ago there were plans for 14 freeways in the Portland area. The 2040 plans constricts all auto transportation and is horribly outdated. In my opinion it was a terrible plan to begin with. Trucks and autos are the lifeblood of our economy and provision needs to be made to facilitate the necessary increase in traffic, NO TOLLS EVER.
- Direct funds for improvements in areas underserved by adding new bus routes, bike lanes, etc.
- I do not agree with a toll
- Use the ROAD TAX (gas/fuel tax) for what it was intended for. Figure out a proper road use tax for electrical vehicles. Tolls should not be another source of money for the state to use.
- Congestion pricing and pricing based on occupancy of vehicles.
- While the prospect of paying for a less congested lane may be appealing to those that have discretionary income for that prospect, I feel that this type of instrument continues to marginalize and discriminate against our BIPOC communities.
- There should be an end date on the tolling, 5 years or 10 years.
- go back to the legislative process to find another source of funds that won't disproportionately impact the community.

- See above Build another bridge across the river to deflect the traffic congestion. Let the new bridge have a toll like the I5 Bridge did. When it's paid for stop the toll.
- The inequity of this specific bridge being tolled. People who travel I-205 often or who live on either side of the bridge get screwed. I am 100% against this!!! I don't see how tolling people will solve congestion. We need three lanes all down I-205 including the bridge.
- Not doing a toll road.
- Consider not tolling at all. If you want to toll something, build an alternative and toll that, not something that is existing.
- No matter what offsets you create, there will be increased traffic on already congestion side roads and a negative impact to low income diverse populations.
- Provide passes to those living in nearby communities.
- I think the money spent to put this in place (however you electronically charge cars as they go by, the software and hardware associated with it etc.) could be put towards just adding lanes. It doesn't help that 205 goes from 3 lanes down to 2 lanes at the Oregon City exit. That has a huge impact. If this becomes a toll road, the impact to the surface streets in the area will suffer. It just shifts the problem area from one to another. Oregonians pay enough in property taxes, taxes on our garbage/phone/electricity bills as well as over \$.51 per gallon for gas for our roads/transportation.
- Tolling funds should set to be used for CIP costs for widening I-205, then reduced to only help defer ongoing maintenance, above and beyond the current infrastructure and its maintenance-funding.
- Allow low income (with proof) citizens reduced fees or subsidize some other way. I wouldn't be affected by cut-through traffic, but I have in the past and it's awful. Spend some of the revenue on enforcement and make it hurt.
- I'm sorry, but tolls aren't the answer. The funds are there, adjust the spending and prioritize costs. Thank you.
- The toll area will disproportionately effect the Oregon City area. If this was about the environment, then electric cars would be free to drive on 205 while semi trucks would cost the most. If the environment is truly a the heart of this, local traffic must be considered. It doesn't actually do anything to toll a freeway without considering local traffic. It has been my experience that the gas tax and tolls never go to their intended purpose. Rather, those funds are used to pay for the projects whatever politician deems interesting. Create express bus routes to downtown and industrial areas.
- An increase in patrolling by Police/cameras on local streets to ensure that neighborhoods aren't being negatively impacted by people avoiding the freeway. And, offering discounted OR sliding scale passes.
- If the population outgrows the current transportation system, it's time to improve, redesign and expand. It's not time to extort more taxpayer dollars to pay for government nonsense. Why not put a bounty on the middle class, then there will be no-one left to pay for your nonsense!
- There is no reason to toll. stop wasting government money on the freeloaders and criminal politicians so you don't need this sleazy avenue to get more money from the over taxed

working class (those who go to work every day instead of breaking laws and getting away with it in Portland).

- Reduce the need for tolling by taking back the light rail money that stole from this project which has had no benefit for residents in this area. Begin by prioritizing what people actually do, they drive. Even the low income that are going to be affected by this. Also, provide a "fast-pay" system with RFID tags with pre-paid lanes that will speed up travel through the area.
- Dont tell our roads.
- Make sure the people who benefit are the ones to pay.
- Clackamas and Multnomah County have already assessed additional fees for vehicle licenses to maintain roads. Additional taxes (even in the form of tolls) is taking its toll.
- how much is this going to cost if you have to travel multiple trips?
- Do Not Toll/Tax Citizens Anymore Than We Already Are.
- Fire the dead beat overhead.
- There is no easy way to get to Oregon City from Wilsonville on transit, I worked with local government and expressed this concern but nothing was done. As long as the business owners pay for SMART, they will dictate the routes to serve their businesses. Traffic has increased on local streets they cannot handle the flow, the infrastructure is not keeping up with the new homes and people moving to this area. We live in Wilsonville and commute to Oregon City for work. We also drive for our jobs, while we can afford a toll once or twice a day, many cannot.
- I've been using I-205 since the 60's when the Foster Road Exit literally moved my family's home and we moved to the country. I remember back then my Dad saying it wasn't built wide enough! LOL Tolls should be applied to anyone using I-205 regardless if they drive, bike or walk. We are all in this together to make improvements that affect everyone.
- I live within 5 mins of my employment and my employer is on the north side of the I205 S on ramp. Since they installed this new directional traffic round about system we constantly drive around in circles all day to come and go from the treatment plant. Maybe give the county essential utility workers passes. We have to do locates etc we would be having to pay for numerous fees per employee per day. The cost to the county would be astronomical which in turn means the tax payers pay.
- Tolling all lanes of I-205 will increase driver diversion to neighborhood streets in Oregon and West Linn. Tolling costs and inequitable for drivers. Taking public transit to avoid the toll extends transit time for riders.
- Set the Toll southbound before Gladstone exits to minimize diversion of traffic onto Gladstone and Oregon City. Set the Toll northbound before tenth street exit to minimize diversion of traffic onto side streets. Tolling closer to the Abernathy bridge will cause massive diversions of traffic causing severe traffic problems.
- No tolls
- I use this freeway constantly multiple times a day to get anywhere and if tolls were to actually get put in I would never use the freeway again and take the backroads. My taxes are already so high and I see little to no work on bettering the road conditions as it is. I couldn't afford toll fees on top of everything that I have to pay for

- I don't even know what this means...
- The I-205 tolling area already causes side-road congestion from early afternoon into the evening. A toll will only increase that traffic from unmanageable to the realm of impossible. The best solution would have been to build out the roads to serve the majority, and not throw huge amounts of cash at expanded MAX lines and the like to serve a small minority of commuters.
- We already paid for these roads. NO TOLLS!
- Just maintain the existing roads. The money wasted on the info boards could have been used more effectively on maintenance.
- My use of I-205 is mostly between OR 213 and Adventist Medical Center
- Tax electric vehicles per mile annually and lower the gas tax. The gas tax and a toll road like this disproportionately affects low income people who are still commuting to jobs that they cannot do from home. Additionally they are likely driving older vehicles that get worse gas mileage so they pay more gas tax already. If road funding is truly an issue you would tax EVs and Hybrid vehicles that are heavier causing more road wear per mile all while paying little to nothing in gas tax. Another brilliant idea out of Kate Brown's Oregon.
- We have already paid for these roads. DO NOT PUT A TOLL ON IT!
- Address the I-5 bridge problem first. Put tolling to a vote so the people have a say.
- No toll roads!
- decrease personal travel use of the roads. priority to business travel (freight and necessary business) Provide alternative public transit to reduce number of vehicles. reduce greenhouse gas emission by avoiding idling, slow traffic, and gas and diesel powered vehicles.
- Comprehensive freeway tolling throughout the Portland region, with funds collected used to improve non-freeway, non-auto oriented transportation.
- Traffic is out of control, tolls is a great idea
- Tolling this section of I-205, with such a close alternate road running exactly parallel to it will be absolutely catastrophic for those who live along the surface road. There is also a 800-student middle school being built along this same street and the combined additional traffic of parents and toll avoiders spells a nightmare scenario.
- Tolling this section of I-205, with such a close alternate road running exactly parallel to it will be absolutely catastrophic for those who live along the surface road. There is also a 800-student middle school being built along this same street and the combined additional traffic of parents and toll avoiders spells a nightmare scenario.
- Use the fuel tax for roads not transit or bikes, let them pay for their own system.
- I'm concerned the toll might not be managed properly, like overcharge people for any reason if/when the systems to detect cars is faulty or the personnel in charge of sending the bill. Make sure logistics is airtight!
- Need to toll old bridge also, otherwise everyone will skip the Abernathy bridge to take the old bridge, which can't handle the traffic volume.
- many people already use alternate routes during peak hours to avoid 205 during peak hours. I feel a toll would increase even more cars on roads, to avoid the toll, that are not

designed for heavy traffic as well as the impact on these neighborhoods. Especially the Oregon City Arch Bridge area

- Having lived in Houston, Texas for a number of years the toll authority has more resource and power than many city governments. There is little oversight and though originally set up to pay for one road it is now a perpetual fee system that adds exponentially to the cost of living. It also doesn't alleviate traffic and it absolutely impacts low income communities disproportionately.
- I am not in favor of toll roads. We just gave you more money thru a gas tax. Use it here if you feel this is the highest priority place to relieve congestion. I will find alternate routes.
- I am certain I am not alone in that public transportation is not a viable option for me. It would take me an additional two plus hours per day to commute by bus. I feel I have no other option than to drive and to use the Abernethy Bridge. I am at the top of my pay grade, so a toll would be an additional out-of-pocket expense. It would also be difficult to car pool due to an often fluctuating schedule and long hours.
- This would cause all kinds of traffic delays
- LITERALLY DON'T HAVE A TOLL.
- We use I-205 a few times a year when traveling in our RV from WA State to places in Oregon and farther south. Please make tolling or alternate routes easy to understand for us casual users.
- Since this will be the areas first toll road, I can see significant diversion to non-tolled roads. This *might* help congestion on I205 but will most likely create others issues. So how then will toll roads help if they only create other issues? I don't see toll roads as a viable solution for our area.
- I have lived off Borland Road for 20 years and cannot believe that you can even think that I am prepared to pay to leave and enter my home. Absolutely disgusting. The volume of people that already use Borland and WFD when the I205 is busy means that I am sometimes unable to leave my home. If you need tolls, make the I205 into 3 lanes and have a fee on only one of them. Nobody in charge seems to have gone to CA to see how their toll roads work, so I suggest somebody does that in a rush as clearly nobody in OR seems to know anything about toll roads.
- Don't do it. No tolling. This state is already one of the worst tax environments in the country.
- It is more likely that commuters will adjust their route to work than their work schedules to avoid tolling. It is also unlikely that commuters will be able to live close to work. Alternate routes for this I-205 corridor include OR-99E, Willamette Falls Drive/SW Borland Road, and OR-43, which are not adequately designed to accommodate a large increase in volume. Tolls could make it too difficult or too expensive for some commuters to get to work. There is no light rail option for this corridor, so commuters would have to rely on bus transit if they were to opt not to drive.
- traffic flow, speed, use of existing road surfaces including current shoulders and emergency lanes. Exactly how often is the emergency lane of the Boone Bridge Southbound used! Do we really need emergency lanes on both sides of traffic?

- This plan with dramatically increase traffic trying to avoid tolls into our neighborhood. There are many family's in our neighborhoods. These toll plans, any of them, will up the risk of a child getting hit by a vehicle due to an attempt to bypass tolling stations.
- Before tolling proceeds popular and direct assent must be obtained. A recent initiative petition failed due to lack of signatures in time for election. An appeal to extend collection time failed even with the totally valid reason of covid19 lock downs. A lack of public concordance will not sit well with people.
- In CA some of the highways are tolled only during peak commute times. Have you considered that as an option? Additionally, not providing alternative highways for traffic to use makes many vehicles a virtual prisoner of the tolling system. If the tolling system were put in place for just a finite period of time and then removed or altered to just peak commute times when the lanes had been built and the bridge improved etc. it might be more palatable.
- safety of the 205 bike path and convenience of using it and having connections to the path feel safe for users
- Find out why the current taxes aren't being used effectively to cover the costs of maintenance.
- You should consider finding revenues that are not based on tolling. Now that the I-5 segment near the Convention Center is on hold, please explain why those funds cannot be used for this project.
- I would want 100% of the money only used to improve and expand the road, not for anything else ever. If less money is needed to do that, then lower the price of the toll or remove it, don't use it for something else. Thank you!!
- All the people who live In West Linn/Tualatin/Lake Oswego and regularly travel on I205 will take the side streets such as Borland to get around the toll. It's not fair to create such an impact on the people who live here. Why don't you try tolling the interstate bridges?
- The increased repair and maintenance costs of the Arch bridge and the resulting traffic congestion and accidents. It is already a mess with cars popping tires. We do most of our shopping in Oregon City and along Hwy 99E like a large portion of people in West Linn. It would hurt OC and other Clackamas county businesses.
- Mostly investment in alternative modes of transportation. Perhaps research into how to make it worthwhile to get people to live (or move) closer to the place they work (in other words, to reverse the decades long trend that allowed/encouraged people to live farther from work).
- Would it be possible to allow drivers one free trip per day on the tolled section, ore three per week? That would presumably encourage folks to condense their trips and may keep folks from diverting onto surface streets. What about out-of-staters who don't have front license plates? Will they, too, be charged? Offer no toll during certain times? What about a cheaper fee for electric vehicles? Or sliding scale based on car value? I realize that could get tricky, but trying to think income equity...
- Do not toll

- Widen I-205...not any of the side streets...the side streets cannot handle this!!! Look at the accident that closed I-205 northbound at Stafford the other day...the trip through Willamette was a mess...
- Reducing traffic congestion means fewer vehicles. We can only build so many freeways. We must develop alternatives to single vehicle commuting. People who aren't using the freeway should be impacted by the freeway as little as possible.
- I would prefer to have access to the max line from the West Linn than more and nicer roads
- I know this may not matter to those making the decisions but the people who live in the area to be tolled will be impacted in a seriously negative way. Not to mention surface streets that will be used at a "cut through" and the impact as a result of that. As a person who has lived in the area for over 25 years I ask why those who live here are going to be punished for the lack of highway planning on ODOT's part over the last three decades in the metro area by now having to pay tolls in this 4 mile area. Also there is no transit alternative going from Oregon City to Tualatin for example.
- Highly consider the impact it would have on low income families and single people, especially; the elderly. I understand the need for tolling the highway, but the government branches have a way of abusing such systems and essentially steal money from the tax payer, and not use the funds it earns to legitimately be used for improving driving conditions as related to the congestion that is accumulating in the area. The state is always looking for ways to squeeze more money out from tax payer who already live poorly in the Portland/Beaverton/Clackamas area. Most folks can barely afford rent.
- El peaje significa congestionamiento al momento de pago, además deben de utilizar los fondos del estado para hacer carreteras y no hacer doble gasto
- No Es licito pagar otra vez por algo que ya de pago que ya de paso un impuesto para pagar y mantener neutra auto pista,y ademas se paga por usarlo con las calcumancias de nuestras placas,y consumo de gasolina,estoy totalmente en desacuerdo en pagar mas por recibir mas trafico y mas gastos innecesarios en poner caseta y empleados que trabajen en si funcion para minimisar el trafico en el 205 Alamo's mas carriles en el I5 para pasar de la aria metropolitana de Portland a Vancouver
- Use the revenue from tolling to support transit, bicycling, and walking
- Ampliación del I-205 sería excelente para que el tráfico fluya mejor.
- No tolls. Tax billionaires.
- Not tolling! It seems like West Linn residents will be punished the most for just driving our normal routes. Maybe have an exemption for people living within a certain mile radius of the toll. Toll those that don't depend on it for daily commute to and from work or school.
- El nivel económico del promedio de los residentes.
- For some of us, 205 is the ONLY option to get to work. Also concerned about traffic diverting to the historic Oregon City - West Linn bridge. Traffic is already stop-and-go going through there.
- Listen to the voters who said don't toll
- I drive I-205 every day in the areas considered for tolling. I do not make a lot of money, even a small toll will add up fast for me and be a financial burden. Driving back roads will add a

big chunk of time and gas to my daily drive. Adding tolls to a frequently driven freeway should not make things easier than sitting in traffic, not a different type of burden.

- Drivers will divert to side streets through West Linn and Oregon City. These streets (and OC bridge) are not equipped to handle the extra congestion. They already get bogged down in rush hour. Public areas: Post Office, Library, High School, Bolton Primary School are mere blocks from the I-205 and will be negatively impacted.
- Studies show that tollways in metropolitan regions significantly divert traffic, aka congestion you refer to, onto surface streets, especially now that most people use traffic- and toll-smart gps apps such as Google and Apple Maps for directions. You will have more congestion on I-5 if you toll up I-205.
- Stop taxing us. Work within your means or cut other programs. NO TOLLS!
- This will be a disaster on Highway 43 on Rosemont Road on Lam Drive through the Willamette area of West Linn those roads are already full every night.
- Figure out a way to fund an expansion of the bridge to include more lanes.
- This toll is proposed in a area with NO public transportation...Willamette to Stafford does not have any public transportation system. Tolling this area is NOT equitable as there is no other option to get from A to B other than cars. Also, diversion will be HUGE to LO, West Linn and Oregon City. These areas already have huge diversion with no tolls. When they go in and diversion is pushed to it's limits, what is the plan? Who will pay for those roads to be repaired, the people who will endure more accidents in their neighborhoods?
- rebates to people who want to take alternative modes of transit. such as ebike rebates
- Provide clear purpose for the use of tolls to address the above. For example, when will a 3rd/4th lane on 205 be added
- NOT MAKE THIS A TOLL!!!!!!
- EXPAND THE FREEWAY ONLY, no need for tolls. Quit being stupid
- I've lived in areas with toll roads. They do not make an appreciable impact on traffic. Given that many businesses - mine included - are looking to increase work from home post covid (many employees moving to 100% remote) it may be that congestion may improve to a degree organically.
- I do not understand why the tolling is not being considered at the I-205 and I-5 junction when entering the Portland area. There are no exits to non tolling roads from that point and all traffic would equally be impacted by the tolling. To place tolling in between Stafford and the Abernathy Bridge targets the West Linn community unfairly. I would love the opportunity to be involved in any discussions about this project. I also want to understand how cars are charged without a toll booth or a sticker on the windshield...what about out of town or out of state traffic? Beth
- I only use the freeway for 2 miles but would pay to do so. Give me alternative to that.
- My wife and I live right off exit 10, we have to get on 205 to get to 213 to commute to work every day. This would end up with a toll to us as well as all local residents with similar commutes. The only alternative would be the narrow and already overcrowded Arch bridge and driving through Oregon City. This project will turn commuting in or out of either of these cities a total nightmare.

- I don't believe it will ease congestion, it'll just cause more issues for local residents. The local streets are clogged with people trying to bypass the freeway, tolling will only make it worse. Find a way to keep traffic on the freeway where it belongs, slow or not. Residents shouldn't have to pay a toll every time they leave their homes. We don't live in an area that makes walking or bicycling realistic ways to get around.
- There is a lot of traffic on 205 because there is no other "quick" way to get through SE to clackamas county or even further south for the entire east side. There is a lot of housing south of Portland with minimal highways. And those minimal highways all lead to 205. I obviously don't know how to route a road through an ever growing state but that Milwaukie expressway got put in even though it doesn't seem to help much. Ultimately I think a bridge across from troutdale to camas would be amazing as it is in the 100 year plan when Glenn Jackson was built. But that's just hopes and dreams.
- Our local streets are already crowded during commute times with people driving through our town to bypass freeway traffic. A toll would make it worse. It would truly effect the quality of life in our town. In addition, for those of us that have to drive kids around, drive to work, etc, this would get expensive.
- Don't toll residents with 97045 or 97068 zip code addresses as locals will be most affected in daily life.
- Side road traffic will be terrible if tolling happens. This will make it much more dangerous for pedestrians and bicyclists in town. This is not a feasible idea. Tolling at the state borders seems like a much more reasonable idea than through neighborhood freeways.
- Do not create a toll on the 205. Look for alternate ways to increase revenues.. taxes, etc.
- 1-Low income people who work low paying jobs & forced to pay toll should get reduced fares 2-Avoid Canby Ferry EXACT Change scenario 3- OC Bridge closure several years ago provided alternative bus service for cyclists & Peds 4-
- If tolls are put in place, people who drive & ride busses on 43 WILL lose jobs. Further, children will be left unsupervised at home alone if parents are forced to catch earlier busses or leave work earlier (if they're even allowed to, which is unlikely). The traffic on 43 is already bad. If you add a Toll on 205, drivers will divert to 43, and busses and cars will be impacted. People who work in downtown or anywhere on the 43 corridor are likely to lose jobs and clients if the Tolls are implemented. This will effect everyone, but it will impact the poor and single parent households the most.
- Don't toll. If you must, only one "express" lane that's tolled. Toll waivers for local community members who will be unfairly impacted by cost and overflow onto local streets by the many, many people that say they WILL take local roads to avoid the tolls. You better not use toll funds for anything other than improving that stretch of 205; improving the Abernethy bridge, and impact mitigation to the local communities.
- No tolls
- From my perspective this shouldn't be a Toll area, it should be a universal use section of road, covered by our current taxes. To me this section of I-205 is currently in place and serving local residents and this area is a key artery of transportation serving both Local & distant residents. Turning this into a Toll section feels out of integrity and unethical. It will

also force traffic into the Local West Linn Residential making life all the more challenging and difficult. Charge Commuters not Local Residents.

- West linn residents will have to pay anytime they get on a freeway. Every exit. This is not equitable.
- Do not toll I-205.
- Tolling will only further impact negatively the streets of West Linn. Tolling unfairly puts a burden on West Linn. Tolling a road already built is wrong. Possibly illegal.. Adding a lane and only tolling it, have you considered that? Targeting one city on this impacts us adversely. Route 43, Rosemont, Stafford, Borland already get backed up by other city users besides West Linn. Tolling is an awful way to solve congestion on I-205. Employers giving more flexible, stay at home schedules for work, businesses having staggering hours other than 8 to 5, widen Hwy 43 are other ideas for our area.
- No tolling.. it will be disastrous for local roads and neighborhoods.
- Larger freeways, taxing bicyclists (and requiring licenses and insurance), doing more to discourage long distance daily commutes particularly by out of state drivers.
- Tolls work when there are options. I am concerned that this toll will become a forced play since your corridor has not good options.
- Residents of west linn will be held captive by either tolled roads that bisect our community or by clogged side streets created by diverted traffic. The very nature of our town will be drastically changed for the worse. Just because ODOT can roll without voter approval doesn't mean they should. I have never seen a tolled road situation lessen traffic congestion. I have lived on the east coast where tolls are common and the roads always become congested. So people get to PAY to sit in traffic. Plus I have zero confidence that toll funds will be efficiently spent.
- Don't toll Interstates. This sounds like something the Trump Administration dreamed up. If there is a state bridge/highway that would be okay to toll. Do people passing from Washington to California have to pay tolls?
- A lot of the traffic will divert to WL streets as well as downtown OC. These streets are already incredibly congested during rush hours and before/after school. They are not designed to handle the amount of traffic that uses them and it'd be even worse if there was tolling on 205. Also tolling on the Abernathy bridge would mean paying even if someone was only crossing the bridge i.e. hopping on by the Oregon City shopping center and exiting to hwy 43.
- Toll a different area that doesn't close off an entire city. Perhaps further in towards Portland? Or after the Abernathy bridge where people can take McGloughlin Blvd?
- Don't put in toll. People don't want it. This is government pushing through what they want with no regard for impact to community
- How to keep the traffic from using Borland an WFD as a toll bypass. If a toll is collected, it should be used exclusively to improve I-205 from stafford to 213.
- Consider the fact that those not pressed for time will always choose alternate routes rather than pay a toll..... just like reducing speeds on major thoroughfares. Rather than encourage that, why not create greater capacity on freeways and highways? Why penalize people who HAVE to get to work?????

- This toll is completely unfair to WL residents who must rely so heavily on 205. Toll a lane, not the entire highway. It's not like the tolls will end once the revenue to fix the bridge is acquired.
- Toll roads are unfair it is a double taxation. if you are toll reading new roads or highways that is more understandable but one that currently exists and is being paid for by other taxes, deq,dmv and other taxes is not okay.
- 43 is already congested at commute time. You would have to solve that. Why put the toll at Abernathy rather than just before Sunnyside where there is a major artery for diverted traffic? Or put the toll at I5 and 205
- It's fundamentally evil to toll all the existing lanes of the interstate instead of building a new lane and tolling That, or building a new freeway and tolling That. You guys are evil.
- No Toll! Go back to the interstate bridge between Washington & Oregon!!!! You will raise more money there. Stay away from I 205
- NO Tolls
- This entire idea is idiotic!! Thhis is going to add to my daily expense, increase traffic on side streets, and ultimately slow down the traffic on 205. It is time for a change in the Oregon government!
- Tolling in this area makes no sense. Toll the freeway bridges in order to allow Washington residents who pay no Oregon taxed, and commute back and forth, to contribute to some of the maintenance of roads they use daily.
- Can the tolling somehow be adjusted for income for those who have no choice and tolling puts an even bigger strain on them? Especially if they don't have the flexibility to adjust the timing of their trip. It's frustrating for me to have to pay a toll, but not a difference between putting food on the table while living paycheck to paycheck
- The congestion is not that bad for you to apply a toll.
- West Linn residents should not be charged. We have no way to Clackamas without going over the bridge. Our access to stores, work and family is cut off bc we have to use the bridge. All our private will be full of traffic bc of people trying to go around. It'll be a traffic nightmare leaving us stuck in our homes.
- I live right next to the 205 bridge so I often jump on and off the 205 for only one exit to go shopping at take my children to classes. I drive much less miles on the 205 than a commuter but I need the bridge to access the my local community. This should be accounted for. I am also concerned about flow if traffic into West Linn and my neighborhood in particular to avoid the toll.
- Don't put a toll in. A that's the dumbest thing i've heard for a city that's not that big
- Tolls just dump cars onto surface streets. It is a TAX on poorer people, and while I'm not destitute, I don't consider myself to be rich either. My wife and I struggle to pay all the taxes that the Portland area so readily supply us residents as it is. So folks will just pay the regressive tax because they still need to get to work on time because we working folks have only so much time in a day as it is. I was born here, but I really need to get out of the Portland I no longer recognize. And who's going to pay for all the nightly damage being done to public buildings ? The TAXPAYERS

- Our streets in West Linn are already over congested during rush hours with people passing through trying to bypass the freeway, tolls will make this problem even worse
- I don't mind tolls but please rethink where...43 can NOT take any more traffic! It has often taken me 30-45 minutes (prior to pandemic) just to get from 43 in Lake O just after Sellwood bridge to my house on 43 right at the West Linn/Lake O boundary. Straight short shot and we just sit there. It backs up for miles. It's worse than 205 congestion you are trying to lessen and there are no alternative routes to 43 to get to our homes.
- Willamette Falls Drive is already negatively impacted by people avoiding 205 traffic. It makes it difficult and unsafe to drive in my neighborhood. The traffic in West Linn will be increased by people avoiding tolls
- Extending MAX Green Line or Orange Line service from Clackamas to Oregon City would provide a mass transit solution to the area. Additionally, deploying high-capacity rapid transit buses along the 205 freeway with stops at interchanges with new Park & Rides that allow convenient transfers to existing mass transit services could significantly reduce congestion.
- What do the tolls pay for? If they pay to decrease congestion on I5 and I205, perfect. Those are bottlenecks that impede movement North and South beyond Portland. There really should be a bypass that allows transiting traffic to go around Portland, thereby decreasing the overall traffic going through the city itself. I think congestion is problematic outside the Draft Purpose locations. It is also poor from Foster Rd to the Bridge. Maybe that was the original purpose of I205, but it no longer meets that need. I405 that stays outside the Urban Growth Boundary?
- This will destroy the surrounding roadways. It will divert through traffic to I5 (the loop I205 is supposed to help). It will create gridlock on Hwy 43, an area that has pedestrian safety issues to begin with. This is a TERRIBLE idea. It will run traffic through historic Willamette and out toward Boreland. The state of Oregon made the bad decision to narrow that area to two lanes (three lanes before and after) now the people in that area will have to bare the weight of fixing the problem they made. Oregon Privilege Tax is meant to go to these projects. Quit putting your hand out.
- You are taxing the most vulnerable population and making operating a vehicle a privilege for the well off. I am one of the well off and I don't drive this roadway often. But taxing people for driving on public roads they paid thru taxes is criminal and immoral.
- All roads running parallel to the I-205 tolling area will become alternate routes to avoid tolls and will be jammed with cars. Look at current traffic patterns on the adjoining roads and multiply that by 100.
- All roads running parallel to the I-205 tolling area will become alternate routes to avoid tolls and will be jammed with cars. Look at current traffic patterns on the adjoining roads and multiply that by 100.
- I'm concerned about the cost of tolling systems. It's a cost to study, research, implement, and maintain, and the taxpayers are the ones both funding the infrastructure and maintenance AND paying the tolls. It seems costly, not necessary, and given the economic hardship everyone is facing and will likely continue to face, this doesn't seem like a prudent investment of taxpayer dollars.

- Принять эффективные местные законы о борьбе с коррупцией.
- ничего предпринимать не надо, не такие большие заторы на этом участке, особенно в районе Стаффорд роуд, проблема раздута!
- ничего предпринимать не надо, не такие большие заторы на этом участке, особенно в районе Стаффорд роуд, проблема раздута!
- Tolling will hurt the community and local business. This is an interstate hwy. Find funds elsewhere to build extra lanes and provide better public transit in the region. Use gas tax from everywhere in the state to spread the costs among citizens who drive for example.
- Если размер толла будет значителен, то народ (с низким доходом) не будет пользоваться шоссе, с будет тратить время на объезд по бесплатным городским улицам. Это увеличит пробки в городе, повлияет на безопасность движения, увеличит загазованность в ближайшем времени (мы не перейдём быстро на электро кары), и увеличит износ уличного городского покрытия... Сборы от толла должны все эти расходы покрыть.
- Оставить всё как есть и было. Просто расширьте дороги.
- Allow locals to travel from one side of West Linn to the other at no charge otherwise arterials will be overloaded. The toll should start prior to Stafford road going N on 205. Look at Willamette Falls Drive now from Stafford to the WL/OC bridge during rush hour.
- Options to sign up for some kind of income-threshold related pass. Trying to find a cost for the toll that is useful in supporting the expense of infrastructure, but is tollerable/manageable for most commuters so it's easier/acceptable to pay the toll rather than to try to snake around the toll using side roads. Dont' have too many convoluted tiers or exceptions. Make the price clear, and consistent so people can plan for the expense and don't get surprised by major toll bills.
- The traffic on Willamette Falls Drive is already very backed up at rush hour. The stop signs at Ostman, 10th St., and Hwy 43 cause enormous back ups already. Adding more care avavoiding tolls will be a nightmare.
- Tolling should be system-wide because doing a short section will really shift traffic to local routes. I would support a credit program for low-income people, and presume the digital wizards can make that happen if politicians can define for them who that is! An additional thought, not building parallel bike and ped facilities and not putting transit bypass on the highway is ridiculous.
- ODOT does NOT have a funding problem, it HAS a spending problem. Spot building multi-million dollar signs telling drivers how late they are going to be, use the money to add additional lanes to I-205!!!
- there should be some kind of monthly discounts for people who just don't have. Choice but drive it for work daily
- It's not gonna help to solve the traffic problems
- If people rerout and get back on the freeway, they should be tolled.
- Muchas personas no tienen un trabajo permanente, muchos viajamos para dar servicio comunitario, recorrido largo y todavía pagar?
- Better Policies - More roads. No Tolls - just manage your budget better and use already charged taxes better.

- NO TOLLS - WE PAY MORE THAN ENOUGH TAXES
- Совершенно очевидно что I-5 встанет намертво. Надо строить ещё один мост. Делать его платным.
- The Borland Road-Willamette Falls Drive corridor already becomes overwhelmed when traffic is slow on I-205. As a resident of the Willamette neighborhood, I'm deeply concerned about the impact tolling will have on the livability of my home for the past 27 years. Not charging a toll will be the only way to reduce or eliminate this threat. There will be no way I can imagine that would stop people from exiting at Stafford Road to then proceed to Oregon City through my community. The traffic problems likely to arise from tolling seem insurmountable.
- I fail to understand how toll booths will help with traffic congestion. Having to stop to pay tolls will only contribute to the problem. Examples can be seen in California and the East coast. Tolling this section of I-205 and I5 are not the solution
- You're going to swamp our already congested neighborhoods with people speeding through to get around tolls which will bring extra danger to our pedestrian population, especially our elderly and our children that walk through all of the arteries. This is a TERRIBLE IDEA!!
- Budgeting appropriately.
- You should consider the impact a toll would have on the neighborhoods when cars will use the side streets to avoid I-205 tolling. Stafford/Borland/Rosemont are not going to be able to safely handle the traffic that your tolling will cause.
- Connecting Clackamas and Tigard in public transportation
- A toll puts an unfair burden on local residents that have little choice for driving routes with a river in the way. Consider tolling only those that are not local residents.
- no tolls
- NO TOLL OPTIONS.
- By tolling only this segment of 205, you are going to ruin the towns of West Linn and Oregon City. People driving to/from Portland will drive through our towns to avoid paying a toll on the small stretch of road.
- Build enough roads. 205 area residents pay for and paid for roads throughout the entire state. Now it is time for everyone to pay for the roads needed there. No tolls. A significant investment in buses would also help, but the haphazard service we have now is not very useful.
- DO NOT TREAT THIS AS A FUNDING SOURCE FOR OTHER PROJECTS!
- The tolling station MUST be before the 43 exit, or lots of traffic will cut up 43 and make West Linn and Lake Oswego a huge mess. Have the northbound toll station between the 10th ave West Linn exit and the bridge.
- The fee should be as low as affordable to Oregonians.
- A toll is ridiculous and not the Oregon way. I just moved to the area, live off Stafford, so I wouldn't pay the toll, except then everyone is going to get off on my exit and take my side streets to avoid the toll. There are kids, animals, bikes. I also won't be shopping at businesses only accessible through the toll road, so the county will be losing my shopping money when I go east to Washington county to shop. The people who drive are working

class people who live outside the city because of city costs. Privileged gentrification to then charge them to get back into the city to work.

- Addressing redlining why is the till only the stretch of WL OC with some of the state highest wealth? Is is going to be decided by vote?
- I live in West Linn near West Linn High School and use Highway 43 to travel to and from work. I am very concerned with tolling because I believe people will use highway 43 as a throughway versus paying a toll. I believe this because when there is a backup (accident or slow traffic) on I 205 Highway 43 backs up and the neighborhood streets around West Linn High School become very congested. I believe that when tolls are enacted there will be a considerable amount of traffic using Highway 43, which will have a negative impact on the neighborhoods in West Linn.
- Tolling 205 will cause major diversion through downtown Willamette, and along the Hwy 43 corridor. The people causing it are passing through on their commutes to points south. There are no other alternatives to cross the river other than the old bridge to Oregon City which already backs up almost to Lake Oswego to the north, and the Willamette neighborhood to the west. You all seem hell bent to toll us, to off set your (ODOT) wrongs in other parts of the region. Toll the Rose Quarter, that area has robust transit, is very well suited for alt trans options, and many alt routing options.
- Consider bypass routes or no tolls for those that only use small sections of I-205, eg... OR-213 to Highway 43. These don't have good alternate routes and the congestion on side streets would become worse (Highway 99E).
- Giá cả vì lương chúng tôi rất thấp
- I strongly oppose the I-205 Abernethy Bridge Toll Project. This will devalue homes only West Linn as it will create more congestion on our neighborhood roads that are main arteries throughout West Linn. Tolling is not the answer to solving congestion on I-205.
- Don't implement the toll. The voters don't want it. It will be another tax on residents and will cause more traffic on surface streets.
- Exempt people who live in Oregon City and West Linn from being charged to just go over the Abernethy Bridge.
- Add additional tolling stations at the Stafford Rd/West Linn exits to prevent traffic from diverting to local roads. Exempt residents of West Linn/Oregon City from tolling. You can do this electronically. Those two cities will be the most heavily-impacted by the tolling. Explain what happened to all that gas tax money and where it's being spent.
- Toll hwy 211 from Woodburn to Molalla or put scales in on hwy 211 just east of Woodburn
- The detriment to oregon city and west linn with overuse of their roads for those avoiding tolls. It will create a traffic problem in those towns.
- Tolls will negatively impact our community and crest new traffic flow problems
- Create a max line type system that goes through the zone, but is a vine articulated style bus riding on it's own road inside and runs on batteries. When it approaches the end of the line a charging telescoping arm rises to connect to a max type line long enough in length to recharge the battery over the period of time it's under it. This bus set up could replace the max as no complicated switching mechanisms to maintain.

- Make 205, 5 lanes both ways inner two lanes are toll lanes... you want to get through the congestion then pay extra to bypass it...
- Don't due a toll at all!
- You should give WL residents a pass for free tolls if you are doing this at all their exit or entrance points on the highway. No matter time of day 205 is our entrance and exit points at both Stafford and 43. You can see the license plates match the residents and not charge tolls. The 43 will become a standstill as people try to avoid tolls you create congestion somewhere else and sadly that's residents that get effected and pay the price with tolls and congestion in their backyards. Add a lane and toll the added lane. This is what California and others do. Don't toll what is existing.
- Plan for future population is expanding as well
- Cho ra mức thu phí hợp lý nhất để đừng ảnh hưởng đến thu nhập của mọi người .
- Cho ra mức thu phí hợp lý nhất để đừng ảnh hưởng đến thu nhập của mọi người .
- This is a bad idea: It taxes use, will move traffic to alternative routes, creates more complications in life for families and business, adds people to manage that need pensions, salaries, and more - which means tolls will need to go up to pay for have the service. Therefore DO NOT DO ADD TOLLS. Find other was to grow revenue for whatever this pays for.
- Imposing tolls on those who live in the area is ridiculous! Not only is this going to create so much congestion in our community with people trying to avoid the toll it will also be unfair to those who have no choice to use the roads to get to work or stores.
- Платная дорога не решит проблему пробок, это должен быть только альтернативный вариант
- We already have excessive congestion on surface streets during "rush hour". Tolling all lanes will force even more traffic onto those streets, negatively affecting the livability of surrounding neighborhoods and property values. If we had 3+ lane highways I'd suggest tolling only the "fast" lane like they do in some CA area, but we don't have the lanes.
- Most important to me: 1) Reducing traffic congestion and 2) minimizing impact on people of low income or otherwise underserved.
- Willamette Falls Drive is already overrun during normal rush hour traffic. Those who life in the Borland/Willamette Falls Drive area can barely get into our driveways safely during evening rush hour. If you toll the 205 Bridge, toll the old Oregon City Bridge as that will be a main point of diversion and give the residents that are stuck with no non-toll option a break on tolling fees - we literally have no way around them.
- The East Coast has toll roads. Oregon has a gas tax and other means of getting the revenue. The Oregon beaches are public roads. I don't want to see any toll roads in Oregon. This is like the security lines at the airport. Those with money to spare can buy their way through the "fast lane". Everyone else must suffer and wait.
- Worrying the fee part for long run commuting.
- No Tolls, Period. It will just create another slush fund, and is not needed.
- The way to oregon city is via 205 oregon city can handle the traffic daily and would deter people from visiting for local businesses who rely on people from other locate cities like west linn mikwaukee happy valley

- What guarantee is there that tolls will benefit improvement on these roads and the wont be used for Portland...just like most of our other Metro dollars. Clackamas County does not its fair share.
- NO TOLL ROADS!!
- Those of us who live in Oregon City should not have to pay a toll to go to work or to come home from work each day. Tolls to OC, will deter consumers form shopping in OC. They will just go elsewhere. OC cannot take the brunt of the tolling, it must be share with other cities.
- 1. Those that drive company vehicles and the impacts to their ability to do so if their employer did not want to pay the toll. 2. The traffic congestion on non-freeway roads to avoid tolls (i.e. Willamette Falls Dr., Clackamas River Dr. and Molalla Ave. 3. Ability for low income families to pay. 4. Ease of understanding the toll. 5. Lack of public transportation to areas tolls are proposed to be implemented.
- Revenue should be used to fund projects to build new bridges and relieve congestion only. Revenue should not be used on other transportation options because I believe very few people would use those options. They would have to add dozens, if not hundreds, of bus routes to be able to serve all of the locations those traveling across the bridges are traveling to.
- I understand the need to reduce congestion on I-205, but tolling at the Abernethy Bridge WILL RESULT IN DIVERTING that traffic through Oregon City. OC already has congestion issues during peak times, but tolling will drive even more traffic through this already-congested area. OC is already built out and has little opportunity to implement TDM projects or manage the additional traffic load in a reasonable manner. In addition, the impact goes beyond congestion on local streets. The OC economy will be impacted as consumers choose to shop elsewhere where they won't be charged a toll to get there.
- People that live on the east side such as Clackamas and Oregon City have NO other access to places like Tualatin and West Linn - as well as I5 south. Adding a toll on 205 in this area would be tragic for those of us who can't afford to pay a toll. Taking the back roads would become a nightmare.
- Make sure the toll gantries in such a manner that it does not encourage people to divert off I-205 to skip paying the toll. Interesting you use the term "could" in the sentence, which means you can spend the money in anyway you wish? Revenue generated by these tolls could help fund improvements on I-205 between Stafford Road and OR 213, including seismic strengthening of the Abernethy Bridge.
- This would be a direct attack on local business in Oregon City. Tolling would discourage people to commute or spend their money in Oregon City. It would greatly harm the local economy and cause massive congestion on the single lane options that are not highway 205.
- Oregon has one of the highest gas taxes in the nation, and if used correctly there should be no need for tolls on any of our roads. Politicians pushing for tolls will be voted out!
- Tax payers have already paid for this roadway. All you will do is make the side streets more crowded because people will not want to pay. Build a NEW road and charge for that one. Taxing twice to use roadway is insane.

- There are inherent flaws built into the current road in that area that cause the congestion: Southbound, subtraction of a for the Northbound side, moving the speed limit past the hill is only the cost of moving the signs. southbound needs additional lanes added to go up the hill.
- Truck traffic seems to be a large factor of congestion on 205. I'm not sure that tolling would impact trucking as the businesses might simply pass on costs to consumers. Truck traffic needs to be addressed as well as commuter traffic.
- Those who want to avoid the tolls will divert onto city streets and cause hazards and congestion there.
- Charge fines to transients on the roadway. We pay enough in our taxes when we buy fuel and pay for registrations every two years as well as DEQ. Why discriminate those who use the highway to better serve those who don't? does that make sense? You expect people to bike from Oregon city to Portland everyday? By tolling you will be causing more Diversions to city streets and charging Oregonians for the use of their highway they pay to maintain. I205 is an interstate highway and should be maintained by federal dollars not Oregonians.
- Add more lanes and do not put in Tolls
- Traffic trying to avoid paying tolls will be using surface streets to get around, and many of those will be going through neighborhoods, putting additional risk in those areas.
- Transparent financial and project scope and budget prior to toll being approved
- Stop the project and do not toll
- This will devastate the local residents in West Linn and Oregon City. Most toll roads are for new expressways not for existing projects! Residential roads are already bad and tolling in an area that is already expensive and property taxes are outrageous will not help decrease traffic
- Tolling the whole length of I 205.
- Concentrate on matters that affect ALL users, not just self-entitled groups of users.
- By adding tolls, it is inevitable that smaller roads will become congested. It's a bad idea.
- Use the taxes you already receive more efficiently! Tax the out of state new registrations, maybe they will stop coming.
- Restriping or running new lanes will help. Tolls will not.
- I feel Tolls are a bad idea. They punish people who live in the outer areas of Portland. Many of those people who live in outer areas do so because they can't afford to live in Portland.
- See the Clackamas County Coordinating Committee letter to ODOT, dated 8/13/2020. In addition, I-5 is the major north-south ground transportation artery along the West Coast of the United States. In the Portland metro area, I-205 is a key component of this transportation corridor for moving people and freight. Placing the proposed toll on a limited section of I-205 essentially taxes the local population for supporting the pass-through traffic serving the nation's economy. Tolling this section of I-205 will divert traffic onto surface roads not made for this level of service.
- Alternatives non-tolled routes
- The traffic in that area is bad and you should have no tolls period, but an alternative would be great.

- Qué hay más obreros que ocupan esa ruta para cumplir con su trabajo Y poder sostener económicamente su familia Y sería un gasto más para ellos que a veces se vive al día con el sueldo
- Adding a toll is NOT GOING TO REDUCE TRAFFIC on 205. It's a major north-south connector between 84 and 5 on the east side, and there are dismal or non-existent alternative options for daily distance drivers. It's an irritating revenue grab.
- El pago del peaje por antelacion
- How would toll rates be determined to lessen the impact on those who can least afford it? I have lived in several "toll" states where the funds never actually went to road improvements. How will this be managed and monitored? Tolls should be used exclusively to maintain roadways/bridges. How will this alleviate traffic issues?
- We live just off of I205 one or two exits before the tolling areas. As it is now-- approx 1-2x a month, traffic is diverted to Roots road when there is a slowdown near the bridge. We can't get out of our side street. So, traffic absolutely will be diverted to our street for those avoiding the tolls. I am dreading it. I really can't think of ANY way you can fix this..... Can you?
- make it understandable and workable for occasional users
- Toll are long overdue in Oregon Way to rock ODOT! Now, please place tolls on the I-5 and I 205 bridges, so Washingtonians are contributing to the roads and services they use everyday - Unless there are planned tolls on the bridges we must vote NO on the Metro Transportation bond -- No Tolls = No Bond
- I am totally against the tolls. It will hurt businesses in the Oregon City and surrounding areas.
- Citizen input; marginalized population representatives or forums
- Stop wasting money on light rail and expand roads. Much cheaper.
- If you toll 205 the traffic on i5 will be worse than you've ever seen. We should not have to pay fees to use a road we already paid for in taxes. Look at Arizona DOT and how proactive they are. You need more lanes on all interstates.
- I believe that area that is being considered being tolled, normally isn't that congested during rush hour. I think that it's not appropriate to toll in general.
- pricing system should not have too many variables, be a published one-sheet. Adequate notice of any changes. Accountability with an accounting of how much money is collected and how it is spent. Possible sliding scale of prices based on income level or an exclusion for people at or below the poverty level. I would not be happy to see tolls used for anything but the freeway improvements or side road improvements if they are used more. Adding more lanes would reduce congestion.
- I will not use 205 if there is a toll in place. I know the backroads and will spend more time in traffic (even though it will increase pollution). The government has enough of my money. And it is not spent well at all.
- Please make it more expensive so we can keep the poor people out. If we raise the price enough we will have less traffic. Keep those poors out!!
- No toll
- Making sure that it doesn't make side roads worse, use the money to expand capacity.

- Restructure the Oregon tax system so you don't need the bureaucracy needed to run a toll system.
- What would be the times and rates? Carpooling should get a reduced rate.
- there should be no tolls
- The road is already paid for. Why are we tolling it? If you are going to toll it, it better be the nicest piece of roadway in the state. Making alternatives available and better able to handle any toll dodging should go hand in hand with this project.
- Look at peoples commute! Many of us don't work in Portland and only commute up the hwy a few miles. We're not the reason for congestion! This will put undesirable traffic through rural communities to avoid tolls. You will congest suburban neighborhoods!
- No more bike options or public transportation you ruined the city of Portland with one lane roads.
- Consider finding another means of getting more money. Tolling a road that many are required to take for work is very inconsiderate and I look down on our government for even thinking about punishing citizens for driving their own cars.
- Increase gas tax!
- Yes go to college and get a business degree to learn common sense because whoever is coming up with idea is a dumbass. Apparently whoever it is is lazy and does not think outside the box.
- No tolls not fair to affect us and no one else
- There are a lot of people struggling right now, and the low income and under employed are going to suffer the most.
- Many people who live in West Linn, like me, don't have many options on how to get into and out of town. It seems like we will be unfairly burdened by this toll, no matter which option is adopted here. Why are we being punished for where we choose to live? It seems only fair that we get an exemption for this toll, or at least a large discount.
- Hopefully you have a plan for expanding the Oregon City-West Linn bridge, because a lot of people will be moving to that.
- Transit options should include extending the MAX Green Line to Tigard and Wilsonville.
- Not have tolls to begin with. The people have paid for the freeway already and continue to pay through gas tax and DMV fees. Tolling will force drivers onto surface roads creating more congestion. I've been to states with tolling and traffic wasn't any better.
- By tolling a major bridge to get across a water way, you risk impacting the other bridges that already see too much traffic. To begin with. Sellwood and the Ross Island have significant amount of traffic without tolling, I can only imagine it being impacted even more
- One of the primary areas affected are Oregon City and Gladstone, which have a lower median income than others. These two communities have very few options to go north or south, meaning they would be tolled more than others, whether on weekends or weekdays, just to leave our communities. Alternate routes, such as 99E wouldn't be able to handle much of the new traffic. Overall Oregon City would carry a heavy burden from the effects of a toll. A discount for local residents or frequent travelers would help some, but wouldn't solve all of the issues.

- I have to cross the river to get to work 10 months out of the year and I do not make a lot of money. There should be a scale and traffic should not stop. How is charging people going to widen the road? How does this address over crowding and over population in the metro area? We need more lanes and bigger roads to handle the population increase or we need to keep Portland small. Make sure this money fixes the problem.
- Need to add more lanes on 205. There is only one way through Oregon City. The only other way is over the Arch bridge. I'd there is a toll it's going to have so much more congestion in downtown Oregon City. I also think the toll should be somewhere where there are more options.
- Many opportunities for income are not generated in the East side of portland, and many, some of the poorest, families use this avenue for daily commute that would otherwise be unreasonable or unable to commute by public transportation. You are further charging residents, specifically the poorest of portland, to live in a city that is already overwhelmed with homelessness. This was not approved by voters and the fact that it is being shoved through the gates , similar to projects prior to this, should be considered at minimum, offensive to the citizens of this city.
- Consider putting in a new separate bridge between Washington and Oregon to reduce traffic that burden the other two bridges and cause back ups.
- No tolls!
- It's important to recognize that there are very few alternatives to driving this stretch of road in question- therefore by creating a toll you are potentially creating a hardship for some commuters. Neighborhood streets should not bear the burden of those looking to evade the toll. Please plan to give viable options for all travelers.
- You MUST prevent local streets and other Willamette River crossing access road from becoming parking lots!!!!!! With today's Cell phone applications ALL alternative routes will become such lots as people avoid the cost. For a daily commuter some of the suggested fees would amount to almost \$200 per month. Also, walking is not a viable option because most traffic is centered on getting to and from Washington County's industrial areas and office parks because people cannot afford the housing prices--compared to many East of the River living areas. Note there is ALWAYS congestion when 3 lane merrge
- this is a regressive tax that will impact the poor and working people. ODOT needs to find another way to raise funds.
- Taxing transplants, heavily fining these developers that build all these new homes without the parking, or road infrastructure.
- No toll
- I am retired and live in West Linn up the hill where the buses do not go so my only transportation is car. My Doctors are up I205 from me and I have treatments each week so I would be paying tolls on a fixed income.
- with the current political disaster of Oregon, no tolls. Washington state has repeatedly came to the table about building a 3rd bridge, as well long over due remodeling and upgraded of i5 bridge.
- No tolls.

- Stop continuing to "raise funds" for whatever smoke screen "congestion management" you come up with. Start controlling spending better.
- No tolls to underserved drivers.
- a toll would flood local roads with thousands of cars that they aren't prepared to handle. How will you mitigate that?
- Make it not too expensive.
- The state needs to make sure if tolls are imposed, then ALL users MUST pay the same rate. I'm sick of the discriminatory practices of making middle class get stuck for and pay fees that low income do not. Anyone who can afford a vehicle and drives on public roads can afford to pay the SAME amount of toll. All revenues generated from tolls should be used ONLY for upgrades to the tolled area and NOTHING else. Question 2 of this survey is STUPID, what does road tolls have to do with providing benefits to underserved populations? Or minimizing the impact on low income or underserved?
- You are charging Washingtonians only for going to work in Portland under the guise of it lowering traffic counts. It won't. People still have to get to work from Washington and those that are willing to endure crappy mass transit and the headaches that come with that already do. You aren't making anything better, it's just a tax grab on Washingtonians because you can. Very few people will be able to shift their schedule by 1-2 hours and so traffic won't improve. In the end, you'll steal more of my money And I'll still have horrible traffic. And you will pathetically call it a victory.
- Our highways and larger streets have not been improved at the same pace land developers have been converting land into dwellings. It's the same story that happens in numerous cities where infrastructure development, or the effective kind, is not prioritized. Shift budget to focus on this a priority instead of putting more burden on citizens. In addition if tolls are enacted to pay for additional lanes, every user will pay for improvements, that at completion will be converted into carpool lanes (which most that paid can't utilize). In addition higher fees should be enacted for development.
- Don't put in a toll. You will simply push people into the neighborhood. There is no available mass transit options.
- consider not doing this and consider depending the money you already get in a responsible manner. NO TOLLS PERIOD
- Right now, travel times are about the same whether I take 205 or 99/43 for my routine travel. I enjoy the drive on Borland Rd through Willamette and OC unless I'm in a hurry. I guarantee if there's a toll, I'll just opt for the toll-free routes.... I won't be the only one... A toll belongs west of Stafford Rd.. All points east of Stafford are going to put a HUGE burden on Willamette, Oregon City, and Gladstone. That's not fair. It's a terrible shame.
- consider the fact that the freeway has already been funded by my tax dollars and I see no reason to add tolling.
- Work within your budget to address needs instead of constantly taking more and more and more money from people.
- No tolls
- Right now, travel times are about the same whether I take 205 or 99/43 for my routine travel. I enjoy the drive on Borland Rd through Willamette and OC unless I'm in a hurry. I

guarantee if there's a toll, I'll just opt for the toll-free routes.... I won't be the only one... A toll belongs west of Stafford Rd.. All points east of Stafford are going to put a HUGE burden on Willamette, Oregon City, and Gladstone. That's not fair. It's a terrible shame.

- Widening the bridge and 205 is a given when you consider the impact this has on PDX and its communities. Max can not solve this nor can bicycles, those help and are beneficial but ultimately you have to upgrade the infrastructure that allows people, goods and services to get to where they need to be and in an inexpensive and timely way.
- People do not want and will not pay tolls to use roads we already paid for. Yeah, you will chase everyone off the freeway, making it nice light traffic, but the side streets will take all the brunt of your idiocy. And guess what, your fear mongering about "seismic upgrades" won't matter when the big one hits. The bridges will not be usable without massive reconstruction, no matter what you do.
- I live in East Portland. I use 205 to travel to Eugene to visit my grandchildren. The route is significantly shorter than using 84 to I-5. I worry that the toll will increase congestion on 84 and I-5 as people try to avoid the toll.
- A non toll alternative should be available with minimum impact on travel times
- 1. Stop the tolls when the project is paid for. 2. Mass transit is not a viable alternative in this area, that needs to be addressed prior to implementing.
- How are you going to collect the tolls from driver operators who use the highway on a weekly basis? If I am not a frequent daily user and do not want a transmitter placed in my vehicle how are you going to charge? Is there going to be machines to which you pay or people? Either way is going to be costly and take away the revenue in which you seek. If you make drivers stop and take up their time and there is still traffic (time deficit still in effect), then they will go take other routes like the town of Willamette. There should be a toll for all of I205.
- The price and density of housing in Portland is driving people further out, now you will have to pay an additional tax to find an affordable place to live. Instead you should tax businesses for being in downtown and encourage them to spread out so people have choices of locations for good paying jobs other than downtown. I don't like what Portland is becoming and plan to move away as soon as possible.
- Umm... there are VERY few routes through this area. Although I suppose that's why you have chosen this stretch to toll, it's hard to avoid. Dirty politics. Why not toll areas that are easy to bypass???
- Ultimately, you're setting us up to mimic Seattle's failed tolling system. A money grab that improved traffic flow not at all. I moved away from there because it's horrible. Even at its worst, the Portland area traffic doesn't measure up to the hell that's I-405. Stop turning us into that mess.
- The community of Portland will stop using any bridges if they become toll Portland Oregon does not do this and we should not if we do this we should end up paying sales tax versus income tax
- I am strongly against tolls, as they are useless infrastructure that will divert traffic onto surface streets and create financial burden on low income individuals.

- Tolls are a bad idea. Did you hire someone from the east coast? That's where they like tolls. How about WA and OR just tax Amazon instead of charging people at the bottom. Tolls give the feeling of being tax twice. Such a bad plan. Just such a bad plan. And I don't believe you care about low income people at all. Because that is who this plan will squeeze money out of. This is so disappointing. I'm sorry to the person who has to read and deal with these responses. I hope you have a good day. But I hope the person who had the idea for tolls in OR/WA has to pay a toll every time they drive.
- You should do the job you were elected to do and find a solution that works for everybody without costing taxpayers
- Fuck off and die, fuck tolls
- In your intro you stated that revenue "could" be used to make improvements to I-205. My main concern with tolling is the likelihood of revenues being directed to areas outside of I-205 improvements. I oppose tolling if the revenues are not going to be used to add capacity and other improvements to that HWY segment. Unfortunately, I do not have, at this time, confidence in the process leading to direct revenue benefit for the commuters who use the system on a daily basis.
- Surge pricing like what Seattle uses is a pain. Flat fees preferred.
- no toll
- No tolls. Build another bridge. Quit wasting money on Max and light rail. They are deadweight that have overtaxed the region for 30 years.
- All this will do is create more traffic around the toll areas and back up traffic at the toll entrance, simply moving where the congestion is.
- You should consider tolling roads that have public transit alternatives. This stretch of 205 does not.
- No tolls in Oregon. This is a bad idea.
- Sellwood Bridge will become the new way to cross the river to avoid the toll.
- I live in Willamette off the 10th street exit. I would be paying the toll to go ANYWHERE. This doesn't seem fair. There really isn't any good public transportation here and what there is, only goes to Oregon City.
- nothing
- Tolls are a regressive tax and should not be used. This opens the door for more tolls to be opened throughout the area, which I am against.
- Don't tax a public road we already pay for!!
- Building a separate toll road would be more acceptable. Right now the only alternative is to drive Hwy 99E to avoid the Abernathy bridge and the proposed section of I205. ODOT has historically not built highways with future traffic growth in mind making it difficult to increase capacity of the existing roads. Also funds are not directed as intended for road maintenance. It is difficult for me to justify tolls on this road when taxes have already been and are being collected to cover this. A toll will not manage congestion unless there is a good alternative road.
- Toll exemptions for low income.
- express Light rail lines between happy valley and Salem and happy valley and hillsboro. Current max lines take to long to use and are Portland centric. Ensure an alternative route is

available for those that choose not to pay a toll. For example rt 130 parallels the new jersey turnpike for much of its length.

- Tolling a completed and paid for road system is one of the most ridiculous ideas I have ever heard. This is a terrible idea. Give the people what they want and improve and expand the existing roads to better reflect our current and projected population growth. Stop pandering alternative transportation options. Use current funds wisely and responsibly in order to make this happen. A toll will most negatively affect those already in poverty or close to it. This will hurt so many in our community who already have to closely monitor every dollar.
- Rapid mass transit. Frequent subway/street car service. This area is heavily utilized by commuters as there are NO rapid alternatives. There should be a subway along the 205 that connects both with the green and orange line but also to the Amtrak station. Amtrak service is only 1 x per day now to Oregon City, if it were 4-5 x per day and run from Eugene to Seattle without LONG lay over in Portland this would help to ease congestion also. This plan does nothing to solve congestion only to tax everyone who must by default use this section of road to cross nature barriers.
- For those that live in the community in the tolling area, we will be disproportionately affected by the tolling. Every time we get in the car, we have to pay. This is not equitable considering most traffic is not generated by the community, but rather by those commuting between I5 and Clackamas/Portland.
- Absolutely no tolls. Call out the costs required and pass a bond/tax specifically for this. Tolls will not reduce congestion, you can see that in Seattle. Build more highways or widen them and continue to maintain the proper speed limits by allowing good on and off ramp lanes.
- I'm not a fan of making the bridge have a toll. I have family in Washington and it's not fair I'd have to pay to see them, or choose to go I-5 and face even more traffic. People will avoid it and it will lead to even MORE congestion on I-5, which is already insane.
- I've heard that the tolled tunnel in downtown Seattle does not display the toll amount until AFTER the driver has traveled through it. That's bad. Don't do that. The price must be visible up front, prior to entering the tolled area, and the driver must be allowed the option to exit after seeing the price.
- You are entitled rich assholes
- Provide a fast method to get from or99e via or43 to it, say via sellwood bridge
- Back up on I 205 plugs the local streets from Stafford to Oregon City. Drivers will use the toll system just to get to their destination since there are no helpful alternatives to driving I 205.
- Need to address the need of today (ease of current traffic as well as seismic update), but also the area is still growing, so ensure that what is being build will work for the future (15 years in the future). Otherwise we will be doing this again in 10 years.
- You should consider not tolling, we already pay taxes, and this is just a other tax. So many taxes, it's getting to be to much. Use money from the taxes you already steal to steal.
- Implementing a toll will not reduce traffic congestion in the area, it will increase it with more stopping and divert it to the one other bridge in the area not being tolled (the Oregon City bridge). Traffic in and around that area is already bad when the Abernathy is backed

up so expect it to get worse and negatively impact the community in that area, some of which is considered undeserved. So there's a double negative of which the proposal claims to avoid but will not. For those that are undeserved and use that for commuting they will not be able to afford commuting to work on a daily basis.

- For those who have work in the essential fields, but are still low income, we cannot use a form of public transportation for long distances. Please consider every option before tolling. Please do not make this excessive if you do fill. Please also consider giving alternate routes that will not make those communities angry with a new bottleneck.
- I worry that drivers will avoid the toll road and bring traffic to neighborhoods. How do you intend to deter this behavior?
- Don't punish people for needing to work.
- Virtually no public transit exists and there are no clear routes between WL - OC currently. Willamette Falls is already backed up every day. This is not okay for a daily commuter from WL - OC and unfairly burdens that driver
- No toll
- People are losing their jobs but you choose this time to add tolls to one of our freeways when Portland has street's that are still gravel roads. Very sad, bad timing.
- So I pay all my taxes to then be asked to pay a toll to use said roads I pay taxes to use? Beyond stupid. Maybe make Oregon more livable so people stop moving out of town and commuting in.
- No tolls, they are extremely negative towards low income commuters.
- Discontinue the toll after the project is paid for
- Not everyone is made off money. Sometimes even 25cent decide if you can buy bread or eat top ramen :(Families live in different places to see each other people have to drive to them. Do you really want to be the reason why one can't see their elderly and sick ? Also it sounds like you punishing the working poor again !
- Out of state workers would be disproportionately effected by this and yet have no say. How is this fair? How much is generated by these taxes? Are you going allow tolls to be deducted from state taxes? How will this hurt the businesses
- I think having a flat year round payment would help those of us who live near the bridges. I prefer driving the freeway but this might change how I would do my local travel if I had to worry about what price I am paying at that moment
- 3 lanes will have a huge beneficial impact on the Abernathy bottleneck. Driven this route daily for 10 years now.
- Stop screwing over the poor and working class. They're the ones most likely to need these roads and least likely to be able to afford tolls, especially given the current economic crisis that will likely last for years.
- It is not fair to low income and single house hold income to pay a toll on top of paying had tax
- There is no need to toll the roads and put more burden on people. instead, go to Salem and as Kate Brown to stop funneling tax dollars to her cronies and to stop flying in private jets. That way there would be more tax dollars available to send ODOTs way.

- I live in Oregon City. Rt.213, the main thoroughfare, dumps onto I205 right where you are proposing the tolls, which means I am being penalized for where I live.
- I don't want to pay a toll so please provide me the same route not tolled. Like a back way that takes the same amount of time or build another bridge, I pay lots of tax dollars, use some of that money.
- Toll the 205 and I-5 bridges is you need a toll. And take the revenue to provide better roads for Oregon residents and address the current roads issues of not being able to handle the huge increase in population. In other words, expand the size of the interstates. Look at other states as examples such as Montana who's highways allow for more growth in population.
- Congestion in an already increasingly congested area. This will likely cause extreme backup in downtown Oregon City and West Linn as drivers will avoid tolls when trying to get to West Linn by way of the OC/West Linn Bridge How will this be addressed? Also, this seems to disproportionately affect one community.
- Do not put tolls on I-205. this will put additional pressure on I-5 which needs repair and replacement of the interstate bridge. Get your priorities in line with the needs of the area!
- Increased law enforcement presence for traffic safety-- in West Linn, Lake Oswego, Oregon City, and Wilsonville.
- Toll systems jam traffic for miles. This is a really bad idea. Chicago is a great example. There will also be more accidents with people having to slam on their brakes.
- -I live in Washington county and commute to Beavercreek everyday for work (teacher). There's no public transportation to Beavercreek and I can't afford to pay a toll to get to work. - Will the toll end once the necessary funds and projects are complete? In my experience, once a toll is put in, it never goes away. On the contrary, the price of the toll just continues to increase. - Most of the congestion are people are traveling to and from work. If there was another route, people would use it. Forcing them to pay to get to and from work, doesn't solve the traffic problem.
- People live along the area to be tolled and the toll should not make it a situation where people need to move due to toll costs or impact to the side roads due to the toll in I-205
- I believe the people of Oregon voted down toll roads. They should not even be here.
- Tolling is a regressive tax. Raise other more equitably applied taxes to fully fund roads. Congestion relief by tolling and more lanes does not work. Initiatives for increased public transportation and alternate forms of transport will be more effective in the long run. Those who can pay, will just pay. Those who can't will get fined and potentially lose their license. Washington state has seen in trade in bankruptcies and moving out of state for those who have been fined for not paying tolls.
- This is absolutely going to divert so many cars through downtown Oregon city and west Linn. Toll should be 50 cents each way, then no one will care to pay a dollar a day
- Maintenance is a big reason for the tolls? Why not ban studded tires in Western Oregon? They chew up our roads at a dramatic rate increasing maintenance costs and studded tires are rarely needed. If the weather is so bad you need studded tires, it is probably so bad you should not be driving! Another big maintenance cost is the heavy semi trucks. Roads have to be built thicker, stronger to support them. They add to the congestion by not staying in

the right lane and taking a mile to pass another vehicle. Make them pay additional fees for the they problems they generate.

- I live on Stafford Road approximately a mile north of I205. I already see stop and go traffic on Stafford several times a week during commuting time. I would like the amount of traffic on Stafford to not increase as a result of tolling.
- Ask the public if they want tolls or better stewardship of existing funds.
- Clear messaging, low-income and neighborhood discounts, technology to make auto-payment simple, use funds to help with light rail and other such projects.
- Please have times that there is no toll. We shouldn't be made to pay during times of low traffic.
- We already pay taxes, do not double dip in our pockets. I will suspend all travel on 205 if there is a toll implemented, I will also redirect my fleet else where.
- I am concerned that if you put a toll on the Abernathy bridge that it will cause a ton of congestion diverting before the bridge via the local West Linn and Oregon City exits and diverting traffic through downtown OC and across the very small OC-West Linn Bridge which already gets pretty congested during rush hour. Please do not just put the toll on the bridge.
- There is enough revenue in Salem, redistribute the finds appropriately and widen the freeways/highways to minimum 3 -4 lanes each way. There is not need to toll or tax the payers more.
- All your going to do is create traffics issues in other areas and a financial hardship for people that are already struggling. One more thing for small businesses to pay for. Your ruining this state. We are California 😞
- Washington drivers do not pay for maintaining Oregon highways many of them use every day to and from work. Would like to see them pay more than residents already contributing via local taxes.
- This is a regressive tax on working families. By charging premium fees during peak congestion hours is a outdated way to collect funds and will greatly impact low income families and reduce the spending power of workers throughout the south metro area and beyond. Before odot shoves this down the throat of Oregonians, also consider the impact this toll road will have on our struggling economy during the Covid pandemic. Times are hard for folks, and odot should not add to the financial burden. Find a more progressive way to collect the funds. We are better than this...
- Tolls are the wrong way to go. lived in other states with them and they hamper growth. The Northwest pkwy in CO fights every road the government tries to put in saying it will hurt there business. Traffic on the toll road is mild while the traffic on the secondary roads is heavy, adding to the maintenance and traffic for locals. Dallas has the same problem with roads running along side the toll road. Again, More traffic and people trying to save money on the non toll.
- Only toll new construction, this has been paid for already through many years of gas taxes
- Not implement tolls.
- Oregon DOT says there isn't enough funding. But you're giving away money in rebate programs to Electric car purchases. More electric cars, as you said, means less gas taxes to

fund your budget. So your plan is to give money from the people that pay the taxes currently to those that will be using the roads without paying fuel tax. How does that make any sense? And then at the same time you ask me to pay more taxes. Tolls equal taxes I'm not a commuter on this route. I have to pick up and drop my child off from school between I-5 and Clackamas. I don't make money driving this route.

- Tax the top 1%
- Find an alternative than to toll the road.
- Charge tolls at on ramps in areas people might divert through.
- Tolls are never a good solution for Oregon. Slowing people down and making repetitive transactions is a terrible and inefficient way to raise money
- This is a regressive tax on working families. By charging premium fees during peak congestion hours is a outdated way to collect funds and will greatly impact low income families and reduce the spending power of workers throughout the south metro area and beyond. Before odot shoves this down the throat of Oregonians, also consider the impact this toll road will have on our struggling economy during the Covid pandemic. Times are hard for folks, and odot should not add to the financial burden. Find a more progressive way to collect the funds. We are better than this...
- I live outside of Dallas, Oregon. About once in every 6 weeks, I do a Portland run for errands; these stops are primarily along I-205. Stopping to pay tolls would be inconvenient and might push me to complete these errands in Eugene. I'm just one infrequent driver, but there are many of us who use I-205 this way. I'm also fearful of the increased pressure this change could have on I-5 as people passing through will avoid the toll as they will see this as an inconvenience. The time savings between passing through Portland via I-5 or I-205 isn't drastically different.
- No tolls
- I imagine the "backroads" through Oregon city will be used by a lot more drivers to avoid the tolls so I hope traffic on those roads is taken into consideration as well. Please don't assume people will take mass transit now. I will not sit in mass transit for 3 hours to get to Portland when I can drive in 35. (Yes that is how long it takes for each from my house).
- If you are going to toll I-205, what are the alternate routes. There aren't many which is why I-205 was put in place to start with. If you are going charge people to use it, the funds better have very specific funds they are going to only be used for I-205 road improvements or maintenance.
- Some people's work schedules are not flexible and they have to travel during peak times on that stretch of 205. Also mass transit isn't available to the area that they work. Will tolls be directional, meaning tolls during peak times going north or south? Tolls should not just be put on that group.
- I have lived in states with tolls. They disproportionately negatively effect the lower income and communities of color. And even when the goal is reached by raising enough money for improvements, I have never seen one taken down. This is a bad decision for Oregon. No tolls in Oregon. Ever.
- Finding a way to have no impact on people's commute would be best but if that can't happen be ready for more traffic in the outline areas around the tolls. Some people send

enough money on gas just getting to work that they don't have more to spend to get there because they want to use a road. It's not like I can write off gas going from home to work and back.

- this punishes Oregon residents but not the mass of Washington drivers that overload Oregon roads and don't pay any of the taxes to maintain them.
- Most residents of West Linn use I*205 on a daily basis. I feel they should not be required to pay a toll because this freeway is the only source to get anywhere. I assume the toll will not be assessed for West Linn residents.
- tolling this area will just push drivers into residential areas and country roads to avoid the tolls, they won't slow down as it is already an additional inconvenience and it will cause more accidents. The natural flow of traffic would be a continuation from OR 217 through Lake Oswego and across the river. This will be a perfect path to also add an extension of light rail.
- I have lived in West Linn for over forty years. The tolling you are planing would create a nightmare for local commuters like myself to get around on a daily basis.
- 205 is a way for people to get to work, people shouldn't have to pay to use these roads. Plus this will force people to find alternate routes that are already congested as well backing up into people's neighborhoods. All you are doing is relocating the problem...not solving it! Toll the bridges from Washington into Oregon, Oregonian's pay enough taxes that already get misused!
- I live in Coquille and use 205 once or twice a year. No smart phone so how on earth would I pay for a toll that's supposedly all electronic? I have no option but to drive.
- By putting a toll in, I will have to pay every time I see my family and vise versa. This will cost me more of a living expense just to work. This will cause so many people to destroy the roads of west Linn, canby, Oregon city, lake Oswego, Aurora, Gladstone and Tualatin. People have already figured out the way around the highway. They will sit in traffic to not pay, causing massive traffic issues in my town and others. Toll the bridge. Charge all the people that come to Oregon from washing to work and shop. That is the ticket.
- No tolling at least until this 205 corridor is widened with either a dedicated HOV lane or just a third lane.
- the resulting increased traffic on non-tolled routes to avoid this section of 205
- MAX from WA to OR
- 1. Stop the project 2. Toll i205 bridge from Washington State to Oregon State capturing Washingtonians who work in Oregon but live in Washington and don't typically pay other taxes in Oregon. 3. Stop being 30 years behind on Oregon roads! Oregon State collects plenty of revenue enough to make this a non issue without taxing and tolling Oregononians if the State spent their money better.
- Not break the law by putting tolls on a section of road that's already been paid for. Find a way to pay for improvements with our tax money. Oregonians are already taxed at some of the highest rates in the nation.
- Take the current money you have and add more lanes on highways and more importantly add more highways. That is your job.
- Increases to transportation/trucking/freight sector taxes instead of tolling local residents.

- The two items checked are contradictory. How can you provide alternative, non-tolled routes without negatively impacting local streets? Doesn't make any sense when you are just trying to cross the river from West Linn to Oregon City.
- A trip check on Tri-Met shows that traveling from Gladstone to Tualatin takes TWO HOURS, and requires a trip out to Clackamas Town Center and then to downtown Portland. FIXING THIS ALONE would reduce congestion
- If your toll system isn't extremely obvious to even someone traveling the area for the first time, don't ticket people! I went across a bridge in WA with another person, and neither of us could find signs telling us how to pay. I had to use that route and was due at a wedding. But of course I got a hefty ticket for "not paying."
- This really should be funded by the state and federal government. We pay plenty of taxes already.
- No tolls! Period! I will specifically vote against any politician who advocates for tolls and actively encourage everyone I know to do the same.
- If you go ahead and be a nazi and enact the toll then funds can only be used creating new roads for cars
- Tolling is one of the most regressive forms of taxation in existence, its blatantly classist and it always disproportionately harms the working poor. A supposedly "liberal" region like Portland should not be turning to right-wing tax schemes like road tolling in order to raise revenue. Also, now that it seems many people will be working from home, congestion has already been dramatically diminished, for the past ~6 months there has barely been any rush hour traffic on Portland area highways.
- don't toll
- Consider expanding roadways including bridges. Citizens should not be economically pushed off of roadways. Many funding mechanisms exist for expansion projects which would be supported.
- People will just use I-5 more or take the numerous back roads causing more traffic through Oregon City, Canby, Lake Oswego and Milwaukie. The worst traffic congestion is actually I-5 through Wilsonville. We moved because of the traffic.
- Toll exemption for people who live within a mile of 205 in Oregon
- I primarily use that stretch of 205 when leaving/returning to Portland for trips so to avoid a toll all it would take is going 84W/I5S which is fine but those areas are already so congested. Basically this toll wouldn't effect me much and there is an easy workaround but I'm concerned for the daily commuters who can't just take transit or afford a toll.
- I dont have to tell you that tolls are one of the most regressive forms of taxation. I have a degree in Policy Analysis with a focus on transportation. I'm all about making users pay for their use. A non toll mile based option is a FAR better solution. Or perhaps a opt in GPS toll area with a penalty for those that dont opt in OR are low income would increase mobility and allow more advance traffic control. Tolls are slow, static, and regressive. Please see the link for documented proof
<https://www.youtube.com/watch?v=aDhAEmODyzw>
- consider how this will impact local street traffic due to the persons unwilling to pay the toll
- NO TOLL

- I believe that is wrong to use congestion as an excuse to charge a fee on busy highways that are vital to getting people to their jobs. This is a money grab plain and simple. Charging hard working people money to travel on roads and the reason is to lower congestion is ridiculous thinking. Improve roads if needed with the taxes that are already collected for such things. Where has that money gone that should be going towards fixing a road issue? Sounds like gross negligence on the part of people in charge of such matters in local government. The people have already paid for these roadways!!!
- This section of 205 does not seem to be the major issue in terms of traffic congestion. There are many other routes in Portland that are much more congested. In addition, tolls are not the answer. This may create revenue, but will negatively impact the most vulnerable communities (low income families who live on the outskirts of Portland due to lack of affordable housing) and will not reduce congestion in any way. In fact, it will likely increase congestion if vehicles need to slow down for toll booths. DOT needs to investigate other sources of revenue. Tolling is not the answer.
- I live off 213 in OR city, traffic is horrible just before bridge, it is a big bottle neck. Then, northbound, traffic starts at Stafford and ends only after the Abernethy bridge (During non Covid times). How on earth could a toll reduce traffic, when nearly 65% of it is trucks and contractors vans, heavy equipment, log trucks. This is the bypass for I-5. Tolling it will just put all those trucks onto I-5 again. I lived on the east coast. Toll booths create so much traffic and pollution with all the cars and trucks idling!
- Congestion on side streets
- WHY DON'T YOU GET RID OF HALF YOUR EMPLOYEES. YOU HAVEN'T BUILT A NEW FREEWAY IN YEARS.
- If Oregon / Portland is going to put in tolls, it either needs to happen on all the highways or none of them. Toll should be put in on the Oregon / Washington borders before here. We live in Clackamas and bring our son to preschool in West Linn. We drive this stretch 2/day, 3/week. All during high traffic times, which we have no control of. This will cause more congestion in the city because people in our situation would rather drive north than pay an additional fee on top of the already overpriced preschool fee.
- How will this toll delay 205 trips? Will there be huge backups waiting to pay the toll?
- Tolling the most congested highways simply punishes those who have been most ill-served by our highway planners and diverts more traffic to local streets. Instead, tolls should be paid on those sections that are flowing well, to pay for the privilege of a fast commute and to raise revenue to fix the problem areas.
- People avoiding Tolling by crossing into Downtown Oregon City / Historic Willamette, Canby Ferry Congestion on side streets, Canby, Lake Oswego, Oregon City, West Linn, Wilsonville.
- As someone born and raised in this area, stop encouraging people to move here. This isn't California.
- Extend the MAX to Oregon City
- Doubtful that tolls would really impact congestion, would be a hardship on MANY families who must use this route to work or school, and no specified area that the money would fund. BAD IDEA!!! NO TOLLS!!!

- Eliminate traffic going through Oregon City and West Linn that will be created by people wanting to avoid the tolls.
- for some, daily travel between West Linn and Oregon City is imperative. The only other route is over the Oregon City bridge... narrow and already at times with too much traffic. The Oregon City bridge & it's feeders are overloaded in the afternoon with traffic going south from West Linn. I believe that travel between 213 & Willamette Drive should NOT be tolled. In addition, I believe ODOT should do the same as WSDOT in Seattle: toll only additional capacity. This would leave travel lanes THAT ARE ALREADY PAID FOR open for those who can't afford the daily tolls
- Toll-free days and ways for low-income/marginalized people to apply for toll-free access. Use tolls to expand bike infrastructure and free transit passes to low-income folks.
- Oregon already has a high gas tax for fixing road issues. Use that money properly and we wouldn't be in this situation.
- Don't toll, if you don't increase lane capacity through those trouble spots the only thing you are accomplishing is pushing the problem into neighborhoods, while adding another tax on blue collar labor that can't work from home. A MAX line that serviced the towns along 205 would help. Getting from SE Powell to Wilsonville turns a 30 minute drive into a 90+ minute commute.
- Waste of money. You promote public transportation and want toll roads. If money is grant for toll. It will be use elsewhere. History repeats itself. Then what is the gas tax for?
- Tolls there are a horrible idea. Better, imo, is to toll I5 and 205 at the WA OR border. The congestion is worse there and we'll get all more out of it.
- This is meant to hurt people that can't afford it. This project should not happen.
- As a Clark County resident and long-time Oregon (non-resident) fulltime employee, I pay 11% in income tax and the only service I utilize is roadways. I don't use water, schools, city/county/state resources; and I believe that as a non-resident worker, my taxes should cover my payment to support roads. I should be exempt from tolls.
- If a toll is necessary, make sure the cost is not harmful to low income or underserved households. I drive this everyday in my commute and is going to require additional budgeting on an already tight budget.
- This toll is 100% against what the voters want and need. Put this on a ballot if you want to see public opinion.
- My concern is for the pedestrians on the alternative routes which often already don't have shoulders to walk on or ride bikes making more traffic dangerous to those pedestrians. Also the alternative routes (aka the OR city bridge is dangerous for cars and pedestrians). How about a better alternative bridge option?
- As a primary east-west route in Portland that does not go through the downtown core, there are little to no alternative driving routes available from I-205. In addition, there is no mass transportation currently offered in this same directional route as a alternative to paying tolls. Finally, if the public is to benefit from the resulting revenue, there should be full transparency in reporting on where revenue is being spent, with actual dollars / project details.

- Create public transit options for WA-OR commuters. Toll only during commuting hours, and only for travel across the state border.
- Toll gates grind traffic to a halt forcing motorists to waste time in their commute. This leads to higher environmental damage as well as high levels of frustration. PLEASE DO NOT CONSIDER TOLLS!!!!!!!
- This toll is an awful idea that is going to further oppress poor people in our community trying to get to work on a daily basis. I am in a position of privilege that I can afford a toll but how do you fix this for those who can't afford to pay? The congestion has not been alleviated by adding lanes, that is not a solution and tolling is another LAZY solution that is going to disproportionately impact vulnerable communities in a very negative way. I'd rather see ODOT enforce traffic laws and find ways to make our roads safer. I've lived here 10+ years and never seen a traffic stop in Portland.
- You can only tax/toll people so much before they can't afford to commute to work anymore. Tolling will have a negative impact on the lower income who have to live further away to afford to work in Portland. Look at the Bay Area, it's a toll-topia and literally nothing has improved as far as congestion. I know first hand since I lived there. Copying the failed policies of other cities is dumb, come up with something better. Congestion will only be solved two ways, wider roads or less cars on the road. Government hasn't really come up with a good solution to either.
- YOU FUCKING CROOKS FUCK YOU AND YOUR STUPID FUCKING TOLLS. I CAN'T AFFORD MY CAR MUCH LESS THE FUCKING TOLLS TO GET TO FUCKING WORK YOU STUPID PRICK.
- I don't know
- Stop this stupidity! Tolls hurt working people the worse. Traffic is going to be greatly reduced for many many years because even after covid, many many people will be working from home still.
- Have you considered not charging tolls on weekends when travel is lighter and more recreational? We use 205 mostly on Sundays and not midweek with commuters.
- It seems to me the majority of the congestion is near the Oregon Washington border with all the daily commuter is coming and going across the river. Why are we targeting a small suburb in West Linn Oregon city? The small communities won't be able to handle the overflow with the current infrastructure. This is a bad idea.
- Consider that Americans' ability to move freely within this nation is of utmost importance; and consider that, in our current economic mess, people can not sustain more costs.
- Not a fan of tolling. But if it must happen, please consider a toll-free lane for local access to help keep West Linn, OC and Gladstone connected. This could also be combined with pedestrian and bike access--and perhaps future light rail.
- With the number of Washington residents having no choice but to work in Oregon the toll bridges could have a significant impact on affordability for many. Who has the responsibility for I-205 bridge? Can the cost not, and should be, split between Oregon and Washington equally?
- Move funds away from antiquated mass transit systems that have failed to serve the public.

- MY FAMILY ALREADY PAYS ENOUGH ROAD USE TAXES! WE OWN 1 SEMI. YOU ARE TAXING US TO DEATH AND PUTTING IN TOLLS IS GOING TO SEVERELY HURT US LOW INCOME PEOPLE WHO ARE TRYING TO MAKE ENDS MEET AND GET TO APPOINTMENTS. THIS IS EXTREMELY DISAPPOINTING AND DISTURBING TO SEE THAT THE DEMOCRATS OF THIS STATE ARE RUINING THE STATE LIKE THIS! YOU ONLY CARE ABOUT HOW MUCH MONEY GOES INTO YOUR POCKETS. THE ROADS IN THE ENTIRE STATE ARE IN DISREPAIR. ODOT DOES NOT HELP FIX THEM AND ONLY GOES OVER THE SAME ROADS EVERYTIME AND LEAVES OTHERS IN DRIVEABLE CONDITIONS.
- I reside in Tualatin and local roads are used for commuters south to Wilsonville to avoid I-5 congestion. I use these local roads to get home. The street I use is single lane at the east bound Tualatin I-5 off ramp. Lanes change from 3 to 1 and traffic blocks up across the freeway off-ramp due to stop signals. I feel this will continue and become worse with tolling on I-205 as where I reside is at the I-5 and I-205 junction. I would hope that ALL toll monies collected are used for improvements along this stretch of I-205 and NOT redirected to other road projects outside the area.
- We have one of the highest gas taxes in the country. Use it wisely! No tolls under any circumstances.
- Discard the idea of tolling. Raise registration rates for hybrid/electric vehicles instead.
- Make a new highway to be tolled. don't toll existing roads.
- You should just stop trying to tax us out of our vehicles. Stop to obvious money grab.
- Do not toll this section of I-205! This toll would provide undue burden to Clackamas County residents who regularly travel within the county on this section of I-205 daily for work and shopping. Alternative local streets will also be burdened with additional traffic avoiding tolls and would increase congestion for Clackamas County residents. Start using the tax dollars already collected from our residents wisely!
- don't add tolls
- Fund from any other tax source. Reduce congestion: Continue 3 lanes (both N & S) from Oregon city to Stafford road.
- You should give up on this idea. I will be furious if I have to pay a toll over that bridge, to the point that I will avoid it no matter what.
- Tolling will be a disaster if there are no suitable alternative routes. You are tolling a bridge. There is no reasonable alternative to crossing the bridge. This plan will be a disaster.
- Promote highway expansion projects
- Spend the money wisely since you're clearly going to toll the road no matter what
- The highway system benefits suburban residents, cities other than Portland and counties other than Multnomah. They get the economic benefits of the city but don't pay for its streets. Besides which the highways degrade the environment of the city and drain its economy. I would like to see more tolling, congestion pricing, and restrictions on these highways. I'd like to see a system that penalizes driving alone and driving oversized vehicles. I would also support tearing down this highway and replacing it with smaller local roads. It seems like that would be much cheaper in the long run.
- see response to box 10 below.

- No tolls I already pay road tax in my gas
- The lane design has always been poor and never improved. The southbound approach to the AB bridge gets restricted from 4 lanes to 2 lanes in less than 2 miles, and after crossing the bridge is a hill which slows trucks further. Congestion from the lane reductions is exacerbated by the hill, so when traffic increased, the impact of slowing is huge. Alternate routes for me would require an additional 15 miles of travel (Either 99 to Canby or 224 via downtown).
- not tolling i205
- Tolls should be for Roads CREATED for ALTERNATIVE means of travel around the congestion, meaning you pay to use that. NOT IF IT'S THEY ONLY MEANS OF HIGHWAY SYSTEM IN THE AREA!
- No tolls I already pay road tax in my gas
- This is a bad plan. This is what taxes are for and has worked as-is, without tolls, for almost 100 years.
- Everyone is going to flood Oregon city Main Street to get around this. The city cannot support this traffic diversion
- you will just do what you want to do and no amount of input will change the outcome
- There should be a pricing option for people driving daily so that they receive some sort of discount as opposed to those traveling through the state. It feels unfair that the only section of highway I have to drive daily for work is being tolled out of all the highways in the state.
- DO NOT TOLL I-205
- Severely reduce gas taxes BEFORE adding the tolling booth. We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- I very much do not believe this is a good idea. Especially for the I205 side which already flows more smoothly than 5. This would disproportionately affect low income. I have lived places with tolls and travelled places with tolls. I do not approve of this as a way to generate income for ODOT.
- Severely reduce gas taxes BEFORE adding the tolling booth. We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- In the midst of the worst economic downturn since the Great Depression, one must wonder if asking Oregonians to pay tolls is appropriate. Oregon is already a tax heavy state and cost of living is high compared to other states in the country, so adding tolls appears to be excessive and a cost that does not need to be added. Further, I do not accept that tolling will decrease congestion.
- add carpool and bus only lanes
- Tolls are just a tax on the poor
- I drive this route Monday to Friday from Oregon City to Tigard from 8:30AM to 8:50AM and 5:45PM to 6:30PM. My wife & I carpool and commute together. Here is the problem, North of the Abernethy bridge you have three lanes except when traveling south off OR-213 on to I-205 you have another major highway entering one lane into two southbound lanes of I-205. When you pass 10th street exit in West Linn the traffic seems to move effectively all the way to I – 5. North - the bottle neck begins at Stafford road because you have lost the third lane for the off ramp for Stafford road.

- I live in West Linn and drive to see my daughter in Milwaukie 3-4 times a week. If there is a toll, I would drive through Oregon City. The toll booth placed here is a bad idea.
- Provide Vancouver residents incentive to work in state, tax commuters to pay for new roads
- No tolls. This is a rich mans ploy to get the poor off the road so the rich can drive faster.
- Apply money from tolls to improving the roads on which the toll is charged, and not any other projects or services.
- No Tolls for people going to work. Too much of a burden on my family
- No tolls. The state has placed enough financial burdens on the community. Property taxes, vehicle registration fees, fuel taxes (p. Wages already taxed) are already a financial burden. This should be voted on by the residents of the state. Government officials should work at the direction of the people and not try and make decisions like this. Put to a vote, and know how the people really feel.
- DO NOT TOLL I-205!!
- Consider the fact that you wasted tax payer money on a project that was not approved. This will be very hard on a lot of people. It was wrong to start this while placing a shelter in place order.
- Extremely poor management of funds for road department, make people accountable for bad choices
- No tolls on Oregon's main highways/freeways. This isn't the way to pay for these things. The new vehicles taxes should be enough, but rolling and slowly traffic to make it more congested is NOT the answer. Either find an alternative taxes if need be or leave it as is. This is a backwards move at best.
- The correct thing to do is to FORGET TOLLING I-205!
- As a West Linn resident the local traffic is going to be terrible. All of these proposals don't show the impact to side roads off of I-205 that are used daily for traffic jams already. West Linn residents shouldn't have to pay the toll since you're putting the booths where we have to use them no matter which way we get on the freeway to get out to work or to drive HOME. This is a terrible system and the government is forcing the people to pay for their mistakes on how funding was used. Poor leadership choices shouldn't empty my bank account.
- All
- Toll the bridges to Washington first, the I5 and I205 bridges over the Columbia are the single worst culprits for traffic in all of north and east Portland.
- No tolls.
- Too expensive and burdensome for low income or residents who are unemployed
- Don't toll at all. The roads have already been paid for and to use congestion pricing as an excuse to raise funds for roads is wrong. Also, there is a strong possibility that congestion will not recur as more people change their work habits. At least wait until the problem surfaces again. Tolling won't work, we need more lanes and bigger roads. With tolling, people will just head to the surface streets and clog those up instead.
- Don't put a toll on I-205 or I-5

- Don't toll at all. The roads have already been paid for and to use congestion pricing as an excuse to raise funds for roads is wrong. Also, there is a strong possibility that congestion will not recur as more people change their work habits. At least wait until the problem surfaces again. Tolling won't work, we need more lanes and bigger roads. With tolling, people will just head to the surface streets and clog those up instead.
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- Leave 1-2 lanes as non toll lanes. It is not okay to force people to go through tolls on a major interstate road that crosses a river with no alternative non toll routes
- Improve back roads to alleviate traffic and add another bridge near the Canby and willamette areas so people arnt forced on to 205 or the one small bridge in Oregon city that can't support the traffic.
- Roads and Bridges are paid by gas tax, licenses tags and other taxes. Not a good plan. With this said. ODOT will do what you want. Even if the poeple don't. Put this to a vote in both Oregon and SW Washington.
- Add more lanes.
- Improve back roads to alleviate traffic and add another bridge near the Canby and willamette areas so people arnt forced on to 205 or the one small bridge in Oregon city that can't support the traffic.
- See above. The money generated from the tolls should be used on the freeway that is being tolled and not on other projects in the state. The i-205 area from 213 to Stafford rd is a mess with only two lanes each way and having traffic so congested. At least one more if not two more lanes each way should be constructed.
- Since the Gas Tax is supposed to fund road maintenance if you toll then the gas tax should reduced or eliminated . If congestion is the issue then make wider road to accommodate more traffic
- Take the toll idea and shove it up your ass
- Max line. Until there is a reliable max line running alongside 205 all the way to i-5 (connecting to WES and/or max expansion to bridgeport), I will not support tolls in my neighborhood. You want to toll the only throughfare with no bypass options (screwing residential neighborhood) and not offer reliable public transit? No. And I will vote against any commissioner or city leadership who supports this toll without funded, approved trimet/max expansion completed prior to the toll.
- Driving more people to I-5 is only going to increase congestion there and on surface streets in the area
- Tolling this section of 205 will increase traffic on Willamette Falls drive through West Linn and over the Oregon City Bridge to bypass tolls. Potential to toll usage of local rodes/toll zone to reduce local traffic burden.
- Find routes with least negative impact on neighborhoods

- The impact on peoples income. I live pay check to pay check. I would have to find a second job to pay for the extra expense.
- Don't toll
- I do not drive most of the time, and tolls would not impact me, but as a cyclist and Trimet rider, increased diversion traffic would. I worry that tolls would force people who are at the lowest end economically to take transit but would not alone encourage others to consider alternative transportation.
- be more efficient with the \$100's of millions of dollars you already take in taxes. Tighten you belt, balance your budget .. just like we have to do in our own household
- Do not Toll 205 it is a waste of time and a stupid idea
- Roadways have already been built with tax dollars already taken. Now you want to add a toll to a roadway that has already has and currently receives revenue for maintenance and expansion.
- not implementing any tolls
- I'm concerned because I live on an exit that is right in the middle of tolling. So in order to go anywhere quickly on 205 I need to pay each day to use the road. This is not equitable or fair. Paying to use this road to get out of my city makes no sense. Toll people who don't live in the area rather than the locals.
- Don't you dare fucking toll I-205. Learn to use the money you already have. Every single one of you that even considers this should be drug out into the street and shot.
- Build more roads instead of charging fees
- Greedy - spend money efficiently and improve expand to meet need
- Greedy - spend money efficiently and improve expand to meet need
- Tolls on I 205 in the areas recommended will divert the traffic to highway 99 e. Highway 99e cannot handle any more traffic The main cause of congestion on I 205 is from Washington residents, too the highway closer to the airport to maximize revenue. Oregon residents already pay enough taxes to the state with property tax, income tax, fuel tax, etc. why not make the vehicles causing the congestion pay (Washington residents)
- My son has to use 205 daily for work, he and his wife already struggle to make ends meet because of high rent. They will not be able to pay their current rent (1200) and pay this toll. They have 2 children to raise. He works at Portland Adventist hospital, if this toll was to take place his only other route would be to go up to Sandy then across over to the hospital. Much farther, more gas, more driving, less time with family. Tolling I-205 is not practical. He lives in Molalla because that's the lowest rent they could afford on their budget.
- People that barely gets paid barely pay the rent their electricity and then get stuck with a tow cost because they happen to drive across the river nothing like maybe once a year for vacation that's a little much so make streets where you don't have to pay Tow and then no one has to use I-205
- None, jackass. That is not a survey. Who designed that? Obviously a not an intellect with surveys...
- Don't put tolls on I-205
- How this toll is unfair to those living in the direct area affected. I don't see a toll being beneficial to our community but putting a burden on those in the area around the proposed

toll with little alternative route around the toll area without solving the actual issues at hand.

- Resident passes at reduced or waived rates.
- DO NOT TOLL THE CHOICES ON THIS PAGE ARE BAD and are false choices. If you toll you will make 205 even worse than it is already. I'd rather pay a gas tax or a slight tax to avoid this. THIS IS FOOLISH
- I-205 was paid for with tax dollars. As a taxpayer I feel strongly that I have paid for this road once and it is plain wrong to charge taxpayers every time they use a road that they have already paid for. I am also concerned that if this happens that the money will end up going to all sorts of other projects than improving our roadways.
- YOU HAVE SQUANDERED THE PREVIOUS 30 YEARS OF TAX REVENUE AND PISSED IT AWAY ON GOD KNOWS WHAT!!!!
- Alternative's to doing a toll
- Add more lanes. No tolls!
- Willamette Falls Drive already has major back ups from people trying to avoid I-205; add a toll and I'm concerned that this problem will just get worse & worse. It makes it difficult for those of us who live in Willamette to get around our own neighborhood.
- Lower income drivers should have the option of an alternate non-tolled route that is not congested.
- Open road rolling based upon segments driven.
- Alternate routes will become congested. We have already paid for seismic upgrades to the Abernathy bridge years ago. If you are going to make a toll road, create a new road as an option to 205.
- I am not interested in toll roads and will not use them
- Do not toll! I-5 from 217 down past Wilsonville is always terrible. 205 in Portland is always awful! Why you have chosen this patch of 205 to only toll is interesting and concerning to me. Sellwood bridge was improved without tolling the community and those who pass through to Clackamas county. There are other freeway areas with way more congestion but you've chosen to only toll in the West Linn community. I find that concerning in your reasoning is not satisfactory!
- No tolls, period. We already pay gas taxes to pay for roads. This is just another plan to drain people financially. If you don't have the money for a project you don't do it. I have to budget my money and make hard decisions financially. I don't get to make other people pay for what I want/need. ODOT and our government need to do the same.
- Not adding any toll. It might clear congestion on the main road, but will cause distress to smaller roads and areas. Consider putting effort into public transportation, or rewarding behaviors that limit congestion like carpooling.
- do not toll already built/paid for roads. add an HOV lane and/or add a new toll lane but don't toll the roads that are already there.
- Local residents who have no choice but to use the tolled sections daily or when alternatives routes are not available (hwy 99e closed).
- You should be considering how the current road funds are spent. We pay multiple taxes to fund roads and don't seem to be getting anything for it. Perhaps instead of always looking

for more and more money, take a real and serious look at how you currently spend the money you've already taken from us. Tolling will end up being a benefit to the wealthy who can afford another tax. While less wealthy people, who often have longer commutes, will see a decrease in income and face longer commutes from financially being barred from using the roads. Tolling is a lazy solution.

- Apply toll revenue STRICTLY to maintaining and improving I205. None for bicycles, walking or transit!
- There is no mass transit options for a number of commuters. I live in Yamhill County and work in Multnomah County. I work shift work and the lack of transit options are frustrating.
- I vehemently oppose this plan. Parking is extremely expensive. many poor people dont live in Portland and thosw with children must have a car to pick uo children. This is making portland even more unliveable and pushing business elsewhere. You all need a reality check
- Consider your existing tax revenue, and the fact that we're already paying.
- I think there's better ways to do this outside tolling. People will avoid them. Like assessing new taxes on EV vehicles to make up for the gas taxes lost.
- Add the topic for discussion in the environmental impact study.
- Do not make toll lanes.
- You can shove this toll right up your ass
- Don't do this, we the people have voted this down time and again. Stop being cowards and let us vote on it. Clearly we don't feel that this is the right solution. Go back to the drawing board or we will be at the the ballot box to vote you folks out
- add the third lane (with properly assessed and collected tax revenue and federal contribution) which is what you should have done in the first place and LEAVE US ALONE, especially those like me retired on fixed income traveling to care for even more elderly parent
- Used to get to work around 5 am. It seems harsh to toll when hardly anyone is on the road and I'm just getting to a machine shop job with no work from home options.
- Express lane options, toll tag options (eg, EZ Pass), cashless tolls
- We live in West Linn and everything we go to for work and shopping involves this toll area. Local residents need to be released from tolling fees otherwise we won't be able to afford to live in the area; sometimes I am driving in the tolling area 6-8 times in a day for work and school; shopping transportation. This road is our only option.
- Geting demacrats out of salem would encourage business to return to Oregon and in toe increase tax revenue
- Stop Taxing the people. Nothing will change with a toll. People will still drive
- Provide 3 lanes on each side of 205 WITHOUT a toll. This will reduce congestion on 205 and reduce the use of local roads and streets to avoid heavy traffic on 205. This also allows through drivers to chose between Rt. 205 and Rt. 5 based on traffic flow, not on whether or not they will need to pay a toll.
- Economic impact. Many people must commute long distances to their jobs. Many of those jobs to not have a work-from-home or alternate hours options.

- This toll plan should be voted on by the people of Oregon. Not just forced upon Oregonians with no choice or say in voting.
- No tolls
- Tolls are so annoying. Just make it a normal tax that everybody pays.
- Tolls are a never ending tax. Gas tax. Electric car tax are better solutions.
- I would only favor tolls if better public transportation options were available. I truly believe instead of adding more lanes which will eventually become congested as population of Portland grows, that we need to put more MAX lines in the surrounding communities to other communities. I live in Wilsonville but the WES only runs certain times of day, so not feasible unless I take the bus which takes 1.5 to 2 hours to get to downtown Portland which is not feasible. That's 4 hours round trip (5 hours of time off work for a doctor appt in Portland for example)
- Start using tax money efficiently, start charging all the people who ride bikes a toll. Make them register their bicycle if they are going to commute on public streets
- No tolls! Stop finding new ways to nickel and dime the public! We pay plenty in road and gas taxes!
- No need to demolish/destroy or buy land for plazas, it's so bad. Urban hell. Also when you say bus, do you mean light rail too cuz the green line is there, you can extend it with the money from tolls.
- What date will the tolls end? How long will it take to pay for the improvements.
- All, exempt toll to residents of West Linn. This would be the hardest area impacted by tolls. More traffic on Willamette Falls and HWY 43. All day and night. More noise from trucks and wear and tear on City roads and cost to the citizens of West Linn, And possibilities of more crime and traffic crashes,
- Toll one or two lanes (such as carpool lanes), leaving congested lanes free for people who tolerate congestion or can't afford the toll. Reference I-15 in Salt Lake City, UT for flow analysis.
- Suggesting people change their commute times assumes that people have the type of jobs that allow them change their work hours- which many people do not have that freedom- people who have kids and school drops off can't adjust their times either! It's one of 2 bridges for this section of the Willamette crossing, you can't really divert traffic or offer alternatives unless it's another bridge! There is no Max line that could actually replace the amount of traffic and people who regularly commute this section, you need to supply parking lots for public transport, and more routes if bus only!
- We haven't had tolls and don't need them.
- I live in the Willamette neighborhood of West Linn. I'm very concerned about traffic diversion onto Willamette Falls Drive through West Linn. We already experience high bypass traffic during peak times. There needs to be some way to prevent through drivers from leaving the freeway to avoid tolls.
- Don't toll the dedicated exit and entrance ramps that cross the bridge.
- Ya paga uno muchas cosas por poder tener el privilegio de manejar y ahora asta cobrar por el uso de carreteras? No está bien
- follow or exceed recommended maintenance for this type of bridge.

- Put the toll to vote instead of forcing it on us. If you don't then we will make laws forcing the vote.
- Fuck you odot
- If the state spent our tax money correctly, there would not be the need to toll I-205.
- You should consider not being thieves.
- Where do fuel taxes on trucks go to? 205 is not able to move the traffic that we have now with widening not an option in many areas.
- The pricing needs to be fair and not different for different people or classes of people.
- Tolls will not help, look at other places with tolls such as Seattle, they are a waste of tax payer funds and just puts more stress on alternative routing not setup for higher volumes of traffic.
- Lack of efficient transit from OC area to Beaverton Charge of toll as an equity issue Placement for the least impact of congestion Clear outline and benchmarks for what the toll will pay for to improve that stretch of road Restrain from increasing toll fee too frequently and DO NOT USE IT FOR OTHER PROJECTS!
- I think we Oregonians have had enough tax diversion. Gas taxes in Washington produce smooth roads and have for yrsrs. Oregon does something else with the funds and has 3rd world quality roads. Yes I have been there to compare. We demand an audit!
- There's no way that a toll can be fair and equitable for all. Please consider alternate funding. We consider tolling highly disruptive to our community. We live here and do not want additional cars on our neighborhood streets. We would also have to pay the toll daily to get to our work in Clackamas.
- DONT DO IT.
- We live and work in this area. We don't not want more traffic in our local roads. Tolls would impact us daily, leaving us to pay for a more significant traffic mess. Please consider no toll options seriously.
- Local low income communities, and they get about their daily lives.
- Fair and considerate for all.
- Better management of funds and resources. Reduce taxes on gas if tolls are used.
- Dont do it, it'll get protested and you will never make any money dealing with security and cleanup. Just use our taxes efficiently you jerks!
- I vote for Alt #3. The freeways have been ignored for 30 years, while population has surged. I rarely go to Portland, but need to travel across it for business and pleasure. Please add express lanes. I'd gladly pay a toll for the reduced Hwy congestion. Many of the expensive overpasses in Portland on I-205 are already built for another lane. A bus system does not help many of us at all, Pac NW is NOTED for its high % of pickup trucks and semi trucks on I-5 and I-205. We have a sprawling metro area, so a good flowing freeway system is essential.
- No tolls!!!!
- Debemos dar nuestras opiniones Del electo Del peaje
- Other alternatives to funding, such as using the fuel tax meant for road improvements on I-205. Tolling will only increase traffic already very congested on surface streets and neighborhood as drivers look to avoid it. It will be unduly oppressive to those that live and

drive this corridor multiple times daily. This will also have a significant impact on businesses due to reduced traffic as drivers look to avoid this area. I'm strongly against it. Other areas with tolling have proven it is simply a money grab and \$ isn't put back into the areas impacted most.

- Many tolling systems are operated by private, for-profit, companies. It is imperative that this does not happen in Oregon. In other places, out-of-local vehicles that do not have the transponder are penalized with extra fees for mail-processing, and stuck with fines for late payment when the original bill was never received. Other places give the tolling company the full protection of the law to obtain their ill-gotten money and prevent citizens from disputing fees. Any tolling in Oregon must be non-profit, preferably government run, with a clear and easy means of disputing incorrect charges.
- Do not add tolls, this would mean I have to pay every time I go to get groceries, see a doctor, or do any other necessary service. I pay too many taxes to have you add another tax every time I'm on the road. I live in rural Oregon City and these proposed theft stations are unacceptable.
- Having lived in the Seattle Metro area for several years before moving back to Portland I've experienced the tolling of SR167 and the Tacoma Narrows Bridge. Tolling did nothing to decrease traffic. It was the same before and after the implementation of tolls. Additionally the tolls on the Tacoma Narrows Bridge kept increase each year nearly doubling over the course of 14 years I lived there. Tolling is nothing more than a revenue grab, similar to a red light traffic camera. Once tolling starts it never seems to end. Pay for upgrades this using other funding, not tolling.
- Maybe have a program to discount transponders for low income people, and have a grace period where people can see what their toll would be using the transponders for the first month to help them budget. Toll heavily at exits where people exit to use and congest local surface roads. Provide exemptions for people enrolled in ride sharing programs.
- Your passing your fifty years of failure to the next generation.
- As a family living inside the toll area, we will be significantly impacted. We will not be able to leave our community without being tolled. This will have a huge financial impact on our family. The feeling of being trapped. There will also be a huge influx of congestion in our small, historic, downtown if people trying to avail tolling. They will not be staying to add revenue to our town, but will be causing road damage and over use, costing local taxpayers even more.
- This is a complex plan and expensive to implement. Please raise the gas tax to cover roads.
- I assert the tolling will have a very negative impact on West Linn residents. It will add a cost to use a road that we currently use for free, and it will seriously increase traffic on Willamette Falls Drive with drivers seeking to not pay the toll. Willamette Falls Drive is already seriously impacted during the afternoon drive with drivers trying to avoid the 205 traffic. If the toll is imposed, use of the road should remain free for West Linn residents, and the state should fund improvements to Willamette Falls Drive to alleviate the expected increase in congestion.
- The tolls will grossly impact lower-income community. A lot of people live in Vancouver because it's cheaper and commute to Portland daily for work. They would have to cross tolls

at least twice a day, 5 or more times a week. That adds up for someone who is making minimum wage.

- The state knows they have captive payers because the I205 bridge is one to two bridges in the area and the only one with capacity to handle any volume. Please explain how this "TOLL" money will be used and what stops the state from changing the toll amount and what the money is used for down the road.
- As I live in West Linn and access the freeway right before the bridge, I like many others will go on the older Oregon City bridge which is too narrow and not really suited for high traffic or I will no longer utilize the commercial establishments on the east side and will head towards Tigard instead.
- Tolls should be illegal and are put in place to keep poor people poor.
- Do not implement a toll, better utilize the funds you are already appropriated.
- Some people don't have extra money to pay fees, but still need to drive to work and to see their families. It is unfair for lower income travelers who need access to their home, work and families but cannot afford daily fees.
- DO NOT DO THIS FOR THE LOVE OF GOD!!!!!!!!!!
- No tolls please!
- Allow local residents to have a electronic toll gadget to automatically log use and avoid having to stop to pay toll. This might be set up on a per-use basis with automatic monthly use payments or a flat annual fee. We are already seeing traffic from 205 coming through our neighborhood to avoid congestion on 205. I don't want to see that increase because people are avoiding to pay a toll.
- This will just push traffic onto other streets that aren't as closely monitored as our highways. I'm betting this will increase my commute times unless I pay for the multiple tolls you are proposing. I have a bachelors degree in my field of work and several industry certs, but I still can't find an affordable house to buy nearby the cities. These tolls will only benefit rich people and will increase the commute of the average working class citizen.
- Scrap this project! None of the alternatives will solve traffic issues in this I-205 choke point but put MASSIVE traffic on Hwy 99E, Hwy 43 and Willamette Falls Drive. I thought providing local residents reduced tolls would be nice. However, the resulting traffic congestion in our neighborhoods will be crushing, and no discounting can compensate for this! Usage taxation is generally a good thing, but Oregonians have not had this roadway taxation imposed on them before now, and most will reject the approach and use alternative highways to get around the toll booths! NO TOLLS!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- Traditionally, we folks with physical disability and low incomes are promised that we are going to be considered in these projects when in reality we are not. If infact your goal is to include these 2 groups, I want to see how you are going to do it before I would support it.
- Traffic is already horrible in many areas of West Linn during heavy traffic times of the day and will only get worse with tolls imposed. Residents of West Linn and Lake Oswego will essentially be "taxed" by crossing the river to access Clackamas County services. As far as I'm concerned this is just another way for the government to take more of my money which will invariably NOT be used for my benefit!

- Your putting a gun to everyones head that lives in Oregon City and has to travel south on 205 for work. Our only option would be to use the old Willamette falls bridge and take side streets. Have you considered an exemption for households in the 97045 zip code where we have no choice? Another idea is to double the vehicle registration fees state wide as electric vehicles pay zero in fuel taxes but still put wear and tear on the roads and cause congestion.
- Don't do a toll and spend our tax dollars better. I am sorry you are in this position but adding a toll is not the right way to get more money. It will hurt low income people WAY MORE than anyone else...but I guess you still get your money. Try caring about the low income populations in your community.
- Oregon State government should consider being fiscally responsible with the already oppressive taxes they collect. Spending less would also be an option, though one that will never be utilized.
- Tolls don't prevent people who have to use these hiways to get to their employment from using; it just punishes them both by the added time and added cost. If our taxes already collected through DEQ and fuel were used as promoted you'd have more enthusiasm for adding taxes.
- Move the tolls to the Oregon/WA border!
- By tolling Bridges you're creating a captive audience with no alternatives. If the issue is congestion at certain times of the day why aren't you asking business to change hours to reduce the number of commuters on the road at specific times. There are no public transportation links that overlap the area you are talking about tolling.
- Feasibility of additional bridges to be built over the Willamette River. Better vehicle traffic planning for the future. Do you really think there will be fewer vehicles on the road? If ODOT wants to help, Government continues to charge for Public Transportation. Make it free, the tax-payer pay for it anyway! The China COVID should NOT be blamed for poor ODOT planning for future transportation.
- Traffic through Old Town West Linn is horrible when there is 205 back ups, especially north bound. I worry about the traffic from Ek Rd to Oregon City causing problems for the residents and damage to the roads. I think it is not a bad way to make money but those residents should be considered.
- It is a thruway as an interstate. I would hope the toll would be more directed to those who live in the area where alternative routes could be chosen by those residents and as an incentive for those living in the area to use alternative transit methods.
- Fear is that a toll road will be a money maker for the owner of the toll contract. Roads should exist to serve all those affected by its existence not just those willing to pay for the tolls. The areas adjacent will b greatly affected by the construction and there benefit will be to pay taxes for the damage then pay to be able to use the road. Make sure the toll road is actually paid off instead of simply being another income source. Make sure the contract with the toll authority doesnt 100% favor the company, write a sensible contract.
- This state has blown billions in useless or mistaken projects. Oregon is so poorly run that we have had to close schools. Its DEFICIT SPENDING by this state that is the cause for having to consider tolls. Its time to stop the madness.
- Not toll a stretch of highway that has few alternatives

- Please do not do this. It would make my life worse.
- Tax wealth. Don't assess fees to specific users regardless of ability to pay or to change behavior.
- The traffic congestion is the biggest issue, in my opinion.
- We live in West Linn off of Highway 43. We are already seeing so much increased congestion from people avoiding the freeway. With tolls it will be even worse. Since there are few bridges in Southwest Portland, Lake Oswego and West Linn will be severely impacted by even more traffic. Highway 43 is a nightmare after 3 pm every day with so much traffic I can barely turn right onto the highway from Pimlico Drive, much less left. It can already take 4-5 times the normal amount of time to go a mile to the grocery store. Also, we have no other way to go north on I-205 than the tolled areas. Not fair.
- Don't pull this bullshit
- I have lived in many areas with toll roads. It does not minimize traffic. People still have to get where they need to go. It will push a lot of traffic to already crowded side streets which is unacceptable.
- Tolls should be charged on all of 205 to spread the cost to all, otherwise those of us who live in the small tolled section are unfairly paying every time we leave the house, while those who live on other parts of 205 are not paying at all. In the tolled section we need to take 205 to get anywhere or the side streets will be full, & Borland Rd and Willamette Falls Dr already back up at rush hour. Only bus 154 goes through this section of West Linn & runs infrequently, and riding a bike is too dangerous because there's no bike lane on WFD and Borland, so there is no other option but to drive.
- If our West Linn Post Office closes and they move our mail box to Oak Grove, that will force us to pay a daily toll to get our mail. Hwy 43 is already busy bumper to bumper traffic during non Covid times. This will cause more people to use 43 which is a single lane hwy, more of a country road. It has very few turn lanes and is already difficult to use for local residences. You should fix Hwy 43 first so it can handle the extra traffic. It would be good also to restrict truck traffic off of the old Willamette bridge, with extra traffic cutting through to Oregon City it will be difficult use.
- Widen existing roads. Take out bike lanes that are rarely used. Reduce number of non-traffic light crosswalks.
- Oregon collects plenty of taxes and fees. Why not try managing your state budget better instead.
- Why don't you toll between Oregon and Washington instead?? The whole city will be cutting through SW Portland now.
- 1. Precedent. There is a reason we call them "freeways". Toll roads in the East and Midwest are awful. 2. It won't help with traffic. 3. I primarily use surface roads. These will be jammed even worse than they are now. When I commuted to work in Hillsboro, I took back roads to I5 and 217. I avoided 205. Now those back roads will be jammed with traffic. The intersection at Childs and Stafford is a nightmare due to stopped cars entering flowing traffic to get on Stafford. I use 43 and Salamo to get to local businesses; rush hour traffic will be pushed to neighborhood streets.
- Get businesses to stagger work hours so to minimize morning and afternoon commutes.

- If you need additional funds due to Oregon poorly managed budget then increase the gas tax or tax out of state people moving to our State.
- Funds must be used for climate actions -- *not* spent on widening roads or making it easier to drive.
- Tolls are inequitable. Should provide options and pay scale for those who rely on this bridge everyday.
- If it has to be done use the money wisely make the roads wider and leave the digital signs out, its a waist of money they don't need to show travel times everyone has a cell with GPS that can tell you that its not the city or ODOT who needs to tell us. Giving us more space more lanes places for an accident to pull off and clear out of the way
- STOP TOLLS
- West Linn has limited alternative transit and bicycle options for commuting. Hwy 43 is the regular bus route from Oregon City to Portland. Additional diversion during tolling would cause anyone using the bus to experience the same traffic delays. This impacts riders that commute, have mobility issues, or economically disadvantaged. Hwy 43 and Willamette Falls Dr, from Stafford to the Oregon City Arch Bridge, are considerably backed up to avoid I-205 congestion now. This is an undue financial burden on a city connected by I-205 exits and surrounded by growth.
- Reminder, seniors are on a fixed income. You are adding more fees. At least give them a non-fee option.
- The increased traffic on I5 and the impact of and already overused freeway.
- Toll Ashland kfalls,vale.i-5 at wash split. Astoria. Longview.to be fair.
- This bridge is used by myself 7 to 10 times a day, it's used by my partner another 4 times. I use it to pick up kids, drive to work, drive home for lunch, move kids to classes, get gas, get dinner, groceries etc. All my trips are under 2 miles and all use the bridge. Your going to punish working families to pay for long distance commuters, truck commerce and tourism. You dont seem to have a good concept of the funds required to run this system, the maintenance, and management of all the transponders cameras etc as well as the postage required to send everyone tickets. This is a huge mistake.
- crazy...you just think in money not for the good of the population..until when we gonna continue pay over and over for everything more and more...
- This toll will completely change our shopping habits for the worse. My mother lives in Gladstone, I live in WestLinn. Care for my mother will become difficult. So many unintended consequences from this toll location. Terrible idea.
- Transit MUST include light rail, further south than current east side terminus and added to west side. The bus system is a joke, it can take 2-3 times longer which is why people drive! Currently, I have to drive 20-30 minutes on i-205 or i-5 and 217 to get to the nearest light rail station. The south suburbs are not well-served by transit, and yet we will be tolled to get to out jobs, the airport, etc. The Stafford area side roads and neighborhoods will experience increases in traffic...it is already obvious what happens by observing what occurs whenever there is a wreck or slowdown on freeway
- La mayoría de la gente que tiene que salir de sus ciudades para trabajar son personas de bajos ingresos y que necesitan utilizar un auto para llegar a otros condados para trabajar

- Don't do this
- not putting a toll on that part of 205
- Local residents needs addressed. The Abernathy Bridge is integral to local travel. Oregon City is separated from major travel routes by two rivers. Rolling for normal daily consumer trips could be burdensome for people who are not part of the through traffic or commuting traffic. Increased use and travel in old town part of OC could have tremendous impact and needs to be avoided. May need to roll that bridge to non-local residents to avoid that.
- If you toll 205 the revenue will have to be used to support Westlinn on making their roads bigger for the added congestion. The tolls are also just another way Oregon can tax its citizens even more.
- Against tolls! Just because the state mismanaged tax payer money is no excuse for more taxes, ie:tolls!
- Don't toll, this is going to cause more issues. If you do toll, lower the gas tax
- I believe people would try to use the Oregon City Bridge to avoid the toll.
- I am against a toll period.
- I am against a toll period.
- I am Against a toll period.
- This toll will be unavoidable for people like me, who will be tolled at least 10 times each week, at peak rates, because I can't avoid it. I have no flexibility to go at other times. You disproportionately affect me because of where I live and work. This is discrimination based on geographic location. Raise the gas tax and vehicle registration fee if you need more revenue. That will spread the cost evenly over drivers and give you more money.
- Tolls do nothing to help congestion people need to go to work and they don't get to choose their work schedule especially those in the service industry who typically make less money. It's cruel punishment to the have to pay extra just to go to work a third Bridge would do more to help congestion and better management of money's so that you don't have to continually fleece the people for more.
- Realmente no estoy de acuerdo en pagar peaje. Me imagino que al tener un carril o todos los carriles de pago, puede el eliminar el tráfico. He visto (Viajado) en Los Angeles que el carril de pago esta vacío y los otros carriles estan súper congestionados.
- No tolls on any roads. My current tax dollars provide enough. Remove a few highly paid admins that don't actually do any work instead. Having to be at work at a certain time should not mean your commute should cost you more. Roads are for everyone.
- Habemos personas que no tenemos la suficiente capacidad económica para pagar frecuentemente el peaje cada que usemos el I-205
- Reduce size of government and then our tax money would go further.
- There will be more traffic if there aren't free alternatives. People aren't going to pay for it and the people that need to commute will be affected and reconsider and/or lose employment. See CALIFORNIA.
- Toll roads are just another economically discriminatory practice and an impingement on freedom of mobility
- How to get rid of trolls. This is another tax and increases the cost of living in the state. It prevents citizens from improving their lives and takes away from local businesses.

- If tolling this section of the 205 is a good idea, then toll all the freeways in the tri-counties as upgrades are happening elsewhere. Tolling is a STUPID idea, period! As we live right off of Sunset, we will just avoid these sections adding to the local congestion. Fuel taxes, or property tax levies make far more sense IMPOV.
- How much money is tolling going to cost? How much will the infrastructure cost (gantries)? How much will it cost to go after people without electronic passes? How much will the program to identify and help low income drivers cost? There's no way these tolls are temporary and as such the focus shouldn't just be on the current bottleneck area of I205. The focus should be on the future -- every single entry onto I205, for the entire length of the highway, should trigger a toll with the final cost being variable based on day, time, length of travel, etc.
- I am concerned about the increase in traffic as people seek to find non toll roads to avoid I 205!
- Porque no todas las personas tienen la misma facilidad para pagar en mi caso yo voy 4 días a la semana eso sería un poco alto la tarifa que voy a pagar deberían de construir otro puente.
- we already paid for the road. Tolling without providing anything new is just filling the govt pocket
- El impacto económico en las familias de bajos recursos, no podrán pagar peaje, pero es importante que el tráfico sea más fluido.
- Drop the trolls idea on all Oregon roadways.
- You should consider I feel prisoner to my city and neighborhood and being tolled unjustly. I rely on I-205 to take my children to basketball practice, middle school, the gym, grocery store. And to be rolled each time I use the freeway is just not right. It will bottleneck and congestion backroads and the side streets. The congestion in this Stafford Area is no different than congestion near Gladstone, Clackamas, etc. but you want to toll this area and not everyone? That seems like an economic disparity.
- traffic would be much heavier on the side streets for people that would want to avoid a toll- that impact would be severe
- There is no need for road tolling. Oregon has failed to build any additional roads to accommodate increased population. Oregonians have already paid for 205 and should not be taxed to use something we have already paid for.
- see my comments in item 2.
- Consider that you are effecting lower income people and the immediate neighborhoods. The area you are proposing to toll is an area already high in congestion and should be widened on 205 already. The areas surrounding are not efficient for travelling side streets due to already present congestion. Tolling will make that traffic worse as well as delay lower income people who are probably already crunched for time to get from work to maybe another job or home to take care of their families. They are not going to be able to pay the toll. You will increase traffic in other locations and routes.
- I lived off 10th ave. and would be impacted on a daily basis for tolls. Any consideration for locals? Wouldn't I be paying disproportionate amount for just living locally?
- No toll

- Thu nhập thấp, fee nhiều quá
- Consider the numerous adverse impacts on West Linn residents!!! The tolls will only shift traffic onto poorly designed and maintained residential streets.
- Không thu phí đường I205
- Save money by not coming up with outlandish plans to steal from taxpayers, who are already overloaded. I hate tolls, and there is no reason to have tolls on I-205.
- What the affect of tolls will have on those with fixed incomes.
- The fees should be used to improve road system, traffic.
- Không đáng, tiền cầu đường là tiền thuế của người dân đóng. Mắc mớ gì phải thu?
- This is the dumbest idea.
- Consider canceling this stupid idea immediately. In fact don't just consider, do it. You're illegally double taxing us that isn't acceptable and wrong be Tolerated.
- Da trả tiền thuê roi. Thi tại sao phải đóng thêm Tien toll nay nữa?
- The impact on local neighborhoods when people increase travel over the old Oregon City Bridge to avoid the toll.
- I come from the East coast once you all add a toll to a freeway you're going to never take it down so I think this is a bad idea because you're charging us enough in our taxes how about cutting everybody's salary!
- Don't have tolls! We are taxed enough for roads! Manage your money, we have to.
- You are penalizing the people that live along the I205 route in West Linn. To be fair, all of I205 should be a toll. Otherwise you force traffic off of I205 onto side streets in West Linn and Oregon City creating a huge traffic jam for an area that can't accommodate that kind of traffic. You have not built an infrastructure that can handle the off flow. I205 is how many of us get to our regular shopping locations and you'll be cutting us off at the knees while the rest of I205 gets off free. The West Linn-Oregon City bridge will become a bottleneck nightmare situation along with the Borland road which is the only east-west alternative. Those in WL who used 205 will now head up Hwy 43 instead. Talk about congestion!! And how long will this toll remain in place? You make it sound like it is temporary. Could it be free on weekends?
- Don't toll. Add a vehicle registration fee. Add a true, GPS-based mileage fee. Add a tire tax. Anything but tolling, the least equitable form of fee-based revenue.
- Have a solid plan to be fiscally responsible, don't put a toll on the road to pay for needed road improvements only to divert funds to other projects related or not only, and then increase taxes in addition to the toll (no double taxation!).
- Không thu phí
- In general, I'm worried this will create an additional burden for lower income commuters who may already be struggling with transportation costs. I also worry about congestion at toll locations or a bottle neck effect.
- We already pay taxes on gas and other things for road projects. DO NOT TOLL. This is a dick move and totally inappropriate. We pay enough....ENOUGH
- Tolling of roads is just a big money grab. They never go away and take money from people who are using the roads. This will also increase and divert traffic to side roads which are already over crowded to begin with.

- First, I would hope tolls would exclude people passing through Portland. Sending invoices to pass through traffic could exceed the cost of the toll. Second, hopefully, tolls would be modest enough that exceptions for low income would not be necessary. Let's not get too complex.
- please provide the pricing explanation in multiple languages including Russian
- Tolling is not the answer for those living in the suburbs. People have to drive to get to work, they will not be taking public transportation just to avoid a toll. I don't see a toll for I-5 or I-84 which are more heavily traveled.
- Tolling is not the answer for those living in the suburbs. People have to drive to get to work, they will not be taking public transportation just to avoid a toll. I don't see a toll for I-5 or I-84 which are more heavily traveled.
- Low price for low income
- If providing non-tolled driving routes, traffic congestion can be reduced on free ways
- Reduce traffic congestion
- Reduce traffic congestion
- Not everyone can afford to pay every time they commute, if this is going to be implemented, providing alternative roads would be a good idea.
- Making anything that was previously free, will obviously bring people that will go out of their way to bypass it. While, I understand the goal of the project will without a doubt bring negative traffic to nearby streets. Making other non-toll roads would drastically decrease the traffics that would otherwise end up on nearby streets.
- I do not know
- I do not know
- Low-income families can't pay for tolls
- Very limited income, unable to pay for tolls
- I am not so sure if toll will help improve traffic.
- DO NOT INSTITUTE TOLL ROADS. YOU ARE ONLY MAKING THE RICH RICHER AND THE POOR POORER. TAKE YOUR WHITE SUPREMACY AND GO SOMEWHERE ELSE WITH IT.
- Not charging tolls for 205
- Tiền dân động thuế đi đâu, tại sao phải trả tiền thu phí
- Well we are in a pandemic. You really think that this will help improve safety @ this time. When people have not much money.
- Couple bucks is alright but not more than that for faster traffic. I do not like physical paper work for this project.
- Provide a waiver for low income people & college students. I don't know how you get around impacting Oregon City - if there's an option to go elsewhere without paying a toll, people will likely take that. It seems that everything off Hwy 213 will be impacted (CCC, u-pick farms, businesses). Also, consider equity for amount of distance one covers on 205 - I am one of those who gets on 205 for about 1/4 mile to hop onto Hwy213. Charging people the same toll for short hops vs several miles of travel would not be equitable.

- How much are the tolls? What if you use that section of road multiple times a day? Would we need to pay everytime? Or just once a day? Multiple tolls a day would add up and frankly many people can not afford that!
- The federal government should financially support our highway system. Our local government should be ardently requesting highway dollars for Portland area projects. Lack of federal government support financially burdens local residents. Once you start tolling Oregon, it will never stop. It be like the ridiculous highway systems in Oklahoma or the East Coast. You can increase the taxes for all in the state. Toll 18-wheel trucks instead that really burden the bridges and roads the fastest. People need cars for access and different times to work. Mass transit is also not the solution here.
- Tolling I-205 will just push more traffic onto surface streets and I-5, increasing congestion and travel times. Tolling I-205 will disproportionately and unfairly impact communities of color and women who will need to travel I-205 for employment reasons and cannot afford to pay the tolls. Remember, the federal reserve, US Treasury Department, and Congress have spent about \$10 trillion on buying bonds and etfs, and backstopping bank assets in 2020 alone. None of this money went to infrastructure, but sure could have paid to cover costs of the proposed project.
- Location- This will divert traffic to the smaller communities of Oregon City and West Linn which already have significant traffic congestion issues. Why not move this to a location that is able to handle more diversion traffic and not through these small communities? West Linn's Willamette area has already been turned in to a very active highway at rush hour diminishing the livability of the small town.
- The impact on retired people who must travel the corridor from more distant locations (Salem/Keizer) for medical reasons.
- The language makes it sound like there's no way to escape being tolled, but why would I want to install a transponder on my car in the first place? In our current political climate I don't trust the desire to have a tracking device on my car. Additionally my finances have long been threadbare and as the current response to COVID-based financial assistance has demonstrated, I fall between the cracks when it comes to meeting the needs of those who are struggling financially. An additional expense that I cannot be opted out of may be just one more burden in troubling times.
- no apoyo el peaje por ningun lado y creo que debe ser iniciativas separadas que ayuden a la gente que ha estado desatendida.
- Diamond lane for drivers that want to pay extra.
- Need more lanes
- With so many people out of work why would you start putting tolls on roads? People will avoid the freeway and back up the surface roads.
- There is a lot of us that have no choice the time we travel on I-205. So that's not fair. Drivers will use surface streets instead. Surface streets have a problem moving already because of all the construction that flows into the streets & flaggers stop the traffic. Every construction/area/city/county has own rules. Should be same rules for all in major metro traffic areas. Out of the way during commuting hours. Keep Oregon Moving.

- This is a horrible location for a toll. A much more logical place would be between Oregon and Washington borders. That congestion has gotten out of control. There are times on I-205 near Mall 205 where I am completely surround by Washington State plates. People trying to avoid income taxes have caused a far worse congestion problem then near West Linn. I live on the East side and many of my friends live on the West side and shouldn't have to pay a toll or go 5 miles out of my way on side streets to visit them. It will cause massive traffic jams through West Linn.
- I do not think you are taking into consideration the amount of traffic this would divert to side roads/neighborhoods. Increased traffic is not only dangerous for walking, biking but also for school buses that stop often and load and unload children.
- Use congestion pricing to reduce congestion. Revenue from congestion pricing should be used to fund more transit, bicycle, and walking options -- NOT more highway lanes or highway expansion. COVID has shown us that we don't need all this highway!
- Consider rebalancing your budget and figure out where our tax dollars are going?
- By not having toll roads in the first place. This will only drive traffic to side roads and adversely effect those of low income.
- Deberían trabajar más para la comunidad y no en contra de la comunidad el gobierno no produce dinero solo lo toman de los que pagamos impuestos Si están queriendo aliviar la congestión deberían construir un Bypass en el I5 Sur y Norte igualmente en el I205 Sur y Norte para sacar el tráfico que va fuera de la ciudad u no dejar que utilicen los dos freeways para el tráfico local
- No estoy trabajando y no puedo pagar por el momento. Tampoco lo utilizo para trabajar solamente para ir a la pulga en Gresham los fines de semana.
- Tolling is a sham and doesn't solve any problems. It discriminates against citizens of West Linn and those in lower socio-economic status. I'm a senior citizen on a fixed income in West Linn/unincorporated Clackamas County and have NO public transit alternatives! Tolling will force traffic onto already congested side streets, ruin the quality of life. This proposal is a travesty! We already pay gas taxes - put off this project until post-pandemic gas tax revenues are up - don't add another highly distrimatory tax. Pay attention to land use laws to reduce density, congestion.
- Traffic congestion is paramount
- Use the same tolling system as used in Washington State and the Gorge Bridges. One system for the pacific northwest.
- Tolls are a regressive tax that affect lower incomes people more. Find an alternative source of funding.
- Dynamic demand responsive pricing with high ceiling, Free/discount price for low/mid income users, dedicate all revenue beyond system operations to free/subsidized transit fees and ped/bike Infrastructure.
- Stop spending millions on 205 projects that have zero improvement to throughput or safety (reader boards, landscaping, extra lanes where there is typically no congestion). Put in the lanes that were initially designed onto the system and use the money I'm already paying to do so. I don't drive 205 because it's pleasant to sit in traffic at 15mph - I do it only for my job. Punitive measures only take more out of my children's mouths.

- Household unable to pay for tolls
- Build more roads
- No need for tolls. Build roads
- No need for tolls.
- Low income
- Tolls will only make congestion worse on streets near I205, and on I205 itself!
- People who can not pay will be using alternative streets and there will be a lot of traffic in city
- Add two more line on freeways
- Need more roads not tolls
- Low income homes. Can't tolls
- Toll the bridge and put all funds towards bridge replacement. Once bridge is paid off, remove tolls. Simple and easy for people to understand.
- This will be a bottleneck, there is no way to use an alternate route to get across the Willamette except in Oregon City. Tolling a bridge in a major metropolitan area only works where there are multiple other options (see 520 in Seattle)
- This will push traffic into West Linn and create a massive increase of cars to local streets. A toll is simply not a viable option here. It makes much more sense to create additional lanes and improve the traffic flow in that area. Three lanes through that stretch would help tremendously. Do not push traffic to our local streets.
- This toll will push traffic up into West Linn neighborhoods.
- none
- none
- none
- Pushing even more traffic in to the already congested residential streets
- don't toll unless new roads, transponders with reduced rates for residents and businesses of county
- Spend state Money more wisely. Quit bleeding people with taxes and fees
- Placement and/or spacing of tolling 'spots'.
- There is a difference between a local West Linn resident who uses 205/Abernathy Bridge to Hwy-99 or 212 vs the 205 user who is commuting from South Metro to N Portland or Vancouver or other traffic that is using 205 to bypass downtown Portland. Tolling MUST take into account local residents and not overburden us as a disproportionate amount tolling AND must not divert 205 traffic onto our local roads. Hwy 43, Willamette Falls Dr, Borland Rd, the Oregon City/West Linn bridge, and Childs Rd/Stafford/Rosemont are already becoming significantly overloaded with traffic during high traffic times.
- Reading this information it seems the State has already decided tolls will be implemented. Tolls are NOT the only solution. We will vote soon on a Metro tax for roads. This is the perfect solution to INCREASE road capacity. Forcing people out of cars is not managing the situation.
- Offer exemptions or very significant discounts to West Linn residents as we depend on I205 or would have to use the Arch Bridge and then go onto the highway (creating terrible congestion) also figure out how to prevent trucks and passenger vehicles from diverting

onto SR 43, Willamette Avenue and clogging road, creating a mess in West Linn. This is already a major issue when I205 is crowded.

- How tolling will impact more undeserved and historically disadvantaged populations within and surrounding the district.
- Improving traffic flow is important, but so is providing non-toll / non-cost routes. Not everyone can afford to pay tolls, particularly commuters, and so having an alternative route that does not cost anything extra is vital. Maybe just expanding a bridge lane would solve the traffic problem without needing to toll drivers.
- Let the people vote. Do not put up tolls unless the people vote for it. You have not used transparency and citizen participation as your guides. That is Goal 1 Citizen Participation that you have forgotten about in this process. We are in the middle of a worldwide pandemic. The economy is being strained as never before in our lifetimes. And you want to charge people money to use the same highways to get to work. You are not adding highways. This has not been done in any other new tolling projects that I have ever heard of and it is morally wrong to do so. Let the people vote.
- This process seems to focus solutions to traffic issues as solely a "Stanford area to OR-213" issue. I think traffic congestion is more of a regional (read Metro) issue.
- Toll road will increase traffic through Willamette Falls Drive and Borland Rd. Middle School projected to be built at Dollar and Willamette Falls Drive will already increase traffic there. (Very few middle school students will choose to walk in the rain. Therefore parents will drive them there.)
- Make West Linn residents to go through the TOLL FOR FREE
- I have lived in areas with tolls. There always seemed to be a convenience of some type. Rather pay annually if I have to
- This idea is IDIOTIC! Placing tolls is going to do nothing but slow down traffic, increase congestion, and add another level of taxation!!!
- Nothing. It's about time Clackamas county pulled its weight on using highways.
- Toll the whole thing, I5- 205 junction north end, I5- 205 junction south end. Don't nickel and dime, traffic will just shift to avoid toll sections
- No tolling. For those that live in west Linn near the bridge have no good way to get anywhere except using the bridge. The old arch bridge might get you over the river but at what cost to local traffic. And what a bottleneck that would be
- To the committee involved on planning such idea. I cannot believe you are planning on tolling all lanes of I-205. This is the main and only HWY myself and other have to use. None of this right. Also to be asking for residents in this area to pay to use a HWY they themselves need to use as a main line of transport is too much. I am asking you to not make this area a tolling area. It does not make any sense to do so. You can instead designate a lane as Carpool lane and have motorist use that to help clear congestion. I am against I-205 being a tolled HWY.
- Consider traffic studies on already heavily used local streets (Stafford/Rosemont as well as Borland/Willamette Falls Dr) due to currently drivers avoiding heavy traffic on 205. As a 30 year resident living off of Rosemont Road the increase of traffic in the AM and PM rush hours is becoming disturbing with large backups and inability to turn from side streets off

Rosemont Road. Concerned the toll areas proposed will cause more drivers to use back roads such as those noted above and deem our neighborhoods a traffic nightmare as well as unsafe for the many residents who reside in West Linn.

- Tolls will hurt commerce in the region Tolls will hurt lower socioeconomic individuals Tolls hurt locals Tolls add congestion to side/neighborhood roads Tolls are not a good solution. Money relocated from mass transit projects will help more people.
- Que no se cobre
- Eliminate tolls for those driving to work. We can't afford to move to avoid the tolls. Employers will not reimburse and the surrounding city streets will become congested with people trying to avoid the tolls. Our work schedules are not flexible.
- Precio y sistema de pago: quizá no todos cuenten con el efectivo al momento o tarjeta. Proporcionar opción de compra de peaje mensual y descuento para aquellos que se transiten con frecuencia. Transparencia!!!!
- Locals should not have to pay. Through traffic requires a permit to use surface streets.
- There is already a significant amount of traffic that diverts to local streets. At times local traffic is backed up for miles through West Linn and Oregon City. Please don't make it worse! Option 2 is my preference for that reason, with Option 5 being my second preference.
- One city and its residents are unfairly being targeted and tolled This would cause horrible traffic on local streets costing it's residents in multiple ways The funds aren't specifically targeted and guaranteed to solely help congestion in that area
- I live in the West Linn. We have limited shopping and Medical facilities in our community. We have to travel to Oregon city and Tualatin for these necessities. The tolling will impact our community the most as we are an interconnected group of small Oregon towns that function as one community. I live off from the 43 and I do not want any additional congestion on this roadway. I understand the need for tolling however it makes sense to toll people crossing the Columbia from Washington, it does not make sense to toll people crossing the Clackamas from west Linn to Oregon city.
- You should not toll until you add lanes and what you should do is make the left lane a toll lane and the other 2 lanes are non toll. Or even better... add two lanes each way and toll only the new lanes.
- Residential local streets that are the most likely to become diversion routes, should have some kind of safeguard such as a resident permit to screen legitimate street users from those merely trying to sidestep I-205 tolling. Provide a website for public access that shows a balance sheet of revenues collected from tolling and how those revenue are expended.
- Strategic transportation leadership should instead be focusing on incentivizing working from home, therefore lessening the congestion on roads (not to mention less wear and tear, fewer emissions, less need for infrastructure); instead of penalizing those that do need to travel.
- Not move forward with tolling. Find other options are available to address traffic and improvements to I 205.
- Not move forward with tolling. Find other options are available to address traffic and improvements to I 205.

- Don't toll and use the money we give you now responsibly. This won't keep people from driving and change to taking public transportation.
- I make several trips across the Abernathy Bridge every day, for work, shopping, appointments. Price reduction for those living close to bridge and use it multiple times daily. My other option is to use the Arch Bridge, which already has heavy traffic and congestion on West Linn side of bridge
- Improvements to Clackamas County roads and alternative access points.
- There isn't a single on or off ramp in Oregon City or West Linn that isn't effected by the toll. There is one other bridge between the two and it is one lane on either side and regularly backs up all the way to staffers during peak congestion.
- Toll revenue should only be used for new roads
- none
- none
- I've already been hit hard by COVID related reasons. Unemployment took weeks because the outdated computer system was not replaced. Where did that money go? Now magically all these funds are being appropriated for BLM and POC, like the cares act. Portland has millions of dollars in damage due to rioting. I just don't trust the reason for this proposed toll. Why don't you take some of the funds allocated for political agenda related causes and use it to fix the roads if that really needs to happen.
- The amount of traffic on other streets by commuters trying to avoid the tolls
- Uh, not till our fucking roads we already pay large taxes for???? Fuck off. You douchbags don't live in the area and won't have to live with the impact so you can't properly give 2 fucks about the results. And even if you did, just fuck right off nobody wants this shit fuck you guys we pay taxes already. Give us tax credit then bitch ass greedy ass assholes hope every one of your mothers catch covid.
- Uh, not till our fucking roads we already pay large taxes for???? Fuck off. You douchbags don't live in the area and won't have to live with the impact so you can't properly give 2 fucks about the results. And even if you did, just fuck right off nobody wants this shit fuck you guys we pay taxes already. Give us tax credit then bitch ass greedy ass assholes hope every one of your mothers catch covid.
- Cut jobs that are nonessential. and don't waste the money on items like the signs over the road ways stating advisory speed. The residents of this state will have to pay for tolling but truckers and visitors to this state will pay nothing. Don't toll the roads we have already paid for. If the money is used to pay for things because of the gas tax and Covid. Find another way as we have to in our households. If you took the money wasted on signs and made the road three lanes that would reduce traffic,
- Refer this proposal to voters and manage your existing funds more efficiently.
- Que con mucho trabajo nos alcanza para pagar nuestras facturas, y ahora pagar por salir a trabajar? Oh no!
- Downtown will be come more congested with people avoiding the toll and taking the OC bridge.

- Tolling Portland roads will do nothing to reduce congestion and there is no way to make them truly equitable This is nothing more than a money grab by a state that doesn't know how to live within it's means
- If you toll Abernathy, people will use 99E which is in really bad shape as it is. Will cause congestion and smog to increase in residential areas. The entire state should equally pay for infrastructure, especially KEY projects like bridges!
- No acceptable alternative routes without overloading other streets
- we are not the east coast. We have not had tolls. We don't need tolls. We need wider roads, and better maintained roads. This is an obvious money grab that is only going to hurt marginalized people and people of color. Its going to hurt our trucking companies. There is NO benefit to the community. Tolls do not reduce traffic. They just hurt drivers.
- Charge a reduced rate for local people, more or out of state (Washington)
- Please don't toll - it will push people on to 43.
- These are literally the only two routes between Vancouver and Portland. Taxing them disproportionately affects those already displaced from the city and those who have jobs that won't pay the toll. People shouldn't be taxed just to get to work. Also pushing traffic to side streets will literally just make those worse and less safe for cyclists and pedestrians. Everything you've written about thinking about low income people sounds like lip service. Do better. In a time where we're trying to be more equitable, this is the exact opposite and makes my blood boil just thinking about it.
- We live in Gladstone off 99E. 99E already is a horribly congested drive. Please spare us this trauma. Don't make our neighborhood streets byways for avoiding congestion. There are a lot of schools here. You will make it heartbreakingly stressful for us to live our lives. It is already hard enough. Please please don't.
- Do not do this. Tolls do nothing but slow down and make travel less productive. They hurt the lower paid folks the most. Don't do this, I beg of you.
- Ustedes son muy abusivos el problema también existe en el 26 de hillsboro a portland y no veo que quieran cobrar. Primero construyan más carreteras tienen que ser más grandes y después que las construyan pueden cobrar antes no señores basta de tantos abusos Oregon pago impuestos al estado y no tengo porque pagar más reduzcan ustedes sus sueldos reauden impuestos ciclistas hay muchos líneas para ciclista y ellos no pagan nada.
- Consider a vote by the people.
- Muchas personas que usamos frecuentemente esta carretera y somos de bajos ingresos podríamos irnos al 5 y esto ocasionaría más tráfico en el 5. Ojalá haya un programa de ahorro para las personas de bajos ingresos. Pagar la mitad o tener 1 vez gratis cada semana. Algo así.
- Increased pollution in towns Increased usage of the small roads in the towns and therefore increased congestion inside the towns Increased maintenance costs for the small streets which are paid for by the residents of the towns Increased traffic accidents because of the excessive usage of the small streets that were not designed for this level of usage.
- although i haven't done a formal survey, most people driving 205 do not have a choice whether to drive or not. they drive it because they have to. you have got to get across the river somehow and its the only option on this side of town. So basically this is a forced

travel tax. This should not be implemented. Fix the roads, expand the bridge, complete the projects...but use the money we already give you. Registration fees went up. Gas tax went up. Tolls are a very bad idea and completely unreasonable.

- Making it easier and faster for cars to get around
- Consider pricing discounts to locals that have to use I-205 everyday, multiple times a day (residents of Oregon City, Gladstone, West Linn, etc. vs commuters using it to get from one location to the next so they only drive it one to two times a day.
- Add more lanes to accommodate increase in capacity.
- none
- This is a dirty disgusting cash-grab.
- Alternative sources of funding should be considered. I use I-205 daily to commute from my home in Washington County to my office in West Linn. I never use the Abernethy Bridge.
- N/A
- ALL roads get congested at times. Do NOT toll just 205 that is ridiculous idea! What about people who live in Oregon City, Gladstone, Milwaukie, West Lynn etc. This toll will mostly affect people living in the areas not the ones that use it as alternate route for I-5 congestion. We already pay gas taxes for road projects.
- 1. That tolling punishes ordinary people who must drive for a living, and who are not high income earners. 2. That you already have money via the collection of taxes. Stay within your budget instead of taxing people through tolls.
- Use lottery money to improve I 5& 205.
- I am Opposed to Tolling any Oregon roads or highways... People will use alternate routes through my area, which will dramatically increase traffic and accidents on roads not intended for high volumes... Tolls will negatively impact income of people who use roads on a daily basis to travel to and from work... They will also increase shipping cost for business owners.
- The number one goal is to reduce traffic congestion. In my opinion, this should be accomplished using already-existing revenue sources. However, if that is not feasible, using tolls is an acceptable solution since the actual users would be paying for the upgrade. My only concern would be to guarantee that the tolling revenue be exclusively used for the reduction of traffic congestion.
- I live in Gladstone and work in Tualatin. I can't afford a large fee because I have to travel 2x each day.
- Xin dung bat dong phi gi het. Thoi buoi da kho khan roi. Covid 19 chua xong con lam ra cai nay nua.
- Que el cobro de peaje no va a disminuir el tráfico Y no tienen por qué cobrar
- Don't punish people who live in the outer areas. Many live in outer areas because they can't afford to live in transit rich Portland. Tolls would impact them severely. Tolls are not the answer.
- Use the taxes currently paid each year from income tax to pay for the road improvements and add more lanes. The state already collects lots of tax and should re-evaluate how it is using the money. Also public transportation ends up being used by so many homeless

people. We are paying for them to get shelter on max for free because there is no check for a pass at each entrance. It has become dangerous for tax paying people.

- Speed bumps? Periodic stop signs? Electronic speed registration. I have very very rarely seen any kind of sheriff support for speeding on this road. In fact never in over 32 years for traffic violations. Toll will be creating a monster condition on our road.
- Simply add 5-75 cent to the gas tax Build lots of lanes and fix the bridge. Tolls are not fair, expensive to maintain, and like a virus in people pocket book controlled by government morons that like every tax they can make up.
- I-205 already has massive congestion! It affects access to West Linn and has gotten so bad that the trees along the route are dying from too much CO2. Having all of these cars stopping (!) to pay is ridiculous and dangerous for the citizens of West Linn and Oregon City where the pollution will permeate. Any toll station I have driven, the freeways are 4 to 6 lanes! This idea is ridiculous, not only because we are talking about a "freeway" of only 2 lanes, but because it already gridlocks. Please, please, please find another way to get funding for the roads! This is absurd!
- Increased pollution in towns Increased usage of the small roads in the towns and therefore increased congestion inside the towns Increased maintenance costs for the small streets which are paid for by the residents of the towns Increased traffic accidents because of the excessive usage of the small streets that were not designed for this level of usage.
- No toll
- Incentivize employers by giving tax breaks (or the like) when they allow their employees to work from home. This reduces congestion and lowers emissions (e.g., look at how COVID has done this.) Tolling I-205 near Oregon City does not address the real congestion area from Foster to the Glenn Jackson Bridge. Reinstatement of Portland's multijurisdictional Transit Police and 24/7 security at Park and Rides is imperative to retain ridership.
- The people of the west Linn community
- Very limited alternative travel routes around he proposed toll section. We expect massive increases in local traffic and danger to families and people who live along the alternative routes.
- Don't toll roads we already paid for. Raise the gas tax like the majority of people want. This plan is ludacris and basically stealing.
- 请认真考虑. Please seriously consider.
- fix the bottleneck at 10th st exit instead of tolling and targeting Oregon City travel and residents-it appears they will carry the burden of the tax a it is their access to I-5. Downtown Oregon City already is somewhat congested during rush hour-alternative 1 and 2 seem to promise worsening the situation. How about you go for a sales tax and reduce/eliminate property tax-strike down Measure 5 so that our state can fund road improvements among our needs. I see no plans to actually hold accountable with design blueprints provided to the public. Reminds me of the bridge to nowhere.
- 1. The reality is that tolls will NOT help congestion. Why not? There are no parallel arterial roads available to use instead of I-205. Also, moving the West Linn Post office to Lake Grove and Oregon City will only put more passenger cars on I-205. 2. The toll revenues will get siphoned off for other studies and uses and will not be totally used for freeway

improvements. 3. Improve other arterials. Build a vehicle bridge across the Willamette inbetween Sellwood and I-205. The improvements to Sellwood Bridge did not provide an arterial into the Sellwood neighborhood, so there is a huge rush-hour bottleneck over the bridge.

- Un conductor 'Self employed' de Uber y/o Lyft, a la tarifa 'Low Cost' que cobra, además de los Taxes a finales de año, Combustible, el Tiempo y las Millas, sumarle un Peaje...??? Ya es acabar con los ingresos. Además de congestionar calles alternativas residenciales.

LAMENTABLE!

- 无、很好。 No, Very good.
- It seems in order to solve a certain set of problems, Gladstone and Oregon City are going to be significantly impacted by traffic diversion. And the traffic on the main local streets is not good now. Given the changing circumstances and the uncertainties of what the future will bring due to the COVID pandemic. We are in uncharted territory and projects like this should be postponed until we truly see what the new normal is going to be.
- No toll, this is ridiculous in two states that spend so much money on social programs and let the roads go to pot.
- You've already made Oregon one of the highest rated taxed states and now take consideration people or out of work business are failing or moving. Who is going to have the money to pay for your stupid mistakes?
- I'm very concerned about low income people who need to use 205 to get to work. Many people cannot just change their commute times to avoid a toll.
- Don't divert traffic to 99-E
- Population growth should provide a larger tax base. Where is the money going?
- I-5 and I-84 interchange. Why is this issue not being addressed first? Both the I-5/I-84 interchange and I-205 Abernathy Bridge are significant areas of congestion. However, the I-5/I-84 is ranked #19 in the nation. This is significantly more pressing than the I-205 Abernathy Bridge area, which is ranked 88th in the nation. I suspect addressing I-205 first will cause increased congestion of I-5, which in turn will add to the congestion at I-5/I-84.
- Low income people tend to have less flexibility in their work schedules than those with higher income. Hence, a poor person will likely have to pay more to use the service than a wealthy person. This seems fundamentally unfair and perhaps even unconstitutional.
- Consider every single possible alternative to tolls. Tolls do not work (just look at Seattle). There are not enough alternate routes to safely and effectively reroute traffic. Avoid charging people money to use a road they already pay for because they have no other option. Also, tolls add a privilege to those who have flexible schedules or can work from home, while adding a financial burden to shift workers, many of whom are only making minimum wage.
- Find a solution other than tolls some people have no other choice than to drive this for work. Just charging a fee isn't going to stop the congestion if there isn't any other option
- Do not toll Oregon roads.
- Oregon City lacks local public transportation options.
- No tolls!!!

- The fact that we already pay a punitive amount of money through our gas taxes and you should not have a right to further extort dollars out of us.
- Khong thich ket xe trong khi di lam
- Very concerned about drivers diverting to West Linn roads to avoid tolls. Livability of West Linn will decline, housing values impacted. Against tolling 205.
- 收費增加的通勤開支對低收入戶增加負擔
- As many in the cities surrounding the tolling lack alternative routes for transit to the greater Clackamas County area and beyond, tolling exclusively through the identified areas places an unfair burden upon the citizens' shoulders and wallets. Tolling is intended to alleviate traffic in the Metro area, however, it will force more cars off the freeway and onto our neighborhood streets in West Linn, Oregon City, Lake Oswego, and Tualatin. Many of these drivers may not reside in the affected cities, therefore, how will equity be managed for residents of these cities who lack alternatives?
- I work in public service and these tolls will financially impact my ability to do so. I am of the middle class. This will negatively affect my family's income.
- I work in public service and these tolls will financially impact my ability to do so. I am of the middle class. This will negatively affect my family's income.
- This project will outspend it's purpose, and would not resolve the issue with traffic
- If our tax dollars were used more wisely this would not be an issue instead of expanding light rail just use the money for improving the roadways and our gas taxes are high enough there should be plenty of funds from that.
- Do a survey of traffic coming from WA. Why penalize OR drivers when so much of the traffic is from WA state
- 对交通设施进行改造
- 对现有交通设施进行改造
- I believe these have been paid for and are maintained by Gas Taxes etc. If someone finds sitting in traffic a good use of time. That should be their Choice. Judging others Really. Covid will make a lasting change in peoples Transportation needs. With the Stress to the Community already the timing of this is ill advised. Making a Decision without seeing your victims/constituents being present is also cowardly. I suspect this decision has been made and will expect to see Toll Station at the foot of my Driveway reading a device attached to my walker.
- 改善交通
- 对上班族纳税人要公平，公正，合理。
- Not sure it is possible to address the first 2 that I checked. For third check please see what's I wrote in. When the toll goes in, I will contribute to traffic jams in downtown Oregon City and Willamette section of West Linn.
- I do use I5
- 经济非常低微.对一些人民造成穷困的影响，且收费对拥堵造成 加倍。应该对生意运输的大型车辆收费和分开加驾驶路线，
- DO NOT IMPLEMENT A TOLL SYSTEM
- 请慎重考虑
- 集思廣益，不可黑箱作業，需要公平公正透明處理整個項目。

- Consider those who will pay the toll: the motorist. Pedestrians and cyclists will not pay a toll; therefore, improvements must benefit motorists first.
- We already paid for the freeway now you want to charge us to drive on the freeway we paid for with tax dollars.
- I live in Tualatin and work on the opposite side of the Willamette river. It would be nice to have a more direct route using public transportation.
- 收费站可能会造成交通更拥挤
- No tolls period!
- Innovation and developing alternatives with partners and business groups
- 1) Make a lane on 205 a no-toll HOV lane during peak traffic hours. This will give people a non-tolling option. 2) If there was a proper bike lane on WFD or Tri-met bus schedule that did not conflict with the high school start time, there would be one less teenager in my household using 205 to get to/from school.
- Don't allow WAZE or Google maps to re-route out-of-state drivers or trucks through local neighborhoods, especially Gladstone. Give low-income folks [e.g. SNAP recipients and those on unemployment and those earning less than \$15 per hour] a free tolling pass. Give carpoolers a free pass if they have 2 or more riders in the car. This project should wait. Currently there is no traffic congestion. And from now on more folks will work from home. With record high unemployment and a national depression now is the wrong time to add a tax. Choose Option 4, so folks only pay for the segments they drive on.
- The problem with the location of the toll is that there are no alternatives to going over the river to avoid the toll. Why not move the tolling at points above or below the bridge so that alternative non tolled routes are available.
- No tolls
- Nearest communities and cost because we live near the bridge
- Ya pagamos bastantes impuestos
- 收费不应该太多，人流少的时间不应该收费。当然最好是不是收到费。
- AT \$230 MILLION A MILE FOR LIGHT RAIL. WE COULD HAD ADDED AT LEAST 1 LANE EACH WAY AND MODIFY BRIDGES FROM LAKE OSWEGO TO THE STATELINE. WE DO NOT NEED TO NEW YORK IDEALS HERE!
- 收費沒有實質上的舒緩交通
- 收費反而增加交通堵塞
- 對低收入戶及通勤家庭負擔增加
- 考慮通勤家庭減免申請
- Stop this
- Primarily that low income drivers cannot usually afford any additional expenses. If a driver is eligible for Medicaid or other forms of public assistance, they should be exempt from any types of tolls. Also, those who drive trucks (not just semi-trucks, but regular trucks) should pay more because their vehicles weigh more and cause more damage.
- This is not the eastern seaboard. There are not 10s 0r even 5s of millions commuters. Tolling in my opinion is just a money grab. You say funds are drying up due to electric cars not buying gas and cars being more economical over all. I gotta cry B S on that. This state has never had so much money. Before the plandemic and all these fires anyway .But those are

temporary conditions. Can't base fiscal decisions on temporary conditions. What does equity have to do with building highways? I know there's nothing anyone can say to keep the state from going ahead with tolls, so when you do start shaking us down, keep the money where it belongs . on that stretch of highway being tolled.

- Tolls should be imposed on out of state drivers but not Oregon drivers. Could also toll the people who regularly use I205 as these are the people that are causing the high traffic.
- I support free passes for low income individuals. For those like me who use that section of 205 infrequently, there could even be a limited number of free trips per month on the pass. That would limit misuse of free passes.
- Your questions and statements are very confusing. I am concerned that a toll will not decrease traffic. Why would it? It will only push people to use smaller side roads to avoid the toll. There are no opportunities in the toll. It will make traffic worse, and the people in West Linn and Oregon City will pay for it, with their money and time. If there is a toll, why wouldn't it be on the I-5 where there is much more traffic going through, and the traffic is heavier.
- Currently a percentage of revenue transit funds designated for roads is being distributed to cities in Clackamas county for non road maintenance. Will toll road funds be used 100% for bridge renovation only.
- I would consider more specific actions with commercial use as a specific group concerned with time is money. I would also evaluate another option of adding a lane via other funding. A lane will only help for a short term, I feel congestion pricing will only help for a short term. I would be looking for guarantees the tolls go to the section tolled. Additionally I would suggest pricing model based on time through the area. The shorter the time the higher the price as you are stating that time is money. Thus if the congestion is not reduced the users are not forced to pay a higher price.
- If there is another way to generate revenue that doesn't create a tax on people needing to travel to work we should look into it. Equity isn't possible when those most pressed to get to work have no alternatives. If someone travels a distance, it's absurd to further impede their time with public transit as the only option. While I don't enjoy traffic I don't think that is a burden we should shift to people already disadvantaged by systemic racism.
- This is unfair to local residents in Gladstone, Oregon City, & West Linn who live near I-205 & do not have other options. It will also be a huge impact on Oregon City Bridge & downtown Oregon City for all of those going around the bridge.
- We are not the East Coast. We don't do turnpikes. If you want to clog every arterial and city street, then put a toll on I-205. If you want to better manage congestion, how about widening I-205 where appropriate.
- Putting toll booths on a freeway will only back up traffic and cause people to go through neighborhoods to get around it. the whole thing seems ridiculous.
- Same, Washington residents who pay income tax to Oregon should be exempt from tolling
- No toll is needed use what you have. City, county, state, property, gas taxes should be enough. I don't want to give the government another source to tax it's citizens. Why no tax cyclists - they are not taxed at all. Drivers pay for their roads. I've never seen a toll approved and then removed. Cascade locks & Hood River bridges still have a toll 40+ years later.

- If people have to pay the toll in both directions to get to and from work, the annual amount they spend should be tax deductible.
- Tolls are by their very nature regressive and the roads in question run through some of our most economically depressed areas. FIND ANOTHER WAY to fund highways that doesn't involve tolls or big brother tracking of motorists.
- Tolls sell use of lanes of taxpayer-funded roads to those who are richer. The rich already get too much of the resources in our community. Why are NONE of the 5 options "DON'T TOLL"??? This is a rigged process to get the answer you already want.
- How about stop wasting your tax revenue on the poor and lazy. Then we would have more in the budget to spend on road improvements. I'm so sick of the only solution you idiots have is to tax people more.
- This is the only multiple lane bridge south of Sellwood. The Arch bridge in OC cannot be widened and a toll to I-205 would divert traffic over that bridge, through Willamette all the way out to Stafford. There is already major congestion on that road during rush hour and the side street can't handle any more traffic. The people along Willamette Falls Drive are already overburdened and it will only become worse with a toll. If you must toll a bridge, toll the Sellwood Bridge or the Ross Island. There are many bridges in the Portland area so people travelling into the City have options.
- Clear timeline and objectives for roadway improvements before tolling begins.
- Stop this idea. I would rather pay more Reg. Fees.
- Spend a share of toll revenue on mobility options connecting low income arwas with employment.
- Building a THIRD BRIDGE!!!! NO TOLLS!!! Add Highway & Lance Capacity!!
- Why would you want to penalize people for driving on already-paid for federal roads? A bridge between WA & OR hasn't been built in over 30 years! You're horrible transportation planners. Build a new bridge to accommodate the expanded population. Stop making this an obvious money grab and financially hurting the people who need to travel to get to work.
- No tolls on Interstate highways. We're already paying for I-205 with tax dollars. Now we have to pay again to use it? Tolling is not a good way to reduce congestion. You're just going to push traffic onto city streets that aren't meant to handle heavy traffic. Interstates are. That's the point of a highway. Leave the traffic on the highway. If you want to toll, toll new capacity.
- Adding tolls to I205 will not reduce the number of cars traveling. It will simply divert the traffic onto local neighborhood streets which are not designed to carry higher traffic creating terrible congestion in the neighborhoods closest to I 205. there is already a lot of traffic on Salamo and Tannler which is getting worse as more housing projects are created. There is a lot of pedestrian traffic in the area including schools and senior center. The increased traffic from the tolling will endanger pedestrians and have severe negative impact on neighborhoods.
- I tend not to trust the way the state will use the funds and I'm very concerned about the traffic on the side streets, as they are already very congested. I don't see how the tolls will reduce the traffic.

- Keep 205 as a bypass - Don't want to increase through-trips on I-5. If someone is going through the Portland Metro area for Washington, they should use the 205 bypass, not I-5. A toll may create incentive for people to skip 205.
- Emissions from vehicles when idling are known to pollute. Very often when there are tolls manned and unmanned, the traffic can slow to a stop which will increase pollution.
- Publicarlas como ahora
- there is already a large divide between the "have"s and the "have not"s in this City. Many who have sufficient resources and currently choose to drive regardless of available public transportation will easily be able to pay the tolls and will keep on driving. Those who can not afford to pay tolls on top of everything else may be forced to rely on public transportation even if it increases their commute time substantially. Adding tolls will increase the divide in our community.
- I remain opposed to this plan because I live right by Abernathy Bridge and I use it daily and this will impact me disproportionately. There should be some solution for local residents who have to use this bridge that does not impact us disproportionately. Why is this the ONLY toll proposed? I understand the I5 toll has been dropped.
- Using side streets to avoid I205 congestion has been a significant problem for years. Tolling will make this problem worse! If restricted access cannot be applied to those not living or working in the West Linn/Willamette/ Oregon City areas, yet are using side streets e.g. rat racing to avoid using and tolling of I205 / Tolls....then some manner of tolling / penalties should be in place on side roads as well without resident or work necessity.
- Stop the needles tolling
- recommend base decisions on thorough studies and wide range of public input, surveys.
- Allow a cap on how many times you have to pay or exclude people that live within 3miles of the bridge
- Make a list of archetypes of people the represent the spectrum of people using the interstates and how the rolling would impact them. E.g, Juan who owns a landscape company: Peg, who lives in Gladstone and commutes to Tualatin daily, etc....
- I suggest you cut budgets and stop trying to get more state revenue. Making I-205 a toll hwy will create other side street congestion problems for those of us living around HWY 43.
- The effect of tolls on the local population .
- The proposed area of 205 will cost the citizens of Oregon City and West Linn an unnecessary financial burden and will congest streets. West Linn Highway 43 and Stafford road are already clogged and need relief. Also my experience with toll roads is not positive and requires much policing to catch cheaters and creates more risk and accidents that are avoidable. I would rather we keep our local and state police focused on diversity training and working on more critical calls than chasing toll road cheaters. Please look at other necessary fund raising options. Thank you.
- no tolls...period
- No ayuda, Soy un trabajador que a Diario uso LA autopista. Y no Gano mucho dinero Para que encima Se me vaya en peaje que Pago con mis impuestos
- There isn't really any mass transit options along this stretch of I-205. If there are options, they are infrequent and not convenient. People are not going to have reasonable

alternatives as far as avoiding I-205. The local streets/country roads are the only option and those will back up as people attempt to avoid the toll.

- Make the system the same for everyone.
- Replace gas tax with mileage/use tax. Include trucks. Make it fair for all. I only use 205 occasionally - it would be a pain to find a way to pay for those trips - and expensive to set up an automated system.
- Figure out something different. Toll bridges are not wanted in Oregon or Washington
- There is are no viable route alternatives other than this stretch of I-205. Widen that part of I-205 with more lanes.
- Now, it is very difficult to agree with this project, when the economy is falling down and people do not have jobs.
- Provide alternative routes for people who use I-205 every day
- Build an additional road line
- Truck drivers must pay, they are driving everyday
- Road quality, Add roads
- Right now is a hard time with work, not everyone will be able to pay for tolls.
- Now, many people do not work and there is not enough money to pay for utilities,. Will be very hard for people to pay tolls
- 1) Low income-people wont be able to afford extra. cost when making this meet 2) Driving through the city and neighborhoods will suddenly be involving with heavy traffic
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- People indeed will avoid going through I-205, not to pay much, especially those who work across the bridge and will try to go different routes which will cause traffic congestion
- Efficiently manage the funds you already have. If you are tolling, toll all the freeway systems in the metro area. Build more lanes with tolling funds. People will be neighborhood streets. You can not stop this without more freeway capacity.
- NO TOLLS
- Tolls should be based on the value of the car you drive, how long you have lived here. In France I saw how the toll roads there work. Trucks have their own land and pay substantially more. The toll gates areas are huge ten to fifteen lanes wide. Toll lanes allow for prepaid toll, so there are toll passes for a week, a month, six months and a year. These bulk passes arn't cheaper! Just more confident. Some people get a free annual pass based on income or age, like retirees who don't use the road much. They really big tourism. Passes for out of region are higher and have their own lanes.
- Environmental impacts and ODOT's historic pro-car bias.
- NO TOLLS for our area. This is a simple money grab and serves no benefit to our community. I drive this area all the time and even during the busiest times traffic is not too bad. Now, where a real problem lies with traffic is on I-5 in Portland. If any place needs tolls to fix traffic, that is where it should happen.
- 经济负担太重，一定要交过路费的话，可以考虑让富人区的人（Lake Oswego, West Linn）多交费用，特别是 Stafford road 的居民要多交钱。

- Make sure tolling is priced properly so that is effective. Try to give direct cash rebates or dividends to low income Oregonians rather than discounts or other schemes.
- Salario por familia
- 采用自动扫描感应收费系统
- The impact to surrounding and adjacent community as a result of cut- through traffic
- Tolls are to pay for NEW roads with an end time established. Forcing people to pay a toll with no real improvement does zero good for the city. This state has a real hatred for cars but sitting in traffic for LONG periods of time creates MORE carbon emissions than if you just add more lanes. The bottleneck is not working.
- Que con ese proyecto va a ver mas trafico
- As a West Linn resident, I am positive that our streets will be flooded with drivers not wanting to be tolled. This negatively affects our neighborhoods and the day to day lives of our residents. Not to mention it unfairly targets us financially, since we have to access I-205 to go most places.
- This project is predicated on the false premise that traffic demand will rise to pre-COVID levels after the pandemic, where in truth countless workers are permanently able to telecommute, and the retail sector is unlikely to fully recover in light of increased online shopping. ODOT needs to avoid the sunk-cost fallacy and consider whether the traffic needs of the system will be the same in a year as they were a year ago.
- 增加多些免收費道路選擇
- The alarming number of people that don't want the this toll. It's not necessary and there are other and bigger problems that should be addressed before taking money from those who have been having their money taken away. The way to clear up congestion is not by putting a price on it and calling it good.
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- 1) provide incentives for carpooling 2) people who live and work near I-205 have dirtier air to breathe, due to exhaust from gas and diesel-powered cars, trucks and vans 3) I-205's Abernethy bridge and its Clackamas River bridge need to be retrofitted so that they can be usable after a Cascadia subduction zone earthquake...I understand that this will be very expensive
- Good lanes will mean more traffic. If there is a road with NO traffic - it will get created.
- Do not toll 205
- WE do not want tolled roads because people will opt out to use the free alternatives anyway
- consider how this would effect the small bridge over the river that is already congested. This is not a good idea in my opinion.

- Please do not toll OR citizens. Instead of setting up a toll bridge in the middle of suburbia, set one up over the Columbia river in WA. Start taxing the people border hopping. You have proven that you are not responsible with funding if you are asking for MORE money. Do not increase taxes, use the money we gave to you more wisely. Additionally, if congestion is the issue, slowing people down by making them stop at a toll bridge is going to further the issue of traffic. Clearly, this is OR incompetence at it's finest. Keep on wasting my money and earning my distrust.
- Open more lanes
- is here that much congestion that we need this?!
- Tolling is a common-sense solution that can help restore equity and sustainability to our transportation infrastructure system.
- No tolls.
- End the tolling scheme
- Enact tolls ASAP...
- Taking public transit is risky and due to COID
- Do not do the tolling project. It is not going to help to reduce the congestion. It will make it worse on non-toll lines or alternates routes.
- DMV & DEQ have just raised rates for vehicle owners. I'm tired of being punished as a driver in order to do my job which CANNOT BE DONE through other alternatives. If ODOT intends to add yet another tax for improvements then they better ONLY BE USED on I-205!!! ADDENDUM -- IF YOU HAVE MOVED HERE WITHIN THE LAST 25 YEARS PAY THE TOLLS! IF YOU HAVE BEEN HERE BECAUSE YOU WERE BORN HERE OR HAVE LIVED HERE LONGER THAN 25 YEARS, YOU OUGHT TO BE EXEMPT!!!
- Minimal impact for those those live within these areas and have built a life on both sides easily crossing the bridge for family and doctors. The finanacial impact could be huge on individuals because we've never had to think about tolls before
- Que se tome en cuenta las voces de los más afectados . No solo los que manejan de otros lados pero la gente que vive alrededor
- Retrofit Abernethy Bridge for quake survivability. ALL Portlanders, BIPOC included, will need open transport routes following Cascade Subduction Event. EDUCATE public about benefits of tolling; success in other cities; EDUCATE, EDUCATE, BRING IN ENTERTAINMENT STARS FOR TESTIMONIALS. Lower tolls for or divert some revenue to benefit the historically underserved and disdained; cash or credits for taxis, Lyft (bec so many poor people don't have access to cars). GET THE RICH OUT OF THEIR CARS; let the poor get some driving in for a change.
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- Tolls unfairly affect the working class which have to use this bridge to get to and from work. The rich don't care, it's just another cup of coffee to them. But to the working class who are already paying taxes for other infrastructure, this is an unfair burden. Also, tolls are just another term for Privatization. Enriching special interests on the backs of the working class. Tolls will NOT decrease the peoples' needs for this bridge, nor will it decrease congestion unless you plan to make it much wider. People cannot change the time they are required to show up for work.
- we should be charging the delivery companies. They are a huge part of the problem. 10 years ago the most delivery traffic on our road alone was 3. Now on just our road there are at least 15 a day. Instead of stopping at the store as they drive by it, they have 2 or 3 deliveries from Amazon alone the same day More if you include food deliveries. Also need to bring back container ships to get many long haul trucks off the road. You have 3 lanes of traffic going into 2 causing congestion in this area. The toll idea will unjustly impact the working family. Need to make the right source pay!
- Informarnos
- No cobren cuota! Busquen otras soluciones sin afectar nuestra situación económica.
- No estoy de acuerdo con pagar en la autopista, se llama Freeway porque es gratis, ya pagamos impuestos.
- More public transit and biking please
- NO NO NO Do not implement tolls. More government involvement, public sector jobs, more taxes.
- If you want to fund congestion relief projects, take it out of the politicians' salaries.
- Find other sources of funding. What about a mileage tax for drivers, for example.
- No fucking tolls. Thieves.
- Implementing a toll will not significantly lessen the amount of traffic on that section of 205. A toll will increase neighborhood traffic.
- Do not allow tolls. It's another form of taxing. We pay enough in taxes already.
- make sure the Old Oregon City Bridge is up to the task, as it is the only other bridge option nearby
- If the toll HAS to be done, daily drivers need a lower cost yearly pass or something similar to avoid an impact on our finances. Being able to afford stuff month to month is more important to most people than having to wait in traffic.
- Consider a Third Columbia River Crossing Option. We need a third bridge and wider access. Camas to I-84 crossing, or Woodland to Highway 30. Eliminate the bottle neck at the Rose Quarter. Should have a minimum of 4 lanes in each direction of I-5 thru the metro area.
- 35% population increase in the next 20 years. We MUST have new roads and start the discussion and plan for a third innerstate bridge to address this. Tolls do NOTHING to stop congestion.
- 35% population increase in the next 20 years. We MUST have new roads and start the discussion and plan for a third innerstate bridge to address this. Tolls do NOTHING to stop congestion.
- This is BS! There is no way you can lead with race or protect the underserved with a toll. Period. So, now rich people can afford to have less traffic! That is pure BS!

- I can't believe you have the nerve to propose tolls on the roads we paid for. This discriminates against the hard working people who have to use the roads to get to work and are barely making ends meet as it is. Our state has had record revenues, but they keep wasting the money away (a good chunk of it on the PERS Ponzi scam) on all their corrupt pet projects instead of maintaining roads and investing in new infrastructure. And now you're letting mob rule destroy downtown and destroy the hard working business owners who made so many sacrifices to provide products, services, and employment.
- Reconfigure Oregon's ingress and egress feeders to 205 + I5
- Do not toll the currently existing roads/lanes. Add a 3rd lane as a toll lane or as a carpool lane. Making existing roads toll roads is punitive to the local communities and is not what the people living along this area of freeway want.
- The traffic on McLoughlin (or 99) will be even more awful than it is now. The idea is terrible! The choices to avoid the bridge are very few. An unfair idea to anyone in the area. It's a no win situation for the residents.
- The tolling will only benefit those in Oregon. But it isn't fair to make Washington residents pay for Oregon's roads.
- People who make middle class wages of 70k or less cant afford this. Why not make an Express lane and charge for that instead.
- I am worried that the toll will worsen the traffic
- Нужно уменьшить неразумные работы которые не практичные но забирают много ресурсов например различные островки и светофоры для переходов которые делают больше пробок на дорогах а пешеходы не работают мозгами. 148 я и Division перекрёсток хуже придумать наверное нельзя. В течении года переделывается второй раз. Тратятся наши деньги которых и так достаточно много мы плотим в таксах. Моё мнение ресурсов достаточно используйте правильно!
- Oregon already taxes enough but no real work is done on things we need. They are building extra "green lanes/sidewalks", taking away road space from cars. Congestion is getting built all around the area we are living in. I do not want to be charged any more than already am to be able to drive to work.
- Provide clear detour signage
- 收費對交通有實質性的幫助， 而不是浪費人民的金錢
- Those who live in Washington and work in Oregon already paying the 9.1% income tax.
- I suggest increasing the gas tax instead of starting tolls for many reasons: a) the gas tax systems are established and a rate increase would have minimal cost, compared to millions for new tolls; b) The gas tax already provides incentive to drive less on all roads; c) A gas tax does not divert traffic onto local roads
- Other means of funding, such as a gasoline tax.
- We need better public transit options at reduced or no cost to low income people. Our public transit system leaves SO MUCH to be desired for a city of our size that continues to grow.
- Direct most of the funding to transit, bicycle, and walking improvements to increase the equity of the benefits of the project because those three specific investments have the biggest

and broadest returns. Also, we need to improve our air quality and mitigate climate change, so one of this project's goals should be to reduce driving.

- 50% of the generated funds should go towards regional public transport
- If we don't curb rampant immigration we are destined to continue widening highways and building more schools forever. Enough is enough.
- A toll on I 205 would really hurt families in Gladstone who regularly cross the river for groceries and drs. We have enough trouble making ends meet as it is an extra fee would permanently mark us in the red. Find another solution, don't tax the low income to keep us out, there are no other alternative to cross the river besides the Oregon City bridge which would increase the cost and traffic in that city. We should be allowed to move freely in our society without being taxed to death!
- Coming from the land of tolls, the NE, at 80 I have spent half my life with tolls and half without....they slow traffic to a crawl! They are a disaster and anyone who tells you otherwise is trying to sell you something. Southern State Pkwy on Long Island was always a traffic jam as everyone slowed to pay their \$.10 , 1 dime, toll. Once the tolls were eliminated traffic flowed smoothly. They raise money at the expense of traffic flow. The worst way to penalize travelers. Don't do it!!!!
- Why not charge a per mile tax for all road users, and then the incentive to divert would be less?
- GET RID OF THE IDIOTIC IDEA. WE PAY ENOUGH DAMN TAXES SOME OF WHICH ARE SUPPOSED TO GO TOWARDS HIGHWAYS. LEARN HOW TO MANAGE THE MONEY WE ALREADY PAY INSTEAD OF ROBBING US ALL FOR MORE
- Provide alternative, non-tolled driving routes. I live in Vancouver and work in Portland, so I do have to cross the bridge every single day, whether it's through I-5 or I-205. I can't afford paying toll 262 days a year x2 if I have to go back and forth.
- 把收费的钱用在建设新的公路
- Sharp increases on surface streets will occur. None of the freeways in the Portland area or Oregon in general are worth paying a toll to use. It is an east coast and midwest idea that should remain there.
- Do not toll our federal highways.
- Tolls are not good ! Please DO NOT TOLL OUR HIGHWAYS !!!!! It just make the highway another road for those that can afford it !
- Expediting and prioritizing the lane addition as the most significant long-term solution.
- Build a new freeway and put tolls on that.
- It is NO! DO NOT TOLL I205
- Put American needs first and stop spending money on non citizens. Government accountability and cutbacks are needed. Stop immigration and expansion to our state and country until our social and economic structure is running flawless.
- You will most impact the local community and not the most frequent user: non Clackamas residents commuting. Traffic is more congested near Portland on I 5. You're putting a toll on the wrong bridge. Build more bridges through Lake Oswego and Milwaukie. Build more lanes on I5

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- Do NOT toll these freeways and roadways! Expand the lanes! Tolling will have a horrific effect on the communities surrounding these freeways!
- Stop building trains that serve so few. Our gas taxes are some of the highest in the country, you should have enough money for roads.
- Every other route would become more congested. Make all of 205 3 lanes and the problem is solved.
- NO TOLLING ASS WHOLES
- I live in rural clackamas county and I feel tolls only help roads that are in the Portland metro area. If revenue will not be used on rural roads then dont institute a toll paid by people in rural areas.
- Widen existing freeways. Create carpool lanes. Drivers will divert into numerous residential areas which will destroy the roads and endanger pedestrians, bicyclists, residents, and children. The increased air pollution and noise will also destroy neighborhoods. Quality of life will decrease.
- Most people clogging I-205 at rush hour do not do it by choice. They are going to or from work and have no alternative. Tolling will not reduce traffic, merely make it more expensive to go to work. This is strictly a money grab. Shame on you.
- No
- Toll a different road! This will make traffic on 99E horrendous.
- Tear down some buildings and expand the freeways.
- No tolls needed
- It's just going to cause more congestion on other routes which in turn will cause a lot of road construction and repairs.
- Please consider our community of Canby in this decision. You will increase traffic greatly with a toll along this stretch of I-205. The number of cars won't decrease, they will divert to our small town and create a traffic nightmare for us.
- The negative impact that communities along what will become detour routes for those who will want to avoid rolling. Especially considering much of these roads are currently over their current capacity as it is. How and by what methods will the diverted traffic be discouraged? Has there been any widespread study into why people drive when they do to understand how much of congestion is based on those who have flexibility?
- The negative impact that communities along what will become detour routes for those who will want to avoid rolling. Especially considering much of these roads are currently over their current capacity as it is. How and by what methods will the diverted traffic be discouraged? Has there been any widespread study into why people drive when they do to understand how much of congestion is based on those who have flexibility?
- BUILD MORE LANES ON 205... DUH! DO NOT TOLL AT ALL! BUILD A THIRD BRIDGE BEFORE ANY MORE MONEY IS SUNK INTO THE EXISTING I5 BRIDGE
- Use the existing gasoline tax. It's extremely high and that's what it is there for.

- NO TOLLS
- I come from Florida and there are tons of toll road and you are not telling the truth. It does not ease congestion. It's just a way for someone to make money.
- Some people really don't have the money to spend everyday trying to get to work and back home to pay for the toll fee. I know myself and many others would try to avoid this fee by going to neighbor hoods and other area that don't have tolls. This would lead to major traffic not only at the toll, but on neighborhoods. As a part of the community, I wouldn't feel safe driving or having a home that could be driven by and targeted by disturbed people. I would think crime would be brought into these neighborhoods, more or likely.
- Current estimates show that rolling 205 could increase 99E traffic by 40%. This is absolutely unacceptable. If there is not a way to prevent overloading 99e, then this idea is a non starter. This should be obvious. Just implement a gas tax and ACTUALLY use it towards road improvements.
- How it will negatively impact the traffic around the toll area
- How it will negatively impact the traffic around the toll area
- Put a Toll somewhere on I-5 in the Portland area leave the rural areas alone
- It is ridiculous that you want to charge !!
- Our tax dollars were used to build this freeway. We should not have to pay to use it. If the congestion exists, it is the result of poor management, just as our forest have burned. I would prefer a gasoline tax or fee tacked onto DMV registration as a better source of revenue to improve the roadway - whether that is additional lanes or car pool priority lanes. The cost of establishing and collecting a toll is not an efficient use of funds. What percentage of the toll collected will actually be "profit" over the expenditure to establish, collect, and enforce the toll?
- Расширить дороги а не сужать
- Provide More travel options for people.
- To not impose a toll at all. We have already paid for this freeway, add new lanes and more off ramps but charge a gas tax to pay for it. Not tolls.
- Do not impose tolls.
- offer HOV lanes and promote carpool, vanpool and transit use
- This is one of the most unthoughtout attempts to have people pay another fee. What about the people who are directly impacted and live in this small zone? The back roads and the Oregon City Bridge will greatly be impacted due to all this excess traffic and make driving to the grocery store 2 miles away an hour long drive process! This happens every time there is a problem on 205; backed up Hwy 43, Kruse Way, Stafford, etc. for several miles. Which makes it unpassable to get home in the WL area. Horrible, horrible idea!! Are there going to be breaks given to people who live in this zone?
- Cancel the toll all together. The government doesn't need more money from us when there are construction companies and elected officials abusing the allotted amount as is. Government spending is already through the roof, and they show now sign of budgeting better. I think giving them more of our money is just going to make matters worse because they can throw it away even more. Absolutely not worth it. Scratch this project.

- Provide a subsidy option to low income residents of I-205 suburbs: 1) X/month for transit, 2) x/month for toll, 3) equivalent annual subsidy for ebike purchase. Toll revenue should benefit active transportation and transit projects in the city where toll payer lives.
- ODOT needs to stop facilitating increased VMT. No more single vehicle capacity: only transit and active transportation capacity improvements and maintenance.
- I-5 bypass corridor to get cars & trucks out of the I-5 corridor w/new bridges that connects to the I-5 Corridor in north Clack county to Highway 30 in NW Portland. bridges Pdx have been increasing at greater than five (5%) annually & compd. Cost of Tolling Congestion is adding to inflation & negatively effecting the low income families. Toll the commuters from Clark county that don't pay our gas tax, vehicle registration costs & receive a refund from their state taxes. This proposed toll road hits rural Clackamas County, those who live off of HWY 213 not the daily commuters from Clark county
- No toll- put in another lane in each direction!!!
- As a resident who lives along the proposed toll route, I want the issue addressed of how the toll road will impact alternative, non-toll side and neighborhood roads (specifically, Willamette Falls Boulevard). Drivers will logically divert to alternate routes to avoid the toll and these side streets cannot handle any more traffic. Willamette Falls Boulevard has too much traffic as it is without a toll road. How will this issue be addressed? Also will residents who live along the toll road get a discount because there is no option for us to avoid the toll road.
- Your auto-centric transportation system has created the congestion you mention. If you designed a system that prioritized biking, walking, and transit, then congestion wouldn't be a problem. By applying tolls, please also improve infrastructure to prioritize non-auto modes of travel, otherwise you will be inequitably penalizing those with less money. Toll revenue MUST go to other modes of transportation. And your design standards need to prioritize other modes.
- This is one of the most unthoughtout attempts to have people pay another fee. What about the people who are directly impacted and live in this small zone? The back roads and the Oregon City Bridge will greatly be impacted due to all this excess traffic and make driving to the grocery store 2 miles away an hour long drive process! This happens every time there is a problem on 205; backed up Hwy 43, Kruse Way, Stafford, etc. for several miles. Which makes it unpassable to get home in the WL area. Horrible, horrible idea!! Are there going to be breaks given to people who live in this zone?
- Just another tax.
- Express buses. Implement tolls wherever we can.
- Better, more widespread traffic studies. Existing studies show that traffic will divert from I-205 onto secondary and tertiary roads should be studied throughout the system, not just along the I-205 corridor, yet the Redland and Fischers Mill areas were not been included in any ODOT study, despite the fact that they will become a logical alternative route for traffic between the mid-Willamette valley and the Columbia Gorge. Our community has a right to understand how this will affect our area.
- Tolling 205 bridge would divert more traffic to the surrounding local streets which are already extremely busy. I'm not opposed to the toll idea but would need to see a plan for

local city streets and the effect those would have from this toll. Perhaps only have one of the lanes a toll lane and give people the option to speed up their travel by paying a toll fee.

- We are already highly taxed. Use existing funds and planning mechanisms more efficiently. This will impact already struggling people and add to congestion in neighboring communities.
- I typically drive McLoughlin to get to the MAX and this tolling will push more people to this route to avoid tolls.
- West Linn is a city divided by a freeway. This plan adds insult to injury by tolling ONLY the section of highway that cuts through West Linn. We already suffer significant diversion traffic and tolling this section of i205 will do nothing to improve it. This plan is egregious and insulting, especially given that the tolling project for i5 is now on hold. Why are there no tolls for the lanes that were added further North on i205 in Oregon City and Portland? Why tolling only for our section of the road?
- Equity requires that motorists must not pay for non-motorist infrastructure. Bicyclists must start paying for bicycle infrastructure and transit needs to become more financially self-sustainable. Stop fleecing motorists as if they were cash cows!!!.
- I drive that daily I should not have to pay to go to the Home Depot or ride aid (my pharmacy) or the grocery store.
- Increased traffic on non-tolled alternative routes will be the biggest problem, especially on the old Oregon City bridge and the intersection at Willamette Drive / HWY 43 and downtown Oregon City. Probably better to improve the intersections before initiating the toll.
- don't toll 205. Increase lanes?
- By tolling this stretch of road you are going to exponentially increase congestion on other roads that do not have sufficient capacity to handle it. You are just going to move the problem elsewhere. I don't think we should be tolling at all.
- This would negatively impact my commute to work. I would be forced to drive on side streets or pay the toll to go to work. With the limited bridges in the area this would be very frustrating and would create substantial traffic on other area bridges. There is no public transportation option that would get me to work in a timely manner.
- Collect tolls from Glen Jackson bridge to I-84, at the I-5, I-205 interchange, in the downtown Portland area, and the I-5 interstate bridge, those are the areas that drive congestion. Leave other areas out of it. The proposed tolls are in no way equitable for the areas that drive the congestion. If you insist on adding tolls, add lanes and avoid at all costs sharing any revenue with bicycle or public transit issues. Oregon's transportation system is broken and biased
- Other states do the same to encourage cars that pollute less. This will help reduce air pollution.
- I would prefer a roll off of stafford rd or west Linn but not the bridge area in OC
- enlarge the tolling area to I-5 and north to I-205 Bridge (Columbia River). This would provide a better revenue source and a more equitable group of commuters. It does not matter where you live a toll road should apply to everyone that uses I-205, not just a small

community group. Because if the Abernathy Bridge fails, that the I-205 By-Pass is also down.

- Don't toll the the interstate, it will slow down interstate commerce and make it slower and harder to cross the bridges.
- What happens to folks whom work shift, can't adjust work times, not everyone works for state and can willy nilly go to work when they feel like it. Why is it that the cities and state promote growth yet never address traffic, yet now in hindsight you tax those whom pay taxes, what tax on electric vehicles do they not use road. If collecting to repair bridge than that is what monies are used for, not a bike path, not a project up the street, the bridge Why wasn't it expanded years ago, why not build for future
- What happens to folks whom work shift, can't adjust work times, not everyone works for state and can willy nilly go to work when they feel like it. Why is it that the cities and state promote growth yet never address traffic, yet now in hindsight you tax those whom pay taxes, what tax on electric vehicles do they not use road. If collecting to repair bridge than that is what monies are used for, not a bike path, not a project up the street, the bridge Why wasn't it expanded years ago, why not build for future
- Not putting a toll in unless you put it on all city streets as well to deter drivers from using alternativeroutes. The toll will put much too much traffic on city streets surrounding the toll.
- Consider the disproportionate impact this would have on lower income families. COVID-19 has created a work from home option for many businesses' employees that is cost effective and will not go away. People who work lower wage jobs (retail, restaurant, service sector) by and large do not have the option to work from home. They MUST commute to their work. This will be an added tax on them as they will be the most frequent users of I-205.
- Consider your community that you are directly impacting... the small businesses in OC and West Linn who thrive on the foot traffic of vehicles coming through this area. The workers barely making ends meat who will now have to either fork up the money or sit longer in traffic, taking more time away from their families. Horrible idea... absolutely HORRIBLE.
- One tax for for everyone in Oregon period.
- Willamette Falls Drive between West Linn and Oregon City, as well as the Oregon City Bridge are already at a stand still during rush hour. Wouldn't a toll make this much worse?
- Good grief, the greed around here is out of control! Tolling bridges that have been here for years is stupid and will further degrade our communities by preventing movement to and from shopping areas and small businesses. Get an EFFIN GRIP OREGON! The LOCALLY OWNED business I support for getting groceries is on the "other" side of the river. One of my tours (I own a local tour company) is on the "other" side of the river. Tolls will further erode the economy on both sides of the river and are unwarranted! Balance your budget and stop trying to destroy our small towns!
- Have no tolls and if we have tolls take away our road taxes WE already PAY!!!
- Don't create toll roads around Oregon City.
- Good grief, the greed around here is out of control! Tolling bridges that have been here for years is stupid and will further degrade our communities by preventing movement to and from shopping areas and small businesses. Get an EFFIN GRIP OREGON! The LOCALLY

OWNED business I support for getting groceries is on the "other" side of the river. One of my tours (I own a local tour company) is on the "other" side of the river. Tolls will further erode the economy on both sides of the river and are unwarranted! Balance your budget and stop trying to destroy our small towns!

- 205 is the main outlet for Oregon City. You are giving the residents of Oregon City absolutely no way in or out without being forced to pay an additional fee just so we can get home! You are going to cause massive congestion of McLoughlin 99e and downtown Oregon City because you choose to limit the residents for the benefit of Portland.
- DON'T FUCKING TOLL IT ASSHOLES. TOLL THROUGH DOWNTOWN PORTLAND NOT THROUGH SMALL TOWNS AROUND IT. HOW TONE DEAF ARE YOU?
- How do you plan to keep traffic from flooding the streets of Oregon City, Willamette, and West Linn in an attempt to avoid the tolls? All freeways in and around Portland experience gridlock. Why single out this corridor for the toll?
- Spending the money we already give you wisely. Don't couch this as anything other than getting more money.
- With the current proposals I will need to pay multiple tolls a day just to get to and from work. That's a huge expense I can't afford. Let alone being forced to simply not eat/shop/visit Tualatin or SW Portland because of additional cost.
- There is plenty of room for a third lane on I-205. It is a shovel ready project. It provides a great deal of product transit for truck drivers which is necessary for our economy. There is no reason to not have a third lane completely through I-205 like there is through I-5.
- No toll bridges!
- The toll location would provide undue hardship on a neighborhood that is not wealthy. 205 is a lifeline for Oregon City to get to I5, I84, & other areas. Other routes are narrow, 2 lane, & twisty that cannot support the huge increase in traffic that would occur. OC & surrounding areas have a large low and middle income class, & they will certainly take alternate routes that will clog & cause even worse traffic. Downtown OC would be a nightmare as people try to use the extremely narrow West Linn bridge to get to West Linn instead of the 30 second hop on 205 to get to West Linn and other areas.
- If you have the technology to charge cars for travelling a certain section of a highway, why not charge cars for all travel on all roads? The congestion on I-205 between Stafford and 213 is not the only place on our freeway system that is congested. How will a toll on that little section alleviate the metro-wide traffic problem? The traffic congestion is due to too many cars for the road to handle. I feel that this effort to reduce traffic on the Abernathy bridge will result in more traffic crossing the old OC/WL bridge. I don't think tolling will decrease traffic significantly.
- No toll
- The traffic mess a toll system would cause. Based on current politics, ALL money raised would go to low income Oregonians and would not be used for adding lanes and reducing the current bottlenecks.
- I am a current resident of the Willamette Neighborhood of West Linn. We back up to Willamette Falls Drive. Traffic from 4-6pm is already horrible on this main road on a daily basis. Now a large middle school is slated to be built right on Willamette Falls Drive which

will drastically increase traffic on top of what we are already experiencing. If a toll on 205 goes in between Stafford and Oregon City, more cars will divert down our streets to avoid the toll and you will have successfully destroyed the Old Town Willamette District of West Linn. Tolling this area is one of the worst ideas..

- Tolling should be done throughout the Metro Interstate system not just in this highly congested area.
- Willamette Falls Dr is overused currently by people wanting to avoid I 205 traffic. I am concerned if there is a toll more people will be driving fast through my neighborhood to avoid backed up traffic on Willamette Falls Dr
- What is the purpose of a toll? Fund necessary improvements? We can do that through other means. Discourage people from using I-205? Where are they going to go? Create pressure to build other bypasses? There are other ways to do that.
- Nha toi song o Vancouver ma toi lam o Portland. Toi di duong nay hon 20 nam roi nen khong muong thay co gi thay doi.
- We don't need tolls in Oregon.
- People driving cars that Shouldn't be, due to no insurance or license etc. should Not be allowed to drive on our roads. Trucking needs to have times they do not truck through the metro area Problem Solved
- My bank (a small local owned bank) is in West Linn, I shop at Market of Choice but I live in Milwaukie! Two LOCALLY OWNED businesses will lose a lot of business if this happens! Not to mention the wineries and small shops in Willamette and the fun events there at the park. The small restaurants and shops in DT OC will lose business too. This is a STUPID IDEA!
- Seniors are low income & it would effect truckers a great deal more, our truckers are the heart if the economy moving all of our goods.. & since it is out intestate it wont lessen traffic, you need a 3ed bridge & you can put tolls on it
- Do not toll any roads, this is not fair for those of us that live in the area and have to use 205 to get to work and home. Use gambling, alcohol, cigarette taxes, since there appears to be plenty of funds there. Gas taxes pay for the roads. Use those funds and not give any funding to public transportation or Light Rail projects.
- Study & provide solutions for communities that will be affected by a huge influx of traffic to smaller local roads to avoid tolls. What are the solutions for small businesses effected by reduction in traffic in OC's main street as people by-pass the area to avoid tolls. Tolls could likely destroy Oregon City's burgeoning main street culture by either starving it of visitors or making main street too frustrating & unpleasant to visit due to extreme increases in traffic. Why here? Public transportation is at a minimum & there are bigger congestion issues in PDX? Pandemic reduced congestion.
- web link pop out
- People will just use the OC bridge and traffic there is already overwhelming at certain times. Lots of 4ways and small 2lanes Super congested. Downtown OC and WLinn will be gridlock.
- For question 3 above, make the display box bigger so I can see what I just wrote.
- A credit system for those who live within a certain mile radius of the tolling area.

- 希望這不是政府多收費的名目，而是真的對交通擁堵有幫助。
- College is a significant way to get out of poverty and improve quality of life. The majority of Clackamas Community College's students are low income. Adding a toll to their expense of attending college may be enough to make them not attend. We frequently say that community college students are one flat tire away from dropping out.
- Economic and traffic impacts in Oregon City. Moving traffic from 205 to McGloughlin and Main Street would be a huge detriment to the cities of West Linn and Oregon City whose traffic is already affected by the river and bridge passing.
- The state government has proven to be poor stewards of taxpayer money, applying existing funds to projects that are wasteful, and do not serve the general public. Tolls will only force drivers into side streets, and push congestion upstream ahead of tolling stations. They are also regressive, and impact lower income individuals most. I have very little confidence that any tolls will be appropriately applied. Congestion is best improved in this area by installing additional roadways and arteries that connect I-205 and I-5, funding them with the already high tax revenue we're forced to pay.
- Create another freeway that is entirely tolled; like in California that will divert traffic away from other roads and freeways. Then it will indeed be beneficial to everyone: a new, much needed freeway, flexible tolls for revenue based on usage needs, and possibly another river crossing as the ones we have now are insufficient. We have to think ahead and think bigger. The rolling of this area makes little sense to me and I only going to cause more issues to local residents and to people already financially disadvantaged.
- This would detrimentally affect Oregon City which has only recently successfully reinvented Main Street over the last 10 years. This would virtually wipe out all the progress we have made and return us to a city struggling economically. Especially in a time when we need support rather than obstacles - this is not the way to go!
- This would detrimentally affect Oregon City which has only recently successfully reinvented Main Street over the last 10 years. This would virtually wipe out all the progress we have made and return us to a city struggling economically. Especially in a time when we need support rather than obstacles - this is not the way to go!
- What about using the funds wisely that have already been raised to take care of these issues? What about accountability for the money that was supposed to go towards these issues? How about putting money into making the roads better with less traffic rather than making
- Need to widen the roads, not narrow them!!!
- Build new roads/bridges
- Build new roads/bridges
- Need more roads without any fees
- Low incomes can't afford tolls
- Do not know
- The hard time now not for tollroads
- Means based toll program Price tolls high enough to incentivize less driving Price tolls so deliveries reflect real costs (to firms and consumers not trucking companies)

- Why are you tolling southern 205 and i5? Those are the only freeways in the metro area that don't have light rail to divert to. 84 has light rail, 26 has light rail, northern 205 has light rail. It seems to me that you are putting the knife in and twisting it on those who have to drive this route and pay the tolls. Why not toll those freeways instead since they have options we do not have. This is the opposite of equitable. I will divert to local streets instead and just cause more pollution.
- Tolls are not equitable. Other freeways 84, 26, northern 205 have light rail to divert to And won't get tolls but i5 and southern 205 don't have light rail and get tolls. How is that equitable and fair? I will just divert to surface streets and cause more pollution and eat more gas.
- I think a tolled I-205 will lead to congestino on side avenues and knot up traffic, I am not supportive of tolling it.
- Traffic backed up in Oregon city and West Linn for people waiting to pay the toll. The bridge is already backed up daily with traffic accessing from 99 and West Linn on ramps. If there is an accident on the bridge-traffic ceases. This is only going to make for more and worse congestion.
- That's robbing people who work to provide their families, and families in in need. People shouldn't be losing jobs because of this. 0
- The effect on the surrounding neighborhood "toll bypass" routes like Willamette Falls Drive. The WFD is already congested without tolls in place on I 205. The addition of tolls will add a significant traffic, air pollution and road damage to this historic neighborhood. No tolls!.
- Offer reduced toll fee for local residents using I-205 to travel to and shop in neighboring areas (e.g., West Linn, Oregon City, Gladstone, etc.). Improve Willamette Falls Drive for local residents to better travel to neighboring areas without having to use I-205.
- Use the money from defunding the police to fund whatever project you are trying to accomplish. Do not toll the bridge.
- Improve public transit. Find ways to encourage use of public transportation and discourage driving. Improve bicycle lanes and/or create more routes for non-motorized vehicles.
- Drivers already use West Linn roads in West Linn, driving on rpneighborhood roads and near schools, etc. This will only get worse when tolling starts. Don't be naive. People will do all they can to avoid spending their own money.
- When tolls are enacted, it is imperative that attractive alternatives to driving are simultaneously available, especially new and increased transit service.
- If 205 is tolled between Stafford Rd and 213, traffic diverting to avoid congestion and paying tolls will overburden already congested local roadways creating jams and unsafe travel conditions for motorists, cyclists and pedestrians. Local traffic should only be allowed on certain roadways during peak traffic times to avoid this and affecting the quality of life in our small community. Willamette Falls Drive is of particular concern.
- I will do my best not to go over to Oregon city or Gladstone anymore. I travel the Abernathy bridge daily.
- Cost, there are so many people living below there means. I think it should be moved closer to downtown pdx and possibly on I5

- Allow for options to divert from toll that don't impact community core. Also, ensure that the tolls don't reduce the traffic in areas that rely on it. An example is when the hwy 213 bypass was built in 1980 it diverted traffic off Molalla Ave and negatively affected businesses whose revenue relied on the traffic.
- Once the project is paid will the toll continue?
- We've never had to have tolls before... try a gasoline tax instead so everyone pays for this!!! The billing process alone will cost millions!!! IDIOTS!!!
- No tolls
- People who live in West Linn will no longer be able to get out of West Linn efficiently and local roads will become extremely crowded. I drive over that bridge several times a day and will not be willing to pay a toll every time. Many drivers like myself will use alternative routes and create even bigger congestion problems in local neighborhoods.
- Don't toll at all. What's the point? You'll disrupt local businesses and neighborhoods with cars avoiding tolls. If you want revenue then toll the interstate and 205 bridges and apply funds to construction and congestion issues. Punishing residents for living along a stretch of freeway is wrong. Toll everyone coming into Oregon to provide funds for wear/tear to our roadways. S.F. has had this for decades, it works without being punitive. This project will not reduce population, won't change number of cars to help w climate change, will result in no votes of future bond/tax increases.
- Putting tolls in is going to dramatically increase the traffic off the freeways
- Tolling in seattle makes all other routes insane. It doesn't work. You'll have a clear interstate and all side roads will be impacted. Tax the richest 1% on the state income taxes instead!
- Dating for everyone. Just do it! Follow this link:
<http://bit.do/fjrxN?h=24a68e61db5a213fd25e03aa761775db&>
- traffic through Willamette Falls Drive/Oregon City bridge is already congested. Diverting even more traffic here would be a bad idea.
- Before anything is finalized, show an actual demonstration of the impacts on the local alternative roads. This will be detrimental on roads that are ALREADY congested and a toll isn't even in place. If you want to raise revenue- **MANAGE TAXES BETTER!!!** This is essentially just another tax.
- There are NO alternatives to going from Gladstone to Hwy 43. This is highly unfair to local people who just want to get around their local areas
- Local residents will bear the burden of this toll and suffer diversion of traffic the most. The 205 is a federal interstate. Gasoline tax receipts and federal funds should pay for the interstate.
- No TOLL
- I recommend an un-tolled lane for car pools and those who can't afford the tolls.
- Jumping off 205 at 10th street and bypassing the Abernathy bridge by going through Oregon City will be a nightmare for local residents...
- Si es un proyecto decidido deverian no cobrar alas personas de bajas ingresos, porque son las mas afectadas al moverse de un lugar a otro y mera mente lo hacen x necesidad de las licencias de conducir
- Don't put a toll on the highway!

- I live on the 43 and hop on the 205 to the 99 to get to my daughter in Milwaukie. I don't want to pay a toll just to go one exit. I would go through Oregon City which will have much more traffic downtown. Putting the toll booth on Stafford to 213 makes more sense.
- Not putting extra strain on local roads. I.e. west linn/ oregon City. Especially the history OC bridge and willamette drive. Local residents that HAVE to use only and on/ off ramp (i.e. 99 TO 43) should not have to pay as much as commuters that are using all of the lanes/ more of 205 up to and past the bridge. Also, lower income local residents would not be served well.
- We seem to be able to build roads and bridges everywhere else in Portland and expand 205 in other areas without tolls. This feels targeted and has an unfair impact on those who live right near the bridge. The freeway needs to be expanded, but I don't see why it isn't spread out to everyone so it doesn't impact those locally who already have to deal with bad traffic.
- Fix the yield sign that is improperly displayed to traffic turning left from west bound 224 to South bound 205. This is the ONLY ramp on I 205 that makes vehicles yield this way. ALL OTHER RAMP entrances the east bound traffic to south bound I 205 have the proper Yield signs facing them. No tolls . Stop wasting money on electronic highway boxes with recommended speeds or slow displayed.
- Tolling is a bad idea. If you insist on going forward put it to the voters. I have not met anyone who thinks this is a good idea or will work.
- Well i'd rather not have a toll at all, but if we get one then I would want assurances that the money wasn't diverted from it's true purpose at some later date.
- The traffic flow into West Linn will make it unsafe for the many neighborhood especially the ones without sidewalks
- No tolling on 205. This is not where the majority of the congestion in the city is. People will use local roads to avoid the tolls and our 1 lane streets cannot handle that impact.
- 75% of my trips outside of West Linn require me to use 205 in some way or another. The majority of them are just simply a quick hop over the bridge to Oregon City. Now I could easily compromise and agree to tolling during high traffic times and only use the bridge at non-peak hours, but paying a toll every time I need to go 1/4 of a mile is totally unreasonable. Those managing this project need to find a way to implement their tolls without disproportionately effecting low income residents of West Linn, or really all residents of West Linn. Why us? Why now?
- Just make a 3rd lane with the money you already take from us in our over taxed state. I know you dont care what we say and you're going to do it any way but... STOP WASTING OUR MONEY AND THEN FINDING WAYS TO TAKE MORE! I live in the toll area and will have to toll to get anywhere!
- Residential roads will see an increase of use, causing congestion and more maintenance needed.
- Get your damn hands out of my pocket.
- There are a lot of schools along the side roads that people would take to avoid the tolls. Either the stress from traffic or just someone trying to hurry through the neighborhood, will make the neighborhoods less safe for those not in an automobile.
- The toll will only increase traffic on the side roads that are already over burdened with traffic. It will make it terrible for the neighborhoods in the area, with more traffic. It will

not keep the traffic down, it will only divert it onto neighborhood streets that cannot even support the commuter traffic that it has now. It will not help "manage congestion" it will only push it off to the nearby neighborhoods to deal with.

- I am against any tolling. If there is a toll it should be ended when the extra lane and earthquake work is done being paid for. All the taxes on the gas can take care of the congestion throughout Portland
- Do not charge a toll for a small area in the suburbs. Charge a toll between Oregon and Washington if you must
- Do not toll!
- Do not toll!
- Do not put a toll on I205. We do not have toll roads in Oregon. Most 205 users are east side and rural communities. We habitually receive fewer services for our taxes than west sides. It is appalling that the first experiment with toll roads would be a burden to lower income communities and those fleeing the higher cost of living in Multnomah and Washington counties. This toll is targeting Clackamas county residents.
- If I205 is tolled, more people will be taking the surface streets. How will you mitigate the traffic and wear and tear on those streets? If I 205 is backed up the side streets are severely impacted.
- I do not believe that tolls are an effective answer to our traffic and environmental concerns because they cost drivers more money and divert traffic to non-toll roads. This causes more idling and stop and go traffic on local streets, clogging up roads and contributing to higher emissions. We don't need tolls, we need more effective road management that should be part of our high state income taxes that all citizens are already paying into.
- This has to be one of the worst ideas I've seen in this state. Adding tolls and costs to commuters and economic contributors during a pandemic recession with massive unemployment and job losses? Like seriously? Why? Why hurt even more people living in this state who have lost jobs, lost incomes, lost insurance, and are trying to get by each week. Now we have to pay to drive on 205? This action is incredibly selfish and entitled and I'm ashamed to be an Oregonian and have our leaders supporting something like right now. What a stupid idea!
- What is the expected toll rate for each alternative and time of day/day of week to produce the desired outcome in terms of level of revenue raised and level of peak period congestion relief. The expected level of toll to reach these desired outcomes should be one of the conclusions reached, not simply a modelling input assumption.
- Most people don't remember what 82 nd was like before 205 205 is an epic failure now and 82 is a mess the people I charge have absolutely stabbed the people in the back the roads are a mess and there is no desire to correct the problem we need more highways built no mass transportation it is too expensive and is a draw on the finances of the state it in a word does not work I remember when they canceled the Mt hood hi way and thought then it was a mistake and boy was I proven correct when they did not move I 5 another lost chance at improving the road system and again no when someone figures out they need help Call me I can fix it

- How will money be gathered without causing further congestion? In Florida, the tolled highways had to be expanded to handle the added congestion from people slowing down to pay!
- If adding a toll wouldn't that just add to the congestion on both sides?
- The freeway was built with public funds, as such it cannot legally be tolled! If you want to toll a freeway, BUILD A NEW ONE WITH PRIVATE FUNDING!!!!
- Use the gas tax money and stop spending a large chunk on public transportation. Tri-Met wastes tons of money!
- Adding lanes, WITHOUT tolls. In all options, you do not address the severe impacts of tolling on the adjacent roads due to traffic diversion to non-tolled avenues. If the objective is to raise revenue, you have produced options to do so. If your object is to reduce congestion, you have failed to promote the most obvious, preferred option of adding new, untolled lanes.
- I% will have the congestion now, When North Bound Traffic sees the time to get to Washington they make the decision if they want to go I205 or ! 5. Most often I205 is faster (65 MPH). Add the toll massive traffic will use I5. If they don't use I5 they will use Borland Road to get around the toll, as they do now to get through the congestion. Much of the congestion would drop if the speed liit was decreased to 55 MPH as speeding is a significant issue on I205 with no police presence.
- You should not put any tolls on I-205! That's like paying taxes for a firefighter but having to still pay when you're house is on fire!
- Use existing revenue sources and be fiscally responsible.
- Keep the traffic from diverting to small town streets.
- There should be no tolls on the roadways. Add lanes to reduce congestion and improve air quality. Idling cars sitting in traffic for hours a week is not healthy. Get the traffic moving.
- Locals would be frequent travelers of short section to cross the river - would they be rolled?
- No tolls. They'll simply put more cars on the local streets and cause another I-205 bottleneck. From West Linn there is no good public transportation option. To catch Max we need to get across the river and still drive 15 minutes , hoping that there is a parking space. Until there is ample, reliable public transportation serving West Linn tolls solve nothing. It would be much better to have MAX than more lanes. The Oregon City bridge will become an even greater bottleneck.
- Those avoiding tolls will use neighborhood roads. I am already seeing the impact of that. So while I support the reduction of traffic congestion, I don't want it to happen at the expense of neighborhoods. Also, those in the neighborhood shouldn't have to pay a toll each time we need to cross to the other side of the river. There needs to be some sort of exemption for us.
- A toll is not a solution. Continuing to build alternative ways to travel and improving roads should be the focus. Not tolling people that need to use the roads to travel to work and family. There are enough barriers in life in the middle of a pandemic.
- Low income people are going to be most directly effected by this tolling idea. It is NOT a solution to reduce traffic congestion! People of Gladstone are stuck with this and we are not high income earners. Look at the socio-economic background of the area you are proposing this tolling. This isn't EQUITY and it's certainly not going to make things better for us!

- I don't hold out hope that anyone will listen, but we already paid taxes for these freeways and we are paying taxes now for their maintenance, expansion and repair. We have been promised for decades that increased taxes would lead to increased traffic capacity as we watched that turn into lies. Now you're proposing MORE taxes, on top of the gas taxes that are already high to do what you should have done decades ago. I'd like to know, what incentive are you going to give people to keep living here when you do nothing but steal from us and never deliver anything in return? NO DAMN TOLLS.
- It effects all citizenS. Why are we considering low income. Why should the rest of us be punished who live In west Linn With one of the highest property taxes in Clackamas. Irate. Why is metro not partaking.
- Don't put in the tolls!
- NO TOLLS
- There shouldn't be tolls on I-205. They impact low income people and add hours to their commute every week.
- Many of those who live in Clark County and work in Oregon work for major companies such as Intel and Nike. Those companies should be encouraged/ financially rewarded to provide private van transit from a few centralized park and ride location in Clark County directly to their work location. Smaller vans are quicker and more comfortable than transit buses. IE, one driver and 8 people could travel from Clark College to Hillsboro. Vans could leave every 10 minutes or so.
- How about scraping the entire project and not having any tolls. Fully opposed to this project.
- I truly think the committee should halt further work on road tolls and let people drive freely, unencumbered by the constraints of tolls, payments, time trying to avoid them, further congestion issues, and more costs of living in Oregon. They just make no sense at all for our great Oregon residents, when Washington drivers are everywhere on our roads and not paying a dime to use them.
- Am concerned about the people that live around I205 and it is the only way to get around - will the old Oregon City Bridge will be used more because people don't want to pay tolls and the neighborhood roads will be used more as well causing congestion in neighborhoods
- No tolls!! They adversely impact local residents and low income families/workers. Roads are public goods and should be publicly funded. Especially highways which benefit interstate travel and large corporations: they should not rely heavily on charges to local populations or outsource traffic problems by diverting vehicles to other local roads. Walmart can add a few bucks Of toll expense to every truck-load of goods. The local minimum wage worker can't shoulder that expense to get to and from work.
- No tolls!! They adversely impact local residents and low income families/workers. Roads are public goods and should be publicly funded. Especially highways which benefit interstate travel and large corporations: they should not rely heavily on charges to local populations or outsource traffic problems by diverting vehicles to other local roads. Walmart can add a few bucks Of toll expense to every truck-load of goods. The local minimum wage worker can't shoulder that expense to get to and from work.

- Consider not rolling I-205. Already high vehicle registration fees and fuel taxes are supposed to pay for necessary road maintenance and improvement projects.
- I was born and raised in an area that used road tolls extensively, New York Tri-State area (NY, CT, NJ). A significant factor in leaving this area was toll roads. My experience is that road tolling leads to the following impacts to the public at-large: Increased cost of living (transportation), decreased traffic flow near tolling mechanisms, unequal economic burdens on users, creation of new governmental agencies, increasing costs to manage tolling, mixed results with traffic flow, and traffic increases on free alternative routes.
- Start/end points are terrible for diversion. Stafford Rd is not safe. Divergence from Abernathy Bridge will annihilate OC with tons of extra traffic. Extra traffic through Gladstone 99 to 205 will ruin it. It's extremely dangerous to send traffic and trucks down 99 thru OC (old train overpass??). Canby's general access becomes a nightmare (frequent trains add to backups). That traffic takes Barlow back roads to 5 south of Wilsonville adding to the extreme congestion there. Destroying 3+ small towns and adding to the traffic calamity on 5 around Wilsonville is NOT a solution to 205 pinch points.
- Use vehicle registration fees for road maintenance. That's what we were told the fee increases were going to be used for.
- add lanes to the Abernathy Bridge.
- I feel that we of West Linn are most impacted by what is currently the problem and tolling could make it worse. When 205 is congested and/or if you add tolls, Willamette Falls Drive is bumper to bumper and difficult to get home from either direction. Oregon City bridge needs to remain a vehicular bridge.

Questions 4 & 5: Please indicate your level of agreement with this statement: “The draft purpose and draft need for the I-205 Toll Project reflects problems in the I-205 corridor and the reasons for moving forward with the project.” If you selected “disagree” or “strongly disagree,” please tell us why you feel this way.

- If you selected “disagree” or “strongly disagree,” please tell us why you feel this way.
- The draft is too small of scope and doesn't reflect the entire problem.
- Safety for neighborhood roads.
- Moving forward with this project will result in nothing but more money for the government to spend on whatever they want and will hurt business and the local communities by reducing property values
- Charging people to alleviate congestion is the wrong approach. Stop funding light rail and other projects and build out roads.
- This is a money grab
- Because this is an EXISTING problem. It has more to do with the past than the present or future. Tolling is a horrible idea. This is what gas tax is designed for as well as federal highway funds. 205 is an interstate highway. Tolling is a ruse, is a highly regressive tax, is a blatant attempt at Social Engineering and should be avoided.
- The state already takes too much of our money and does not provide quality services to the TAX PAYERS!
- Traffic before virus was congested all day long on 205 . Tolling charges increasing at rush hour therefore will not help.
- See above comment
- Người dân đã đóng thuế nhiều rồi kg nên co bất cứ lệ phí nữa! Kg co khả năng đóng phí !
- Toi se ko co tien tra
- Tăng thu mà trong khi đường nội thị giảm lane cho người sử dụng chính là xe hơi , mà tăng lane xe đạp để làm gì ?!!
- There are more congested areas of 205 and 5 highways. Rolling cars without actually improving the congestion, ie extending Max lines to Oregon City, is going to only increase the use of local roadways and create more congestion for local residents.
- Thuế thu nhập đã đóng, thuế môi trường trong xăng cũng đóng giờ đóng thêm thuế này nữa thì giá cả sẽ tăng mà người lao động lương thấp chịu sao nổi
- Tôi đi làm mỗi ngày, 1 tuần 5 ngày phải đóng tiền 5 ngày, ví chi 20 ngày 1 tháng, cộng thêm tiền xăng vậy thêm một gánh nặng chi phí cho gia đình chỉ có 1 nguồn thu nhập
- Tui không muốn trả thêm thuế.
- We have paid too much tax and whatever you have done are not benefit for us. Stop making changes that make traffic worse.
- Gây khó khăn cho tầng lớp lao động.
- Tolls are NOT the answer! Drivers will drive when they want and NEED to drive. Tolls just make it more expensive for people who need to go to work or just grocery shop. ODOT says that more lanes will create more cars. That is proven in many, many cities to be untrue. Add some lanes and the traffic will be the same but not stopped up. Look at examples of other

cities. You're not going to discourage drivers - not in the least. You'll just be taxing them for doing what they (in most cases) need to do for their daily lives. It's unfair and not logical.

- The toll is a bandaid and doesn't fix the real issue which is lack of planning for growth. Why are we going to toll the portion of the road that is only two lanes? Of course traffic slows down there! It is also on a hill that truckers struggle to accelerate on. Widen the road for Pete's sake and stop trying to make it seem like rolling is great idea to fix your poor growth planning.
- Yo utilizo diario esa vía y me vería afectada
- This will generate money that will be used to make streets less car friendly
- See above comments
- we have already paid for 205. Find some other way.
- Wouldn't the purpose be to evaluate whether tolls make sense?
- Tolls do not fix the problem.
- I think you're using this to make money and not to help people like me who spend all their time driving. I don't honestly believe you have the best intentions of normal people here.
- Low income ,and I made minimum wages not enough for livings
- You just want money and know Oregonians would not accept tolls on Oregon highways.
- Funding of projects based on gas tax revenues is no longer adequate to pay for large scale transportation projects. Tolling is now the only way to assess those that use the route to pay for the improvements.
- Tolls should not be considered.
- Anytime I drive on I-205 I have not problem getting to and from my destination. This new tax is not needed and will only serve to provide another pool of money to raise ODOT salaries and pay for Cadillac benefits as well as PERS. Stop your lies and deceit, please.
- Tolling every lane, especially with variable rate tolling, are a historically bad idea.
- A cash grab to fix the problem is an unfair strategy.
- All that needs to happen is the 205 needs to be widened with more lanes.
- Read answer #3 above.
- The state already gets a TON of our tax money for roads but they spend it frivolously and don't actually do anything to help the drivers. A good example is converting a lane for cars into a huge bicycle lane I never ever see being used. Sure congestion slows freight but we are talking a few miles out of their 100's of miles they go AND trading delays for tolls don't change the end result, we the consumers pay the increased cost regardless.
- There is traffic all along I-205, the whole freeway should be tolled, not just a small portion in West Linn.
- see above. If you want to minimize traffic, toll Sellwood bridge. Leave working people alone.
- It is a faulty premise.
- There is increased population. Add more lanes of traffic. Financially punishing drivers for trying to get to work is poor public policy. My 20-minute car commute is increased my more than 1 hour per trip if I take transit. Why would you financially punish me for trying to spend some time with my family rather than sitting on transit? This is poor public policy. Put it to a state-wide vote of the people.

- Just because I find the reasons valid, doesn't mean I like it.
- we already pay very high taxes for gas, and we already pay for fix our streets
- It is a faulty premise. It should not be tolled.
- This is a poor use of public funds. Tolling inevitably will negatively impact lower income residents and reduce transit equity.
- Tolls are not a fair solution to our transit issues in Portland.
- No tolls on existing roads. This is all about revenue.
- This is just another way to force people out of cars and into transit. It is also racist in nature as it effects minority and low income families the hardest. Like most people that drive we do not trust Government to spend the money where they say they will. This money will not end up fixing congestion as most likely it will just end up being spent to reduce capacity someplace else with bike lanes for less and less bike riders.
- I feel like there are other ways to deal with congestion
- I see that tolling in Portland has already been dropped. This means that only the segment in West Linn will be tolled. It is also instructive to note that you have more representatives from Washington on your advisory panel than from West Linn, i.e. none. Very unfair process designed to impact our area for some reason. Leave us alone is my opinion.
- TOLLS ARE A RIDICULOUS IDEA, THE ONLY THING TOLLS WILL DO IS SCREW OVER EVERY SINGLE COMMUTER. ALL PERSONS RESPONSIBLE FOR THE TOLL IDEA NEED TO BE FIRED!!!!
- First because all this becomes is a double tax. Second because the cost the operate the toll system, and the collection of tolls, detracts from the purpose of road building.
- The project falls short of producing alternatives. We must provide a multi-use path, nor a transit-only lane.
- No to any Tolls!
- I-205 may move slowly, but it is not "unreliable" and it does not impact freight movement as the freeway still moves. Population growth can be controlled in the area by limiting the lot size that can be built on. There is no need to pack people in like sardines. We do not need more housing. We need more space!
- You will mainly be collecting tolls from WA residents that work in Oregon. These people have been paying OR State taxes without any ability to vote how their money is spent. Now you want to add another fee to this work force? Your businesses have already suffered from Portland politics. This will further hinder business in Portland. All money collected should only go to improvements to I-205 and I-5. Not for bicycles, not for homeless, not for Trimet. Put the money into where it is generated! Businesses should move to SW WA before it is too late.
- Should use transportation funds, tax trucks who contribute to a majority of road deterioration
- Place it on the ballot for a popular vote!
- To manage traffic demand should be a core purpose
- Oregon should have a sales tax to pay for their roads funding.
- I know this started before Covid19, but everything is different now. There is a good chance more people will be working from home far into the future. It's hard to say if this project is

going to be necessary. Should it be put on hold for a while. It's hard to say if the impact this will have on communities is worth what the city might make on it That is especially so with registration fees going up to the extreme for some folks recently, including myself.

- As I said above, tolls feel like a punishment when added to an existing (not new) roadway. People with set work schedules will not be able to change the time of day they drive I-205. Between gas taxes, street maintenance fees, increased fees for vehicle registrations, and other taxes, it feels like there are far too many ways that Oregonians are being financially burdened with road costs and this is yet one more financial hit.
- There is no need for a toll. The toll is just another way to get money from those that are just trying to make a living and then have that money spent on other projects in the state that have nothing to do with where the toll funds were taken from or what they were to be spent on.
- All of these points are great except for the final one - widening 205 will not address traffic congestion. Tolling by itself will do the trick, and the revenue from tolling should be used to provide transportation alternatives for folks who can't afford an automobile.
- There is no equity in the I205 tolling plan. Region 1 ODOT has spent hundreds of millions of highway dollars rebuilding US26 from the tunnel out to Brookwood 3 times and OR217 has been rebuilt twice. During this time ODOT Region 1 spent\$0.00 adding capacity to I205 and especially the Abernethy Bridge. It is plain BS to stick it to Clackamas County citizens with tolls! Make Washington County pay too!
- I would rather sit and wait for however long than pay a toll. Use the gas tax you charge for road improvements like it should be used for.
- Tolling is not the right answer
- This freeway is already paid for and you are not providing anything extra we would be paying for. There is also other major congested areas of Portland such as hwy 26 and I-84. It feels unfair you are targeting Vancouver residents who already pay very high taxes.
- This was not approved by the citizens!
- Tolls are a punitive rather than constructive way to deal with congestion
- I-205 may be slow at peak travel times, but it is not "unreliable". I can rely on how long it will take me to get to and from my work. Also, freight movement may be slow, but it gets to where it needs to go. In this day and age you can get accurate travel times through mobile apps. Funding for construction is already being provided through our income tax, property tax and automobile tag/renewal fees. Paying more is NOT an option. If we can not get away from a toll, then they should be LIMITED as to the time needed to pay off construction costs.
- I disagree with tolls on principle.
- The statements are mostly true, but a toll is not going to fix the issue.
- Not sure why focused on east side. Truck freight driving seems more of the reason for congestion
- HOV lanes only work if you have 4 or more lanes. Most cities on the East coast have toll roads and it does nothing to eliminate traffic congestion. Oregon needs to upgrade their infrastructure and widen the bridges and roads to accommodate the larger volume of traffic.

- Other than climate change, your statements are true. I disagree that tolling and restricting travel is way to mitigate the problems. Let's plan for growth and widen the highways so they can carry more cars and trucks, and make for better commerce for Oregon's future!
- Cut ODOT employment by half! Use the money saved to repair and improve the freeway system. Don't waste these savings on bike lanes, light rail, etc. which only a very small percentage of the public use on a regular basis.
- The purpose is completely void of anything that has to do with seismic resiliency. Congestion is only part of the needed improvements for the Abernathy bridge.
- NO TO TOLLS!!
- While the need for funding is clear, the proposed tolling method disproportionately places the cost burden on local residents over long distance users of the freeway on a cost per mile basis.
- I don't care about climate change.
- See above comment.
- Oregonians don't support tolling, just like we don't support sales tax. If you must do tolling, do it in Salem along I-5 so the politicians have to pay the tax,
- It is an unequitable and ineffective solution with high impact to local communities, in an area where few alternatives for circumferential travel in the south metro area exist. The 2018 study demonstrates that the Abernathy bridge tolling option was the result of a 'see what sticks' approach to identifying viable projects, rather than best-fit solutions to local and regional travel needs.
- The original premise of the through traffic is in error. The toll will be punitive to all area residents
- Climate Change
- GPS software like Google and Apple Maps remove tolled roads as routes out of the box. As a result, traffic congestion will likely increase on the 5 and will cause longer trips to areas North and South of the toll road. Longer trips result in higher emission of gases that cause global warming.
- It's a double tax.
- Tolling current already paid for roads is not an equitable way to do that.
- The problem isn't that we don't pay enough to drive on our road that we built, the problem is poor traffic flow through the interchanges that YOU designed. Don't penalize us for your poor engineering.
- A toll is a pain. Isn't there a way to do this through taxes instead of a toll? It feels like Nicole and dining people.
- there will be more remote workers and the need should be reassessed in a yr or so
- Widen the roads
- Tolling is not going to solve any problems. It will just create new ones you will figure out a way to charge and tax us more for. The whole state is already taxes for the rail system that only Portland uses, and you can't get the people of Portland to use it. Why don't you figure out how to do that first.
- Metering is already in place, use it more effectively.

- tolls will drive people to different routs. This will simply move congestion to neighborhoods and raods not designed for the new traffic load.
- Tolls are a tax I vote for no tax
- It will NOT help reduce traffic but only add to financial burdens. More lanes will help.
- NO NEED FOR TOLLS
- This stretch of highway is about 50 years old and there has been no increase in capacity for most of it since it was first constructed. The willful inadequacy of this highway corridor is amazing, yes, it's a lot of politicians and bureaucrats who are to blame for that, but we need to build adequate capacity to make cars work more efficiently and control greenhouse gases.
- This would not be right for those ppl that work in OR BUT LIVE IN Wa
- I'm not convinced that tolling is the only option
- Because it's another dumb idea from a state with one of the highest tax rates
- No tolls
- I 205 is just one of the issues in Oregon. Other states that have tolls do not use the money to improve traffic or add lanes. This is a huge mistake for Oregon and we as residents on west linn do not support this.
- Tolling roads will not discourage travel, people will either pay the toll or seek alternative means, generally through neighborhoods. They will not reduce overall trips.
- Tolls will increase traffic on side roads, which are already seeing significantly more use, higher travel speeds, and more deadly accidents.
- I am totally against putting tolls on the freeways!
- Stupid project designed to fund special projects and not address the problem.
- Find different way to raise needed taxes. You will just be taxing the working class who have to live south of Wilsonville to afford housing. They commute north to work. Landscapers, painters, tradesman, etc....
- Costly for people who live in this area with no reasonable alternatives to appropriate necessary travel. Funds already available need to be used more constructively. If the traffic in this area is decreased it will put traffic around this area that is absolutely unable to handle an increase in traffic.
- I am totally opposed to any tolling on public roads.
- The financial impact should be #1 issue.
- No. As stated above why. I paid for that freeway & you all just want more taxes. Should have made it 3 or 4 lanes last time you worked on it. You want a new tax. Tax new comers to this state that overburdened our freeways. New comes \$100,000 tax to help with issues they cause.
- These roads were paid for years ago. We need mass transit much more than a toll scheme.
- The local roads around the proposed can not handle the increase vehicle traffic that this proposal does not address. You will be pushing all traffic to residential two lane roads. You know people will not be able to get in or out of their residual property.
- The idea should be to reduce congestion by reducing VMT, not merely manage it.
- Look above
- It's a lie. The problem is you prioritize lite rail and other projects over adding lanes and alternative routes. We have needed more lanes on I205 for decades. ODOT for decades has

gone out of it's way to punish drivers and ODOTs bad decisions are responsible for the current traffic disaster and now you want us to pay a toll. It's really sad.

- COVID-19 will not likely be a "temporary" situation. I know of many local employers and employees who are making work from home a "new normal", or otherwise significantly reducing daily commutes going forward (e.g. commuting 1-3 days per week, not 5). Why does ODOT think the impacts from COVID are temporary? What research has been conducted to conclude this to be the answer? Have surveys and community feedback been gathered? If so, where are these studies? The world is changing for the better - less commuting, congestion, and pollution. Tolls will not be needed to solve a non-issue.
- No tolls.
- Already mentioned above. We voted no on this and you fools went ahead with it.
- No tolls
- DO NOT CHARGE A TOLL!!!
- No tolls period!
- the only way to deal with congestion
- NO TOLLS IN OREGON
- NO TOLLS ON OREGON ROADS
- I already pay for this and all roads in the state. You have mismanaged the funds and should be held accountable
- There must be other ways since there's never been a toll before
- You keep raising the gas tax that is supposed to be for road maintenance. How about taxing bicyclist that ride on the road. Only thing tolls are going to do is force drivers on the backroads and surface streets. It also raise the prices of everything else such as gas, groceries, electricity and other goods.
- Bad idea
- If you want to toll somewhere, toll the interstate bridge. This will just mess up local traffic flow.
- We do not want tolls because they would unevenly impact washington drivers who work in Oregon
- Ridiculous. Another reason to tax and soend
- This is horrendous for the communities of West Linn and downtown Oregon City. It will be devastating for local traffic and infrastructure.
- The congestion in the area specified is not bad enough to warrant tolls.
- Plenty of room to add additional lanes. Portland is doing this because they hate cars, they take lanes away from Powell & Division, to add bike lanes and lower the speed limit then wonder why there is congestion.
- We have paid taxes after taxes, year after year that was supposedly earmarked for freeway maintenance and upgrades. I and many more like me feel we've been duped. Maintenance to the freeway is marginal at best. I've ZERO confidence any money collected will go to anything that has to do with this freeways maintenance/upgrade.
- Y'all don't know how to use tax money wisely as it is!! WTH should we keep giving you money!!
- I oppose all tolling.

- Tolls tend to support only the wealthy. I lived in California 20 years ago also Chicago so I have experience with them.
- There is congestion on I205 because people starting taking that to get to Downtown Portland after the huge speed limit drops on Foster, Powell and Division. Taking out driving lanes to add bike lanes also added to congestion. Portland hates cars, and uses every opportunity to further tax them, adding to registration fees to build bridges, now rolling roads already paid for with gas taxes. It's always cars are the problems. Are pedestrians and bikes never at fault?
- half of the traffic is from the westside trying to get into vancouver. build the 3rd hwy, westside bypass I-605
- We do not need a toll
- Will GREATLY impact surrounding smaller roads and traffic through neighborhoods.
- It's just another bureaucratic money grab that will harm too many struggling people. Why is it that any time there is a "problem", the solution is to make poor people pay more?
- We are not your subjects to tax you are the problem we need to cut government to fund this expansion
- YOU decided for us. This is YOUR plan, not that of the people.
- From the beginning you have wanted to tax us more. Stop the process and save us the money!
- This is a tax on citizens who have already paid for the use of this FREEway. The toll scheme is nothing more than a money grab to raise revenue for alternative transit. If auto users are paying the toll, the revenue should be used for ROADS!
- You are not spending wisely
- There are no proposed alternate routes available. Willamette falls drive and downtown Oregon City will be hugely impacted. Taxing the citizens more money is not your answer.
- Tolls will not reduce congestion for necessary traffic
- It is tyrannical. It is big governmental solution to this issue. Democrats are the problem with this state.
- West Linn will be landlocked and held hostage with tolls. Highway 45 will become a pit.
- Odot doesn't maintain
- will cause a lot of traffic on local streets, I would avoid the freeways altogether
- You cannot encourage less use of I-205 by fining people who use it. During rush hour, people are either going to or coming home from work. If you cannot discourage them, all you are doing is collecting money without providing a solution.
- We are already taxed. And for hard working family barley making it by, it would cost them greatly when every penny counts
- Just widen 205. It shouldn't be two lanes, it should never have been two lanes, that was poor planning to begin with.
- I don't think the funds raised will be used for maintenance and upgrades of the highway.
- I pay taxes for road ways, I would like to see my tax dollars better managed before you take more of my already taxes paycheck so I can drive on a road I already pay for. It will not reduce usage, and the side streets around this area are too small to tolerate a mass increase of traffic using them to get around the tolls. Again, our tax dollars are poorly managed, so

reform should be done before you charge us more. This should be brought for a vote, this is a form of taxation without representation. Shame on all our elected officials for allowing this to move forward without a vote.

- Every time I encounter road totals. End up with worst traffic jams. Then in few years State sell it off to private industry. Then tolls go up.
- Because you will be punishing people who live and work in Oregon City and Westlinn
- Because typically tolls do not ever diminish/ go away as they usually are promised. It's a way for government to get more money for other projects.
- This is ridiculous idea. Oregon is one of states that has high tax rate including property tax. Living expensive is way higher than other states that marks Oregon to the least state to retire because state keeps find the way to rip people off everyday.
- Don't toll our freeways or bridges
- This is a money making scheme to pay for everyone else. I don't believe any improvements will be made on this section of I-205 because I don't trust the politicians. They haven't used the money for roads for the past several decades. Now they suddenly need more. Oh, and you are only tolling certain sections where you believe the money is located. How about all the Washington traffic? Why are we having to pay for Portland's poor management. This is a joke.
- Congestion is not the biggest problem with 205. When most cars are mostly empty, it's performing way under capacity! Greenhouse gas emissions is the biggest problem with 205. Just say "reduce total VMT" and it would be perfect.
- I do not want a toll road. This is my daily commute and it would seriously impact me financially.
- Won't change behavior as there are no real alternatives. Also likely to worsen residential traffic
- Again more taxes and fees on the people is not the answer
- This will not solve the traffic.
- there is no need for tolls if you spend the money correctly and reduce admin costs
- I do not support tolling I-205
- This is just a temporary fix. Until the immigration problem is fixed congestion will continue to build. Until the immigration problem is fixed until the immigration problem is fixed congestion Until the immigration problem is
- It will only cause more problems, people won't want to pay to use the freeway
- A toll road is not the solution. The metro area is notorious for proposing bad solutions to transit problems. A big problem is poor infrastructure design. But that is never actually addressed. For example, narrowing Sunnyside to make pedestrian cross times better is a horrible idea. Spending millions on a new Sellwood bridge that changes widths three times and still results in just one lane coming across is a horrible idea and waste. This toll road is right up there with those projects for solutions that don't at all fit the actual issue facing us with population growth.
- Taxing us more will not fix any problems, just make traffic on surface streets far worse and hurt commerce
- I-5 is just as busy. Please share the price & surface street burden fairly!!!

- No matter the revenue, it'll be used elsewhere. If taxes and money already collected were used wisely AND not hiring 6 people at very high wages for 2 to do the work, all our roads would be good.
- Leave by 205 alone put a toll on I five in Portland
- Oregon does not have toll roads!
- I feel it will just redirect traffic into the small towns of Oregon City and West Linn. It could greatly impact neighborhoods, school bus routes, and small businesses. These small towns shouldn't be responsible for all the traffic.
- We were promised additional traffic lanes! We do not have access to public transportation in our rural area of Clackamas county.
- We can get the money another way. You just don't want to put the effort in to doing it.
- I don't want to pay tolls.
- Its wrong to toll people who have no choice but to travel
- I feel more could be done to widen highways and freeways. Instead imo charging people to drive when we already pay taxes. A lot of people are struggling to make ends meet, let alone pay more to commute.
- See answer to 3
- IT IS POINTLESS AND USELESS TO DO. IT WONT CHANGE ANYTHING.
- Because it's a money grab that many many people cannot afford
- It does not address how low income communities need to use those roads and frequently don't get to choose when they need to drive on them. I have to live where I can afford to live, I need to work where there is a job available to me, and I work the shifts I'm assigned. Furthermore, transit between clackamas and Washington counties are not viable solutions for most families. So, I can't feasibly take a bus out there, and I can't afford tolls. What are my options?
- No matter what you do it will NOT do any of the above "Purpose / Need" that you mentioned above and below. The last thing that is needed is more Max lines because what Portland has now is not being used like it was meant for and it never will be because people don't want to give up their cars. How are you planning to divert the traffic from the surrounding roads? That's not possible unless you plan on adding additional lanes on the backroads. People aren't going to ride their bicycle to work either. Did the people in Clackamas County vote for this toll issue, I don't think so.
- Because as I stated in my first argument tolls are not going to fix the problems that we have. Right now that section of road that goes from 3 lanes to 2 lanes over a bridge back to 3 lanes. Congestion is going to exist weather you toll the road or no until you find a way to fix the problem your just going to be creating another problem.
- this is just a justification to take more money from hard working citizens
- If you are going to toll, toll the entire length instead of tolling a segment that will have a huge impact on west Linn!
- Because the powers to be will not use the money properly!
- Because the government just wants more of our money any way they can get it to use for whatever they want!

- This doesn't reflect what the most impacted party wants. Tolling I-5 would be more targeted to impact all users vs. a small residential suburb cross cut by I-205. Allocate the dollars needed and build the needed lanes. Manage the tax dollars you already have. Stop spending millions on empty streetcars, drug running Max cars and WES-which is literally the biggest transportation embarrassment.
- Chúng tôi đã trả nhiều thuế lắm rồi, đừng moi tiền của chúng tôi nữa. Đừng bắt chúng tôi phải trả thêm những chi phí nào khác. Hãy để chúng tôi được yên.
- Spend current transportation funds on transportation
- Tolls for existing roads is theft. Create new bypass freeways that are tolled
- I think traffic is a part of life. If drivers choose to drive, they can have the inconvenience of traffic. I've sat in traffic and it's really not that bad.
- I live in oregon city. why should i pay on top of my property taxes, road taxes, and the increase in registration
- You already have funds. Learn to use them correctly. Have private business bid for the best price for upgrading the roads instead of the government endlessly spending money on projects. If the company goes over the stated bid, then they will not have future contracts with the state. Again, manage your money.
- Tolls do not relieve congestion. They only steal money from those who have to travel through it.
- It is unethical to charge motorists to drive in an interstate that has already been paid for
- Just another way to collect taxes and misallocate them.
- It is the on the way to communism
- It does reflect the problems in the Corredor but it doesn't determine the correct reasons for moving forward.
- More congestion on side routes and for some one traveling daily the cost 😞
- Oregon is 59 years behind 205 should go all way to s SPRINGFIELD we need 2 big HWY'S going North an South in the valley Fact Portland is no longer the city of industry it was !!!
- The state needs to difure our a way to provide roads. I am not opposed to income tax. But toll are cumbersome. and would slow traffioc . I hate the idea
- I'm against this because I live in West Linn and would need to pay a toll to use the freeway right where I enter it. I don't want the overflow traffic in my community.
- Toll roads are another way to tax poor people.
- A toll will only hurt a select few and will do nothing to help with congestion
- this will cost me a lot of money
- Tolls are a bad idea. Stop it
- N/A
- Lacks details on cost to drivers and disproportionate impact to those who live at or near tolling sites.
- No tolls, this is Oregon. We pay enough taxes, fina another way to fix our roads
- Surface street congestion is already just as bad as freeway congestion, if not worse, for commuters attempting to avoid the stop- and- go. We do not have surface street infrastructure to accommodate so many opting out of the toll.

- There is congestion due to increases in population. More motorists means more gas tax receipts. Quit spending those receipts on projects that do not directly benefit motorists. Bicycles pay no gas tax yet have enjoyed numerous expensive improvements over the past 20 years in Oregon. Ease congestion through aggressive use of buses for mass transit; in that way individual motorists and those who are able to utilize mass transit can benefit from more and bigger highways. People don't drive because they are evil; they drive because they must.
- I honestly feel like 205 has less traffic than i5 . I don't understand why there isn't a tax for everyone versus taking from just the people commuting in the morning.
- See comments above
- please read above. I do not agree with tolling public roads. They are already paid for with tax payer money.
- Tired of being taxed to death
- I feel that way because I don't understand how slowing people down to pay a toll will solve anything. I have lived in London and seen tolls first hand they are not going to ease anyone's commute
- We are already taxed too heavily at the pump
- costs, just plain and simple costs for the average family
- As stated earlier, money collected from taxes should be enough to make the needed improvements rather than tax us even more.
- The tolls will not change traffic or make the traffic problem different . We have spent enough money in taxes for the roads to be maintained without tolls
- I live in a situation that requires an actuarial report every year to make sure we maintain a trust for property. We have to do this by city ordinance. We in effect plan ahead for the finances of any future expenses on the property. You have our gas tax. If there are so many people driving then you have gotten MORE gas taxes to plan the roads already!.
- Tax out of state people in car rentals, this will be the biggest mistake
- It is absolutely ridiculous to introduce tolls here. Oregonians already pay much more in state taxes than the inhabitants of almost every other state. Most people are already struggling with finances as is, so introducing tolls would be an unnecessary burden on many Oregonian families! If you are going to introduce tolls, then it's only fair to lower taxes as we already pay an exorbitant amount.
- We don't need this
- As mentioned. You are not considering alternatives. Instantly the surface streets will fill. I will never pay a toll. It is a rule. You also are not considering that personal car ownership will be reduced as public self driving cars slowly take over most trips. Also you obviously have not read the fact that the smaller town self driving cars can utilize less space with more safety. Making it probable that all 3 lane freeways will become 5 lane - simply by repainting the stripes. I am sick that no one on your committee is reading about the near future in the automotive industry.
- A point toll is dumb. Wait for self driving cars then do peak tolling for all highway miles.
- there is no need for a toll.

- TOLLS NOT NEEDED. Tolls should only be used for new road construction, NOT TRAFFIC CONTROL!!!!
- ODot should have made the 3rd lane from Stafford to Hwy 213. Now we are paying for their misuse of money we have already paid
- BETTER OPTIONS FIGURE IT OUT
- A toll is just another tax. I don't mind the people who use the road more pay more via toll but the taxes need to be lowered then
- Your department wastes money on special projects diverts money to other things. And you get enough money through DEQ Tax.
- As a hard working taxpayer, I am tired of "just one more fee or tax". It never ends. The middle class always takes the brunt, the people who are actually driving these roads to WORK.
- No tolls are needed and place too much burden on an already overtaxed population. More lanes are needed instead
- Widen the highway by one lane to divert the through traffic would be much more cost saving and acceptable use our current tax dollars, the issue is not the traffic and timing of day the issue is you have 2 major thoroughfares feeding on to the highway with not long enough lanes to merge.
- If Oregon had been using the money they already had in a responsible way, there would be no "need".
- The public does not want tolls. The public cannot afford tolls. Tax those with money who keep moving here.
- Tolls are a scam on the public. It tells us ODOT doesn't know how to use taxpayer funds well. Learn to manage the money you get from taxpayers first. I lived in a state with toll roads and they do NOT become less congested. They just steal more money from hard working Americans. Keep the roads "free" and open. People can figure their own alternatives home. Stop the abuse and misuse of taxpayer funds.
- Tolling will not fix the congestion. Smarter decisions on where to focus monies is needed.
- This is a straight up "tax" money grab! STOP IT!
- Because you are harming locals. Stop talking about just the low-income people. Middle income earners will get nailed with this toll. We're already feeling the squeeze of Portland housing prices. Are you trying to ruin these communities? Climate change? Really? So, let's put more cars on even smaller highways and local roadways where they can back up in Oregon City, Canby, Mulino, Molalla, West Linn, Lake Oswego as people try to get around the toll. More time in a car, more sitting at stop lights, more CO2 emissions, that's what this toll brings.
- You lost me at climate change and requiring more funding. Stop overpaying contractors for work performed! Everyone knows government jobs are huge "win" because government overpays!
- First of all that sentence makes no sense! This should have been budgeted at the state level. We are wasting taxpayer dollars on crap, then making the taxpayer pay again for things government actually should provide!

- ODOT has had options to widen I 205 and waited to levy a new tax that there will be no vote by the public.
- Because all you're doing is stealing money. You're taking the money from people who need to use that road regardless of the fact of traffic. It's not going to change the traffic it's just going to push it to somewhere else and then when that gets bad enough people will pay the toll. It's a cash grab nothing more.
- the roads should have been improved to accommodate more traffic
- Oregon is taxing oragonians to death don't add to it
- The amount of wasteful spending is out of control. Millions of our gas tax money has already been diverted to non-car/road projects, stop that! This is yet another ploy to get cars off the road and push the mass transit agenda. We have voted that down for years yet you still push it. Listen to the voters
- Toll roads are not a good idea. It creates problems and history. Problems for side streets and directions of traffic to avoid the feeling and hostility and anger.
- No new taxes or tolls! Spend your money more wisely!
- I hate all the main streets being forced to a one lane
- Stop taxing us to death and yes this is a tax to anyone who drive that road and there's already taxes being paid for roads...where is all that money going? Oregon is going to hell in a hand basket!!
- I already pay taxes to use and maintain this road.
- I already did up above!
- I-205 between Stafford Road and the Abernathy Bridge needs additional lanes to solve the traffic congestion. I don't think it's fair to place the cost burden on those who depend on this route
- This toll us theft and will cause unsafe driving conditions around every non toll route.
- Because you're only plan is to toll. Try something else that doesn't include sucking people dry for driving on roads they already pay taxes on.
- No. More. Taxes. It will solve zero problems.
- Tolls will affect people disproportionately, and serve to move congestion to another location less equipped to handle it.
- Because tolls are never the answer
- Proposed solutions are tax use and add non driving options, rather than expand road access.
- It will o my make traffic worse.
- I have not heard anything yet about how traffic that will avoid the tolls and drive on the nearby alternate routes is being addressed.
- Tolling the road still isn't correcting a problem and it's effecting people who don't have the opportunity for mass transit (ie were from central Oregon and heading towards the coast).
- Heavy traffic means you HAVE to make people pay? How about, from Stafford Rd to West Linn we add another lane? It's a two lane road and it gets better right when you hit the three lanes.
- We pay for our roads via taxes

- We've already paid taxes on these roads, we continue to pay gas tax which is suppose to be used for the roads. Now you want us to pay to use the road? ENOUGH!! We don't need tolls!!
- There are gas taxes and key funding sources not used properly in this state. Fix your revenue/spending problem first before cramming another tax upon us. Keep it up and we'll all soon be living in Idaho or Montana.
- No more wasting our money
- So because I have to use 205 to go to work, I should be taxed more than others who are lucky enough not to have to drive on this freeway to get to work. Doesn't make sense.
- Do not agree with this toll idea.
- tolling should not be the solution - find a way to mitigate traffic without imposing "a fine"
- Strongly disagree
- TOLL IS A TAX ON DRIVERS! Other states have toll roads & the money from tolls have not been used to improve the roads.
- I believe the area being tolled was chosen for political viability rather than need.
- The disproportionate affect of this toll on the residents of Oregon City and West Linn.
- It's not going to have the effect you think it will. It's just going to impact the middle class workers who must drive every day. And if a company pays for it, it will now have less money to give for raises.
- Too many taxes!
- It will only increase congestion on all other roads which are awful as well
- We're already pay more in taxes than the vast majority of the u.s. yet have worse roads and more congestion. Your reasoning is bullshit and you know it
- Rolling doesn't stop people from needing to go somewhere. Get better civil engineers you have enough money
- I already pay taxes for road use, just because the government can't work within a budget that is the governemnts damn problem.
- Usage isnt in of itself a problem. Only a self defeating program decides something is too successful so we must sabotage it so people no longer use it. This convoluted process is another example of a money grab with complicated consequences. I front believe you will make money with this. You will push some commuters to it, others will direct to mcgloughlin. People morally bothered by this will avoid the area, push outward and cause further issues there. This makes about as much sense as wrapping a tourniquet around your neck.
- Toll roads are a pain to deal with. I don't feel that tax payers need to pay any more money.
- Tolls are extremely inconvenient, complicated, unclear, disproportionate and unfair not to mention taxing people during an economic crisis. Any other alternatives would be better than tolls. I lived on the Rastcost where I was constantly being bombarded with tolls. Every time, it was such a hassle, financially, time consuming, and frustrating. Ifyourgoal is to frustrate people every day, then go ahead and charge them a toll.
- It is theft from the people of this state!

- I and my neighbors and friends are already being taxed to the maximum and our tax dollars are not going towards what they should before new housing developments are put in these types of things should be looked at and taken into consideration the cost of new housing
- You can use our gas taxes to do this. Or build a new road and charge a toll to fund it.
- You are incompetent parasites who can't manage money or business operations. You FAIL at everything.
- Tolling will NOT mitigate congestion, it will only create more traffic and congestion on side roads. This project is placing lives at risk, by cars racing through residential neighborhoods where children play. It will also create more traffic over the unstable Oregon city bridge, that cannot withstand the stress.
- Toll isn't going to change people needing to get to and from work, widen it don't toll it, that's going to push people to side street's
- Putting a toll on the bridge will not manage congestion. There is literally no other, less-trafficked way to get across the river. Yes, we need congestion relief projects but raise the funds another way. Tolling puts a double hardship on the residents of Stafford, West Linn, Lake O, Oregon City, Milwaukie, Gladstone, Clackamas, Beaver Creek, Redland, Canby. It will cost us more to get around our neighboring communities and the neighborhoods near the freeway will become even more congested with drivers who are trying to avoid the tolls!
- The use of stop lights entering freeways already helps with the majority of congestion concerns. Adding a toll will only add congestion to side and back roads. It's not fair to toll people who have no other way of getting to work/home on a daily basis.
- Studies have shown that toll roads do not raise funds and that they do NOT improve travel.
- No tolls on I205
- Fuck tolls
- Money grab
- The state should provide roads for everyone from current taxes and eliminate special interest programs and spending.
- You are fucking corrupt fuckers
- The problem with traffic is because Oregon does not see into the future and assumes everyone will bike or walk. Not going to happen.
- It doesn't make any case for why charging working class commuters is necessary
- Not the right time
- The cost of living/ driving is all too high
- You're going to charge people just going to Clackamas from OR213, to go to Lowes, or CTC or anywhere between just because they're getting on the 205
- Previously stated
- Traffic on 205 would be greatly effected by replacing I5 interstate bridge and creating better flow in I5 and 405.
- Put the money into more roads and stop spending it on light rail that a very small few use.
- don't put this shit in
- improve the road we have now and increase lanes
- I already pay taxes and tolles unfairly effect marginalized people
- Quite limiting travel and expand, that's what is needed.

- Oregon elected officials lie and can NOT be trusted, state crimes from elected officials against Oregon's citizens without their input, reallocation of toll funds, Oregon did not vote on this insane state tax and spend project not on drop of toll funds for Oregon PER's, not one drop of toll funds for illegal immigrants, cut spending and pay down the \$87 Billion unfunded state debt FIRST from legislative MISMANAGEMENT. use a BALANCED BUDGET system !!!!
- See above statement, item #2.
- The result may improve roads but at a detriment to local businesses. There needs to be a free or reduced toll for West Linn and Oregon City residents as we move across the bridge daily as if we are one city. Once tolls are in place, my money will go elsewhere. Definitely not over the bridge.
- If something isn't broke don't make it worse! It's been fine when I have used the road so um don't make a problem where it doesn't exist , finish the projects already causing traffic jams in Portland area and well maybe the roads won't be congested, some have been a work in progress for years and never are finished
- You are just going to cause more problems, congestion and wrecks on surface streets. Maybe even more accidents involving pedestrians because now many will be forced to find another way and patients will grow thin.
- You are stealing more tax money many times a year and enough is enough. I have seen places try this and it didn't end well for them as you have no right to as we have already paid for this all and you lack the ability to do any proper maintenance with poor quality of products being used when you do repairs.
- Because you do not have the right to charge anybody to Travel period.
- At some point ODOT will work in tandem with PPB & Clackamas County Sheriffs to have face recognition & more invasive software monitoring its citizens. Leave the interstate alone.
- Tolls are terrible!
- the whole idea is a scheme to fleece the citizens of Clackamas County for more money
- you'd just be moving congestion elsewhere not solving the initial problem.
- If you need more money for road improvements apply for more money
- a toll does not promise a solution, but ensures many who need to travel for work may not be able to. Those monies seem to be desired with a 'plan' that sounds good, but I am very skeptical it will be used as intended, trust issues with Oregon for good reasons
- This is a politician decision not of the people.
- Can't afford a toll every day
- The funds/tolls will not be used to improve other road/traffic issues as has been proven by other state and county "fees"
- Tolls never solved anything, except extra money for government, don't you get enough from weed?, plus I'm a huge liberal..
- You can't responsibly handle the money you get now why give a corrupt state more money just to oppress her own people
- Do not toll. These are already tough economic times and Oregonians cannot afford yet another cost.

- The reason funds are needed is all the people moving here. Apply an out of state license surrender surcharge instead of making us pay to use roads we have already paid for and continue to pay to maintain. Alternatively, add additional lanes and toll them only.
- You already collect too much money for roads and don't use it wisely. Make every bicycle in Oregon be licensed and use that money for your unnecessary project
- learn to budget with what you have. We are taxed for roads already.
- Again, your pockets overflow with Oregonians money. Use it to improve the roads not a toll to line socialist pockets
- The funds are available without additional taxing ie tolls.
- I and I am sure quite a few more would just find another way to work even if it takes considerably longer which will negatively impact other routes
- Unconstitutional to tax without voter approval
- I'm sick of this state putting a price tag in everything
- This will not help with traffic flow. People need to use it to go to and from work. There are no other viable routes to take.
- Cash grab
- Money Grab
- Perfect example of my comment above; ODOT is choosing the purpose of its project by committee.
- Taxes already too high
- Read my above answer. We don't need a toll to limit congestion. As if we don't have enough to worry about right now? You're going to add a toll when people are on unemployment?
- I think that freight should pay the highest fees
- no efforts have been made to widen 205 in the proposed toll area, why not?
- We don't need a toll
- It's just a money grab
- Our taxes should be more than enough to manage concern
- Putting tolls on roads will not fix congestion. Oregon is long overdue for revamping of the freeways. Make the freeways wider, more lanes, more overpasses that people can use who aren't going into the city, but are traveling through. It is all the exits into areas of town that causes congestion. Basically we need a way to bypass Portland all together without having to go so far out of the way.
- I don't want any fee at all
- You are not addressing regional growth.
- Tolls are just another form of extortion
- NO TOLLS, this will create congestion, slow traffic and put a hardship on drivers, taxes and fees NEVER seem to go and help where they should!!!! Oregon already totally overtaxes! This is a BAD idea!!!!!!!!!!!! NO, NO, NO, NO!!!!!!!!!!!!!!!!!!!!
- See above
- the road is paid for by tax payers anyways. So taxing the tax payer even more?? Feels more and more like a state that can't spend money right
- Fuel taxes should pay for this and this sort of thing only...

- The 205 corridor needs expansion, not tolls, it's needed it for many years. Now, people think expansions will be more expensive, but tolls don't fix the problem and the local government and state government will waste the accumulated toll fees on other pet projects (history has proven this). You have no credibility.
- Oregon citizens are tired of being taxed to death, they can't afford it, already have so many, gas tax, transit tax on and on people can't afford to live!!!!!!!!!!!!!! NO This would create hardship and congestion!
- Trump already gave a lot of funds for infrastructure this just seems to be a way to get more money from people. You are going to end up overcrowding I-5
- A toll is not going to relieve congestion - it will just move it somewhere else.
- The TOLL does NOT guarantee reduced traffic or congestion in ANY way. All it does is generate revenue.
- This is a confusing statement. I agree that the proposal does identify a problem. However, I do not agree with the proposal
- There are better ways to raise funds than installing tolls.
- Should have been more lanes when they built it. No one looks at the future!
- I pay too much road taxes already and the money goes into the general fund , and then to peers for their fucked up retirement account..
- Solutions to the issue can be determined without costing citizens more money. Increase mass transit or create another bypass that could eliminate the congestion.
- Population growth is a given. Charging more taxes to commute puts undue stress on those that can least afford it. The gas tax was raised to one of the highest in the country. Government waste needs to be throttled not transportation.
- This sucks
- Time to spend the money you have already wisely
- Traffic would be so much worse
- Will cause horrible congestion on 99 and 213
- The state is looking for another reason to fleece oregonians
- This does not change the freeway or improve our roads, it just tries to discourage those with no other options.
- Rolls are going to cause more congestions not less
- NO!!!!
- no tolls
- See above comment
- state of Oregon and ODOT suck at money management
- Tolls are expensive, cause slower traffic and are not used to benefit the community. We would be forced to sell our home and move to a different area if we had to pay every time we use I-205. Our taxes are high enough already. Stop finding new ways to squeeze the last drops of money from Oregonians.
- Because I hate traffic and it's not that bad
- There is a need for expansion of the I-205 corridor, but that does not mean there is a need for all-lane tolling.
- the voters need to decide the issue of tolls, not the government

- build more roads, stop gap member
- NO TOLLS!
- The user fee is just another name for tax, control spending by fixing PERS and then use the savings instead of stealing more money from your residents
- Tolls are stupid
- Our taxes should address any future projects!!
- Because, there are many other Solutions. It seems like our money has been squandered for other things and you keep charging us more and more for something we've already paid for.
- I don't trust that the purpose and need strongly call out the need to find ways to avoid the toll as preferential and the toll as an absolute last resort, even if the alternative is more expensive it should still be considered preferential to a toll.
- You will be creating more traffic on 5, why should the people pay for the government mis managing the revenue they already have, and who's to say they won't mis manage the extra revenue. And finally as seen across the country, toll roads don't necessarily get any better maintenance because half the fund go to maintenance of tolling stations and toll collection, and the rest politicians have a tendency to use as bonuses for their buddies.
- The reason to toll this location is because washingtonian's don't want to be tolled, for crossing into less expensive housing. They are using this road too.
- Tolling isn't a solution to congestion. More roads or less people is. Many people can't take transit, nor do they want to.
- Stop wasting money on public transportation and use it for the roads and highways.
- Another way to tax
- No tolls!
- I will make any wager with the proponents of this new tax that it won't solve one bit of the congestion problem. All it will do is make us pay the state more of our hard earned money.
- Stafford/Mountain/Schaeffer/Pete's Mountain/Willamette Falls are already used far more than they should be by people looking to avoid 205. They drive way too fast and carelessly on these residential and rural road. Adding tolls to 205 will make things far worse.
- Tolling will hurt our lower income residents who already struggle with the expense of owning a vehicle. There are plenty of taxes collected to cover road repairs and adding new roads. Be responsible and use the money already being collected.
- just another tax! Where will the money go?
- Stop taking more of our money
- None of these are a problem
- I don't believe you should just make any highway a toll Road. If you add lanes you can make it a toll lane.
- The only reason I see that you are adding a toll is to get more funding to expand the area to change the growth boundaries so more houses can be built in this area which can not be supported by the area or the people.
- Current miss appropriation of tax dollars
- Tolls don't fix the problem. There'd be enough revenue available if the governor hadn't illegally shut the state down and spent the road infrastructure money on other items. Just as

we have to budget and use the resources we have available to us as citizens the government should also be required to use their resources wisely. Taxation without representation

- I used to work in this area. Traffic was only bad at a few times of the day. Travel at non-peak. Compared to other cities, this area isn't bad for traffic.
- We already have high taxes in our state and high gasoline taxes...we should not have to have tolls also. The state need to do a better job managing money!
- Poor state budget management, existing excessive taxes, misuse of lottery funds into the general fund and a PERS system that is not in check. Until the state maintains a true fiduciary role in the application of taxpayer money there is no way Oregonians can trust further excess fee or tax generation.
- This would just be creating other problems.
- This is a money grab
- you already tax the hell out of the citizens and now you want to take more money gtfoh
- not necessary
- I grew up paying tolls on the east coast. This is a normal way of maintaining roads.
- Oregon bureaucrats are ass holes. This is just the start. Fuck you
- I feel that other alternative avenues should be strongly vetted and pursued before moving ahead aimlessly with a toll. The profits for this proposed toll are clearly being considered for issues outside of the traffic issues mentioned. I strongly disagree with the tolls.
- This draft purpose is a way to circumvent asking voters for the funds for this project. You are going around voters.
- Lived in Oregon my entire life and all these new taxes and costs make it too expensive to raise my family here after 6 generations.
- You take money, don't enlarge roads.
- I travel on I205 various hours of the day & various days of the week. A frequent problem is drivers slowing to a stop at a vehicle stopped completely off of the freeway with no hazard in the travel lanes. Oregon needs to plan long term not just short term. Traffic will be disrupted for a road construction project, then 5 years later the same area is under construction again to change what was done 5 years earlier. torn up t
- You cannot solve traffic congestion through tolling. the majority of drivers are not able to change their work hours. City/local streets would need to be improved BEFORE tolling takes place, which would alleviate traffic congestion anyway.
- While the number of cars will continue to increase, to avoid paying tolls, drivers will use local & residential roads that are already being used to avoid traffic congestion. These routes are suggested by map apps to avoid congestion.
- all it is a way to get money because people can't manage what they have in the govt. Will make it worse on i5 and people who are already hurting due to covid 19
- Tolls are horrible and would only divert more traffic to alternate routes.
- Of all the people I've talked to we are against a toll road. I've also experienced the road being paid for by the toll and the toll continues and even gets increased. Let the lottery funds pay for infrastructure.
- We already pay taxes for it.

- Is there congestion? Yes. Will it take money to expand the road? Yes. But the money can be diverted from unnecessary projects in overserved communities or put in to programs that take cars off the road, not encourage more cars on the road.
- Do you realize that many people/students use 205 to get around our area. You are basically asking Tualatin/West Linn residents to shoulder the biggest burden of the cost of this because they use the roads to get around. And if we avoid the tolls, then we are increasing traffic in our own neighborhood streets. This is so crazy that you think this is a good idea.
- Toll don't and won't reduce usage unless you provide better alternatives
- Take people's money, and nothing further will happen.
- The states inability to budget an plan properly shouldn't fall on the working persons wallet
- No tolls necessary.
- This will only make drivers find alternate routes of travel leading to horrible congestion on side streets!
- Where is our tax dollars going to now currently? Pockets??
- Government has already made up it's mind, this process is a sham.
- You're building more houses but less streets and highways. You're causing congestion.
- See narrative above.
- Adding a lane solves the co festoon problem. Going from 3 lanes to two (at Stafford guarantees congestion) note: there is no congestion before Stafford until that caused by the two lane reduction.
- Oregonians already pay a very high percentage of income toward state taxes. Rather than finding another way to tax the people because of your gross miss appropriation of funds and unrealistic state paid retirement packages, you should learn how to budget better. You should learn how to spend appropriately, complete roadwork projects on time so they don't cost way more than promised. Don't charge taxpayers extra because you're incompetent and have no accountability.
- You will be cutting off access from West Linn to Oregon City and Gladstone areas. We have to cross a bridge to travel North. It's not like living in a neighborhood that we can take alternative streets to get to our destination, there is a RIVER we have to get across. The OC Bridge is only two lanes and spills into downtown OC which cannot handle additional traffic. The road leading to the OC Bridge is also the road to our only high school, so AM traffic just getting to the bridge will be congested. Please grant local's access to cross the bridge only without a toll.
- ODOT has enough funds, they just continue to use them inappropriately..
- You WASTE our gas taxes on light rail, mis-manage an enormous budget and now want tolls too?
- It was never built correctly in the first place. Have police start issuing tickets for you revenue. Once in place it will never be taken off.
- I see no indication that the tolling as proposed will continue until the improvements are paid for & then discontinued. If I am wrong, then disregard. But Oregon is famously fond of sticking it;s hands in folks pockets at every opportunity. Like Ronald Reagan once said, "Nothing is as permanent as a temporary Government program."

- I drive I-205 at least twice per day. While there is, at times, significant congestion, the true problems seem to stem from a lack of vision on the part of ODOT and their inability to forecast properly to allow for increased traffic due to population growth. None of the area freeways have been significantly improved. To allow for increased population, during the last 30 years. Taxing the life out of Oregonians will not solve the problem.
- It will make every other transit option that much worse.
- Anything short of building new freeways is a total waste of what these tools should be paying for!
- The facts reflect that we have inflated costs and misappropriations that already cost taxpayers more than is necessary. No more road taxes!
- I don't believe a toll solves any problem, just more ways of taxing the citizens!
- Gas taxes are supposed to cover maintenance & upgrades. Incompetent management of the tax revenue is a poor excuse for tolls.
- Fixing local bridges and widening roads would address congestion. Tolling is just a way to increase revenue, but will create negative traffic outcomes for surrounding communities.
- The state collects enough money through taxes to spend on roads. Stay being responsible with the money. Stop putting your hands out for more.
- Tolls are not the answer we already pay so many taxes!!!
- I believe we need to improve the roads not put up toll booths. The roads are terrible in Portland! The on ramps have ruts. For instance the I205 onramp going south at Division Street! Who would even want to pay to drive on I-205. What you will do is create more of a bottle neck in the downtown region. Repair the on ramps and off ramps as well as the roads before you even think of putting a toll on them.
- Drivers will congest side streets and freeways to avoid paying tolls. Defeating the purpose of putting a toll up in the first place. I would rather have congestion on a 8 lane road than a 4 lane road. Seattle has tolls on all major highways, doesn't stop their traffic on bit. And their roads are trash so the money isn't going there. This is just another way for Oregon to suck money out of its citizens. With how many taxes there is already Oregon should be the most improved state already, but it isn't. So where's the money go?
- Stop spending unwisely.
- Use the tax revenues you have. Stop wasting it on silly pet projects that benefit only a few.
- The suggested toll is just another reason for government to confiscate the income of common people.
- The traffic on 205 is no worse than any other artery in the Portland area.
- You get money from the taxes Kate Brown has imposed use them. Or give them back to the people. STOP TRYING TO GET MORE MONEY FROM THE TAXPAYERS.
- Use of toll roads punishes those who have to use these roads for employment who are already strapped to cover expenses. Those who are privileged can absorb the costs or in the case of freight we all will be paying for the costs passed on to the consumer. It will also impact other travel corridors.
- As long as politicians stand to generate new revenue, they will distort the tolls toward maximizing revenue instead of relieving congestion. Their willingness to exempt the poor proves they don't actually intend to squeeze anyone off the road, they just want money from

those who can pay. This project *can't* be about traffic until it stops being about revenue. Real engineers who meet real politicians know what I'm talking about.

- Federal and state taxes already pay for the roads and bridges
- It will make the other roads in the area extremely congested as 99% of Oregonians will avoid the toll road. WHAT A STUPID IDEA.
- One more way to screw the public
- Tolling this stretch DOES NOT provide equitable benefits compared to impacts for West Linn and Stafford residents and businesses. You're tolling the communities that are being impacted now, in the future, and during construction. The only equitable solution is to toll the entire system in the Portland Metro Area with a low toll that will not be imbalanced.
- Revenue" is the key word. Just the state finding new ways to get more taxes.
- See prior comment
- After COVID-19 many people will work from home who previously commuted to offices. Wait to implement this travel tax until COVID-19 shakes out and we know the impact of the expansion of work from home on traffic.
- Climate change is not an issue of concern. Our carbon footprint in Oregon is inconsequential
- A burden on people with low income
- Your statement focuses on raising funds to manage a toll system not road improvements.
- You can't build your way out of congestion.
- See my comments above! Tell businesses to let employees work from home wherever possible. And, allow flexible work shifts if working from home now possible.
- Unless ODOT comes up with a viable alternative method of allowing individuals to drive to their destinations, the tolls will act as a punishment more than a way to reduce congestion.
- Funds to build toll booths could go into alternative routes instead addressing the same congestion issues. Tolling would drive up cost of living in the area, forcing out lower income people.
- Schaeffer rd. car noise and mail box access
- Tolling does not affect traffic congestion and negatively impacts people that need to use I-205 as their main transportation corridor to work. Highest tolls during rush hour will adversely affect those that cannot change their working hours (lower-income jobs) or work from home.
- It will make traffic worse
- The congestion problem is due to mismanagement of funds. There is plenty of money in the Department of Transportation. Look at the Salmon plate. How much of that money for many years went towards helping out salmon? None. It all went to bureaucratic funding.
- Most of the traffic is WA residents driving to OR for work which means they are paying OR income tax in which the payer receives no benefit and OR incurs no cost to care for the resident/family. Oregon should use these dollars and pay for expanded options.
- Tolling is not the answer. Those that deal with the congestion will accept or find an alternate route.

- there are 2 bridges. They are congested because there are too many people needing to cross them. Putting a toll on them will do NOTHING to alleviate that problem at all. It is simply a way to steal money from everyone who crosses the bridges.
- this creates heavy traffic in small cities with no options other than 205. This is a cause of poor planning and over growth in our communities. I already pay a high amount of taxes and money seems missed managed. Instead of giving corporate America taxes breaks, tax them more to pay for roads used mainly by them and the big trucks. .
- If there was actually someone (Private Company) running this it would be a much different outcome.
- Tolls only make the situation worse and just creates a problem that the state will not rescind. See my above solution. No one trusts Oregon Government. They lie and spend extra money on stupid stuff. So until the State Gov can gain the trust that they do what they say then no one wants to add money to Government pocket. Build the double deck hwy from Gladstone/OC to Staffird Road
- I feel we pay enough on taxes through our gas and such already, use the money already collected to add lanes, ODOT has wasted so much money on signage that doesn't do anything, why didn't they use that money to work on the roads vs. tell people there is traffic on the road. Drivers can already see that, they didn't need a sign to tell them!
- Should be gas tax
- I've read this five times and I don't know what it says. It should have been stated plainly. The structure of the sentence makes no sense. I agree something should be done to ease traffic congestion even if that means I will have to pay a toll to use the road.
- "fund congestion relief projects" is always code for wider roads and your belief that less congestion can be achieved this way is wrong. Induced demand is real. It causes more congestion and more GHG. The only solution is to manage demand with existing tools like pricing and then making it equitable and sustainable by investing resources into non-car modes, which means walking, rolling and transit. No new car infrastructure. We tried that for decades and it failed. Please admit that already.
- tolling has not been show to reduce congestion in a growth area. Tolling adds congestion, increases traffic accidents, reduces safety. Conclusions in the report are clearly biased and do not accurately reflect the community needs.
- We are paid bond and now paid more. Out of town and not in the are need to paid
- purpose of project should move away from prioritizing managing congestion and instead focus on improving reliability, mobility and connectivity. Revenue raised should be explicit in going towards meeting climate and equity goals and not limited considering "congestion relief projects" to be sufficient
- NO TOLLS - Use the money you took from us to fund these necessary projects and quit spending it on inflated government official's salaries. I strongly disagree. DO NOT KEEP REACHING INTO MY POCKETS. Quit trying to scare people with Climate Change tactics. You are already provided funding for construction projects.
- We don't need tolls.. this puts a hardship on the poor!! 😞
- Tolls es no bueno!!
- The main thrust of north/ south travel

- IT is not a top priority during the COVID pandemic!!
- Asca part-time employee of various sites in East Portland this toll would destroy the income from my work and prevent making a living in Portland
- The project purpose should be to deter SOV usage and generate funds to build out more high-occupancy transit systems
- I don't support tolls
- The project is a poor solution and only thought of by people who probably ride their bikes to work. It will not work because there are OTHER roads that will provide toll relief and people will simply get off the exit and use those other routes, which are already congested.
- No tolling, go back to the legislature and have them do another transportation package like they did in 2017, except this time include the \$465 million funding for this project like what was initially in the package.
- Stop reducing freedom and increasing financial burdens!
- The problem is only going to be shifted to local streets, it will not actually decrease travel in general.
- Oregon DOT lies a lot
- We already pay enough, NO TOLLS!
- Read above! Have Governor Brown pay for it out of her salary!
- You are not exploring other options. This is a temporary fix that will push the problems into residential communities not equipped to handle this volume. It already is a problem when traffic is heavy. How will you protect the people and children who live here? This is not a long-term solution. You can do better. The solution should not be at the expense of the home owners who are not part of the problem.
- I told you reasons in answer above
- See question 3. Bad planning and management causes congestion.
- I feel the reason this toll is being looked at is to get more revenue. No one is looking at how this will effect our cities around the toll area.
- Add more lanes to existing road. To ease congestion only option that makes sense.
- Population and work arrangements are the problem. Too dense a population and concentration of work sites in the city. Variable rates affect lower worker more than rich. The working stiff who has NO choice in the time their job starts and ends. NOT FAIR to the real working class. Rich people have higher level jobs that often offer flexible hours so only the real workers will pay the tolls. Make public transportation SAFE by getting the drug addicts and mentally ill off the Max and busses (I encounter them daily) Demand work-from-home jobs. Mileage rationing to encourage public transportation.
- Provide better control of truck traffic during peak highway usage.
- Traffic is tough but I'm not convinced it's that tough.
- Above. Already pay enough taxes for road use. Tax other users.
- no tolls
- No reason for a toll when we already pay road tax. Extra fees will take away money for those on limited income for medications and food.
- I don't want another tax. I live in Oregon City and travel this part of 205 daily.
- Tolls are not the answer.

- Money needs to be spent on increasing non automobile infrastructure in East County not back into vehicular infrastructure
- what a joke. please tell me how you justify going forward with out this being on the ballot. the 205 bridge is totally out dated and more lanes are required to ease congestion. These fixes should have taken place in the 90's. you guys need to quit waisting money on the massive sign boards and bike lanes and address the real problems with our tax money. FUCK YOU ODOT!
- Traffic already backs up all side roads in WL this is going to make it worse
- I think you're right about the problems. I don't think making the freeway a tollway is the solution. Construct a separate tollway.
- I feel like this is just a way for the government to get revenue. Why not till I-5 and I-205 by the Washington border where most of the congestion occurs coming into the state?
- Taxation is theft.
- You are not considering any No toll options
- People cannot afford more taxes with the loss of jobs and the poor economy
- I have zero confidence the tolls collected will be used to reduce congestion.
- This question is two part. Yes it reflects the problems. No it is not necessarily a reason to move forward with tolls. Why tolls on roads? Why not gas tax or driving tax or something that impacts all drivers in the areas and can be used for all roads.
- Tolls=TaxeS. Fuck your taxes.
- Need wider highway not tolls, people already paid
- It's a money grab. Increase public transportation. TollS on public freewayS are juSt another tax. Traffic will heavily increase in on local StreetS and neighborhoodS, creating more car accidentS and pedestrianS/bicyclistS being hit/killed.
- Again, the traffic volumeS on many other partS of 205 Seem much more CongeSted than thiS Section, and considering thiS Section only haS 2 laneS each direction, that SeemS like the cauSe and asking people to pay additional money that they likely can't afford, eSpecially in a time of a global pandemic which haS reSulted in numerous job loSSeS, SeemS horribly out of place.
- CongeStion will continue until other optionS are available. TollS will not change number of motoristS aS people need to go to work, enter I-205 to access shopping, etc.
- I think that a toll iS deSigned to puniSh driverS and/or to free up the roadS for thoSe who are well-off enough to not need to worry about tollS. MoSt people on the roadS during ruSh hour are there becauSe their employer requireS it -- why don't you tax employerS inStead of employeeS who haVe So little choice? I'm Seeing a lot of thiS lately -- taxpayerS paying for roadS, which then require additional money (tollS, Special laneS, tranSponderS, etc.) to be able to uSe. It meanS that lower income people are SubSidizing nice thingS for wealthier people, that they can't afford to uSe themSelveS.
- The only purpoSe iS to raiSe revenue and it unfairly burdenS thoSe local reSidentS who muSt croSS the river to carry out their daily routineS.
- See Statement above.
- Again the road I live on will become the work around for the tollS. How will thiS iSSue be addreSSed?

- Doesn't matter. ODOT has no right putting in a toll for a freeway that's already paid for.
- The main traffic I sit in on 205 is 213 to I-84 - not on Stafford and Abernathy. An easy fix is just take the lane down further to the bridge. It backs up because of losing a lane at Stafford thru West Linn.
- Toll prices are not subject to voter approval. Make it a tax. We need to be the ones to decide if tolls are too high, too low, or even needed at all.
- Because nothing you've got planned will reduce or manage congestion. It is simply making it more expensive to drive and everyone knows that you will not build more highway capacity to accommodate growth and demand. You are not listening to the public. People don't ride bikes here in appreciable numbers. And with Covid, people don't want to be forced onto buses or light rail. Build more driving capacity. You pretend to care about multi-modal transportation, but cars are at the bottom of your list.
- The project will not decrease congestion and will instead just charge a limited group to travel.
- I am not for toll roads
- See above.. The Oregon administration has wasted billions of dollars. This won't stop it from wasting even more. NO TOLLS!
- There is a toll
- Because I'm very skeptical that the funds would be used appropriately
- Just another grab for our money.
- It's already hard as it is to be in the middle class in Portland. The cost of living in Portland has increased substantially, while income has not risen as much. This will make it even more difficult for people who are in middle class.
- The taxes in this state are already ridiculous. You don't need to roll the freeway to get enough money.
- It is congested now - toll collection will make this worse
- I don't believe tolls should be used for widening the freeway, toll revenue should be used to create and support other transportation that is missing in this area -- especially transit.
- the impact of traffic on climate change is negligible, climate change will happen or not regardless of traffic
- Where's our tax money really going...
- Manage the funds you already have. Don't penalize the citizens
- Congestion is not a necessary outcome of population growth. Also, congestion contributes only minimally to climate change. What contributes to climate change is driving. And I think it's important to define what "critical projects" are. If they are capacity for biking, walking and transit, then yes, they should be funded through congestion pricing. If what you're talking about here is more lane miles, then no. Congestion pricing should never be used to build more lane miles, which do not meaningfully reduce congestion anyway.
- NO TOLLS - this is not a solution, use the money you have already overtaxes Oregonians.
- Oregon has not used its money wisely for years. They don't fund the schools 100% so the taxpayers have to subsidize, quite heavily. We, the tax payers have to live within our means, so should government. Maybe Kate can use her money to clean up the riots from Portland and then you can use the money from that to work on congestion..

- No More Taxes!!!!
- Again, large amounts of people will negatively be impacted by the costs
- You shouldn't toll roads already paid for.
- Aren't there other avenues to fund needed projects besides implementing tolls? How have we paid for every other road project without tolls?
- These problems exist throughout Portland, yet tolls are not being discussed at any other roadway. This statement lacks transparency.
- You are greedy and wasteful of tax payer money. I already paid taxes for the roads and currently am paying road and fuel taxes. Get your act together and manage with the money I have already given you. Stop holding the workers of Portland hostage for your liberal fantasies.
- Your tolls will be highly destructive to surface traffic congestion at Hwy 43 /Oregon city bridge. You are financially penalizing low and mid income households that use the bridge for daily commuting. Take money from light rail to widen all main traffic paths to accommodate more cars.
- Build more lanes and more roads -- with the money you have.
- Project started with the conclusion that tolls are wonderful and proceeded to justify the conclusion.
- I agree that the amount of traffic on 205 is horrible, I drive in it 2 times a day. However the financial impact would be catastrophic for some when we already pay taxes for gas and roads.
- Odot is a joke. 🙄
- How about i5 north and south between Wilsonville and Tualatin
- The State of Oregon needs to better-manage the abundant tax revenues they already receive. Numerous Oregon precedents demonstrate that simply piling on yet another tax upon the populace (by way of tolling, or any other measure) results in a limited result when measured by project goals at the outset, and usually a massive budgetary shortfall. Start by correcting PERS. If, after PERS is more reasonably implemented, additional funds are *truly* needed, then re-approach the voters.
- this isn't a solution
- This won't reduce traffic. But it will penalize people with lower incomes and fixed incomes.
- Fix the problem, you have enough money. Greedy you all are.
- You didn't even ask the community how we feel about it
- There are no viable alternatives for most drivers, thus a toll wouldn't reduce congestion. While it would certainly raise revenue, it wouldn't provide a direct benefit to those paying the toll.
- Toll booths will redirect traffic on county roads. If you wanted to reduce congestion, you would talk about adding lanes to the freeway. Seismic upgrades are BS and you know it. That bridge is coming down in a major event regardless.
- More taxes, with no guarantee the money will be used for "congestion relief" for the good of those who PAY the taxes!! No more mass transit!!!!!! !
- This is only going to cause diversion to local roads, especially through the I205 corridor, the maintenance impact to local cities is going to go up. Then those local cities property taxes

will increase to pay for their repairs. Fix the real problem, make I205 3 lanes from I5 to 213 Oregon City exit.

- WA residents do not want tolls. You get enough of our money already and we get zero Benefits from it. Why should we pay even more???
- Shove your money grabbing.
- The internal combustion engine has a long term cost that goes unpaid and will break our society if it cannot be contained.
- We should not have Toll roads.
- You get tax money for other places
- See #3
- Traffic isn't THAT Bad. Additionally I already pay tax that supports roads. There is no need for a toll. Stop over taxing the citizens and manage budgets better. We are not your bank.
- Barely afford the gas to get to work now. Don't want to pay a toll to go to work. Live in SE Portland and work in Canby. Drive 5 days a week. Public transportation is not a option. The more congested it is leave early to be on time. No need for changes.
- It doesn't solve traffic. Find different funding
- I have lived in communities with tolls. They did ZERO to relieve congestion, so the statement that tolls are needed to relieve congestion are pure fiction.
- I have friends who have lived in states with tolls and they have stated that had toll roads and they've stated that the roads in oregon are much better then other places they've lived
- There are only residential streets to use if there is a toll on 205. Streets already congested by poorly made lane closures that have already increased traffic on side streets.
- How can to toll a road we already paid for? This should be illegal.
- Clackamas County residents were forced to pay an additional \$80 attached to our Registration and tag renewal for roads. We need additional lanes, NOT TOLLS!
- Make traffic worse
- When you build freeways, build them for future anticipated populations. We continuously build freeways that are not adequate for the population projections.
- Traffic on side routes is already terrible when 205 is congested. There is nothing I've see provided by this project that convinced me our neighborhood will become as congested 4-6 hours daily. Short of gating local neighborhood streets, this project will fill Oregon City, West Linn, potentially Tualatin and Lake Oswego with a substantial daily increase in traffic. These neighborhoods should not be held hostage to this project.
- I already pay enough in taxes.
- A toll will only push traffic off to Borland and other side roads
- More taxes, with no guarantee the money will be used for "congestion relief" for the good of those who PAY the taxes!! No more mass transit!!!!!! !
- The money you get wont be used for that because it never is. Quit taxing already over taxed oregonians and making living here even harder
- Tolls in this area will only divert the traffic which moves the problem and does not solve the problem
- ODOT and State government can not be trusted to use the funds ethically

- Tolls aren't the answer. Should have looked down the road years ago to realize lanes, bridges weren't big enough then. Tolls won't keep people off the road, just piss people off. Kinda like building a huge neighborhood before figuring out how to deal with added traffic more kids in the schools... Guess we should have built schools, worked out traffic issues first?!?
- I5 has way more traffic, way more interstate traffic. That is the road that should be tolled, if any.
- Is just another revenue source for the state
- No tolls. No new taxes. Ever.
- Cause it's Pd for & your just looking for money for a FAILED tri met
- Rolling will drive traffic on to surface roads degrading quality of life in the surrounding area while not reducing overall wait times. If people don't like congestion they are already able to travel at different times of day. This is not about reducing congestion or wait times - it is an attempt to fund a project that should be paid for by the state or federal government by penalizing local residents for the poor planning that led to the congestion in the first place. ODOT and Metro failed us and now want us to pay for their mistakes.
- Improving current public transport would address. Need to address cleanliness and usability of public transport. Also self driving cars would improve congestion by removing poor driving habits
- Because of Covid, more people are working from home, and likely will continue to do so. Less traffic will continue.
- see above, it will make things worse.
- it's not going to reduce congestion
- No place to say strongly disagree. Makes me think this is biased.
- Well already paid for the road and continue to pay for it with our gas taxes!
- Stealing money to drive on a public road
- So your going to shuffle traffic to cities. Best of luck getting anything passed after his goes through
- Will exponentially increase congestion and drive times. Local neighborhoods will be negatively impacted by diverted traffic.
- No toll!
- Traffic is down, if anything.
- Tolls are not a solution. Fix the congestion with more lanes. Do not force traffic to surface streets.
- Oregon Dept of Transportation will collect just over 5.3 billion in the 17-19 biennium. Funds sufficient to expand roadways and reduce congestion without placing a greater tax burden on individuals to fund discourage road use.
- Same: The driving public has already paid for the interstate freeway system. Apply the tolls only to new lanes and not the existing ones.
- We don't want toll roads and we don't want extra traffic on the surrounding streets by people avoiding the toll.
- It will just cause
- Don't toll.

- We already pay taxes, and specifically road taxes. Demonstrate you can use the money appropriately. This will increase congestion on alternate routes which are also already loaded up during peak commuter times. This will do nothing to solve the problem. A fallacy for this scenario is that people have the luxury to determine when they commute. They don't. Usage patterns will not change appreciably and I don't trust the people collecting the revenue to use it wisely. I am adamantly opposed to implementing additional taxes.
- Tại vì các vị làm những việc không hợp lý
- Portland is growing and has not built the infrastructure to keep up. I visit many smaller city's that have built higher capacity roadways then Portland.
- I use the I-205 five days a week and don't have any problem getting to work on time. If I have to spend \$5 a day, that adds up to \$200 a month just for using the freeway. I am not sure what the rate is going to be, but this needs to be taken into consideration.
- Trabajo y paso dos veces diarias sino o hasta más veces en el día
- Fuck off
- Poor lane control is reason for congestion. Engineers messed this up, just redesign the lanes and lane flow
- The improvement to this stretch of highway should be completed using existing state and federal taxes already in place to accomplish this. To just consider this only from Stafford to Hwy 213 is just plain stupid. Do you idiots think 205 is not congested from hwy 213 north to the oregon/washington border???
- Toll I-5 for traffic
- The net effect of tolls will be to slow traffic and reduce commerce and cause diversion of traffic to non toll roads causing congestion.
- We don't need tolls!
- It will push traffic into side roads creating more congestion there. It's going to be a huge impact on my budget. I would rather wait in traffic and feed my family than save a few minutes and make them go hungry!
- The bees for tolls to pay for road projects ignores the responsibility for the whole state and federal funds to pay for interstate widening/upgrades.
- NO TOLLS!
- it will not work.
- The toll is not necessary.
- It's another money grabbing scheme!!!
- No new taxes this will send cars onto side streets.. it will be worse for neighborhoods
- Wrong time to be charging money to people who have reduced income
- If 205 would have been widened from I5 to the Bridge, the congestion problem would have been eased 10 years ago. Whatever study that was used during the widening to Stafford should have included the rest of the southern portion of 205. In the afternoons, once the 3 lanes are there (Highway 99 on-ramp), traffic eases in the northbound direction. A transportation bill has already been passed by the State, so why should I believe that the potential revenue from the tolling would go to the project(s) it says it will? The marijuana revenue hasn't gone to K-12 schools yet.

- Very few people can just "change our schedules" to adjust to toll rates. This is really out of touch thinking.
- our transportation dollars have been misspent for years. Do not raise our taxes again. this is outrageous.
- Tolling serves to punish people for driving on roads we already pay for with some of the highest gas taxes in the nation. ODOT is purposely ignoring the will of the public by pursuing tolling!
- NO TOLLS, DIRECTLY AFFECT POOR PEOPLE. RAISE MONEY OTHER WAYS TO INCREASE LANES ON I-205
- While I understand the need to reduce the congestion on I-205 between Stafford and the Oregon City exit putting tolls on the route is not the way to raise the required capital to fund the road improvements as it will create an even bigger traffic issue on local roads. As unpleasant as using tax revenues is this provide provide the required funds with minimal impact on local inhabitants. Longer term expansion of public transportation options would solve reduce the dependence on personal vehicles and also provide the additional benefit of reducing carbon emissions.
- Tolls are not a solution. They abuse poor people and have literally zero impact on wealthy people. Just tax that money directly away from them without the toll system.
- I pay gas tax and Oregon income tax already to fund roads
- I can't afford it.
- Read above, there are other "more equitable" ways to secure funding for this.
- tax is not a cure and provides unintended consequences. Fix the root cause not the symptom, with no new tax
- This is not the solution.
- NO TOLLS... Build more lanes.
- There's no plan for adding lanes to I205 that would solve the problem
- traffic on local streets
- I agree that problems are identified but not with moving forward with the project as outlined
- You're essentially forcing anyone who lives in Happy Valley, Clackamas, or Gresham to pay for something that everyone else does not have to if they want to go to Tualatin or Lake Oswego.
- Again, through the proposal it wants to toll lanes which are already paid for. Toll lanes that add capacity. This would allow for lower cost groups, local traffic and more to move without additional cost if cost was a concern
- There isn't currently enough side street capacity between Oregon City and West Linn to handle traffic pushed off of 205 by tolling all lanes of the bridge
- Tolls are a symptom of inept management of tax dollars. The roads were built without tolls they can be expanded without tolls.
- Use existing tax revenue
- Odot needs to learn to handle the money they get responsibly. I live in Florence and they did a year long project on 101. They re did the side walks three times. Because of that the project ran out of money before the rest of the improvements could be done. Odot miss handles

money and is very irresponsible. If they were a private business doing work that sloppy they would be sued/fired from nearly every job they do.

- I do not have any more money to give you. Stop trying to take it.
- The intent of this is to get people to drive less and increase government revenue. Another tax and another social management issue
- We already paid for I-205. Just another tax grab
- There is only one interstate that travels north/south through east PDX-metro. Rolling this only places more financial hardships on drivers that do not have another realistic route of travel. Add another lane that is toll only, or a HOV lane. Provide another highway in the area. All of these are common sense approaches rather than rolling the ONLY way through.
- The statement is word garbage. What does that even mean?
- Los que pagamos impuestos pagamos para el mantenimiento y construcción de carreteras de Oregon. ¿Acaso eso no es suficiente para considerar otras alternativas para aliviar el congestionamiento de I-205 en esa área? ¿Es posible considerar ampliar o construir nuevas rutas alternativas para disminuir la congestión del tráfico?
- It won't work.
- Tolls are ultimately about revenue. People will avoid them unless they are willing to pay for faster travel. I have lived in areas with tolls and my experience is they are only used when someone is in a hurry and willing to pay for the convenience of a faster trip time. The congestion everywhere else increases to avoid them.
- There is just as much problem on I5 with congestion from I205 going N on I5, why not toll that. Or toll to get onto I205 at I5 junction, at least people needing to get from Milwaukie to West Linn for work or doctors appointments could afford to go, especially if commuting daily.
- It needs to be equitable and provide options, also this isn't going to raise much revenue and pitching it that way makes it sound like it's a piggy bank
- Congestion is the main reason I-205 is difficult to drive. Congestion affects the full stretch of I-205 from I-5 to Hwy 43, which is my daily route.
- I agree traffic is bad, but I usually only travel within the suggested toll area because of where I live. I think it should be for people that do not live within the boundaries, as any travel options involve local streets. It doesn't help to reduce traffic on freeway if it means I can't even get out of my driveway due to traffic taking backroads. I don't like being penalized for traveling within a couple miles of my "neighborhood", Travelers from Salem to Portland would pay the same I would pay if I crossed the bridge to McLoughlin Blvd. a couple miles to a store, restaurant in Gladstone
- Expanding the Highway has been needed for decades. What is really needed is additional bridges and alternate routes other than the single Highway and single bridge currently in place
- The purpose of tolling is to increase revenue to the state. Even if you earmark money collected from tolls for road projects the state will simply find a lesser amount to roads out of the general fund
- Tolling is not the answer. A metro gas tax makes more sense.

- Under handed way to tax the citizens Oregon wastes millions With little to no accountability. They are taxing people because they want a sales tax and didn't get it. So the underhandedly find ways to get the money.
- Every street & freeway is crowded, mostly by commercial vehicles
- I still don't understand why enacting tolling is the only option left? Also why just this portion of I-205, it's worse near the boarder as is long stretches of I-5.
- See above comments.....this is BS double taxationYOU robbed the taxes previously paid for road issues and now you want ME to pay more. NO NO NO You will force traffic OFF our PAID FOR FREEWAY to other off road home communities....how totally ridiculous. This is your way to pay for more useless committies and studies....total BS
- more money wasted. Build more freeways. East side is done paying the way for the west side and oregon for that matter.
- more money wasted. Build more freeways. East side is done paying the way for the west side and oregon for that matter.
- There was a tremendous pre-COVID problem, but this has existed for decades. Traffic will need to go somewhere, and every commuter, delivery truck and commercial vehicle will look for ways to avoid tolls. I'd rather you spent the funds to increase the road by one lane in each direction in the targeted area.
- I would prefer that revenue be generated via existing tax mechanisms rather than adding a new one. I'm concerned that tolls benefit 3rd parties and incur additional overhead to manage.
- Toll roads do not manage congestion. The drivers will find alternate routes through neighborhoods and other surface streets, causing congestion there. Toll roads have as much congestion as before they were made into toll roads. How do you prevent the drivers diverting to neighborhoods? Toll roads do not eliminate the number of vehicles on the road, no reduction in climate change. High speed rail system would be a better solution.
- we pay a lot of taxes already
- Inflicting tolls will not solve the congestion problem but increase congestion on other routes as drivers seek to avoid toll charges. Toll collection will also slow traffic and offset any congestion improvements. Find another way to fund the I-205 expansion project without tolls.
- I-205 has a primary purpose of diverting traffic from I-5 tolling it will sabotage that mission.
- The problems described are the symptoms, not the cause.
- People cannot control their work hours. People Live in West Linn or Oregon city should not be disproportionately penalized for A poorly designed highway system. Address the lack of lanes in the bottlenecked at the bridge at Abernathy presents before disproportionately tooling the citizens of the communities that live near this corridor. There is a lack of alternative routes to avoid tolls that makes sense.Why not consider a state wide tax or a metro area tax instead of having the citizens of these communities disproportionately penalized. It is going to make it horrifically expensive for people to go to work especially those who cannot control their work hours. Also, some of us commute for school because we do not have school buses and we cannot control the times of these commute either.

- The problem is it will not stop here. This is merely the foot in the door for other area tolls, congestion pricing rates, etc. Why not actually go to the taxpayers and ask for additional taxes? We all will be impacted by this decision, whether we travel on I-205 (or other area highways) once a month or once a day.
- A toll will more than likely only cause increased congestion along side streets or on I-5. While this will be okay for people willing to pay the toll, it might become a nightmare for people who live along the corridor. They may see an increase in time taken to get to their homes on side streets. I agree that congestion is a concern and a problem, but this solution feels more like an opportunity for money rather than a fix.
- this is a new tax.
- There are other ways to get work done. No tolls!
- no toll
- You should look at how traffic flows as well. This area is not well designed to get on the freeway. Also going from 3 lanes to 2 lanes does not help the situation.
- I disagree that tolls are the answer
- Proposed options for tolling evaluation will increase congestion on other freeways..
- This is a state issue that is being financed by a small group of Oregonians who need to use I205 for commuting to work, etc.
- I was told at an earlier public meeting that the tolls will not generate revenue to fix the bottle neck when it turns from 3 lanes to 2 lanes
- This project will create more problems than it solves..pushing congestion and traffic to other areas and by creating hardship for residents.
- Chi chay co mot daon duong ngan
- Problems in the I-205 corridor are symptomatic of larger, systemic problems throughout the metro area's interstate system (including I-5 and I-84), and not localized to I-205. The existing corridors do not have the capacity to serve the area's growing population, while also accomodating freight and through traffic.
- no more taxes (tolls)
- I don't think I-205 should be tolled.
- this will impact low income people and we are already paying so much taxes for roads
- Toll roads are not a solution, as they are a ever growing drain that gets mismanaged just look at New Jersey.
- Money mismanagement
- tolls will not reduce level of traffic overall. Understood reworking is necessary to relieve congestion, but it's a tight space in which tolls are not fitting.
- This will not benefit the people and residents of Clackamas County. It will divert traffic in ways that have an overall negative impact. It also is likely to disproportionately affect minorities and low income residents.
- Nothing good ever comes from giving the government more money
- I believe that tolls are overall bad for the region, decreasing desirability of visiting friends/family/businesses in tolled areas, and radically negatively affecting the nearby un-tolled roads.
- no tolls

- \$\$\$\$\$\$\$\$\$\$
- Is there not money from the taxes we pay to cover the projects needed?
- I already said what I needed to say in the above comment
- a toll will be illegal and oppressive
- Because we're paying exorbitant taxes already. Don't misspend the money we give you.
- Any data here to for available is not longer accurate based on the dramatic changes to society currently going on. The "problems in the I-205 corridor" that existed when this was proposed, may not exist currently nor in the future.
- Tolls on existing roads are a bad idea. You used Oregonian's taxes to build them many years ago. Tolls on existing roads as a congestion strategy, is actually punishing commuters and commerce traffic, for using the public roads they paid for. At best it will send traffic to the city streets. Tolls on NEW ROADS would be acceptable, and would also reduce congestion. Why do I have to drive 217 N to get to Hillsboro? A west-side bypass is many years overdue. Does ODOT even know what a new road is? Other states have kept up with their growing populations. Why can't Oregon?
- No TOLLS!
- ODOT will toll Clackamas County. Your Input Needed. THE DIRTY LITTLE SECRET IS, TOLLING IS ILLEGAL, unless approved by the Federal Government and that hasn't happened yet. According to law, tolling is reserved for NEW INFRASTRUCTURE ONLY, not for improvements to existing roadways. A seven mile stretch on I-205 at Stafford to OR Hwy 213 will widen the freeway from 2 to 3 lanes is in the crosshairs. The proposal also includes upgrades to Abernethy Bridge and the eight other I-205 bridges in the project area to sustain earthquakes.
- It will be obsolete before it is finished. There will be millions in cost overruns and the project will be completed(?) years after we were fed this line of BS!
- The 205 is the least busy freeway in this area. There is no reason to expand or toll it.
- You used to say this grand toll idea was for seismic improvements, now its for commerce and commuters, guess what commuters will just clog the local roads, this does not improve their emissions
- See above. Why does the funding need to be generated by the section that needs to be upgraded. The funding can be generated on other sections.
- Tolls are not necessary, cause congestion, hurt the environment by making cars idle unnecessarily for extended periods of time. Also, seem to be illegal and are only approved by the feds. If its for NEW infrastructure not improvements on existing infrastructure.
- Think about it, really??
- Tolls would increase congestion and further degrade the transit experience of Oregon drivers while failing to proactively improve traffic infrastructure.
- More funds in the wrong pockets
- Variable rate tolls are never easy to understand, especially for people who aren't local. Just repeating BS over and over doesn't make it true.
- We do not need more tolls or taxes. There is plenty of money, it just needs to be spent more wisely.
- Not sure how many times it needs to be said... No tolls!

- I don't think the traffic has anything to do with climate change. Please stop using that excuse. Now is not the time for more fees.
- Surface road traffic will increase to dangerous level. I205 needs to be widened. A toll is a poor substitute that will NOT accomplish your goal.
- the county is already collecting more than enough money from residents, that is being spent elsewhere other than the intended purposes
- You're wanting more money for roads that are not maintained or taken care of immediately. Where is our money going now? Why are tolls going to make your spending in places it is not needed suddenly stop? This makes no sense, people don't want to pay to go to doctors or see family. Especially if they rarely drive on that road!
- If other taxes that should have been used for this purpose were not, why would charging a toll fix the issue.
- NO TOLLS!!!
- No toll
- the toll is a political bailout - there is no logical or legitimate reason to toll I205 other than politicians think they can get away with it.
- The draft simply says what they hope to use the money for. It's not promised or designated specifically for the upgrades to the freeway. There needs to be a very clear plan to use this money. Simply saying that you hope to use the funds from tolling is inappropriate and attempting to take advantage of a community. Where is the very clear statement of what the money WILL FOR SURE be used for? Such a huge disturbance to a community should promise the mentioned outcome, not "Hope" for it.
- I don't believe a toll is the answer. Widening I205 and adding another route over the river between the Abernathy bridge and the Sellwood bridge would be money better spent.
- This going to put another burden on people's income to support their families and create more traffic.
- Unfair to local residents and commuters.
- Tolling is used to reduce traffic by instituting a fee to drive during peak traffic times. Simply put, you are pricing people off the road. The equity info section talked about communities of color but the working class (regardless of race or protected status) always suffers when an additional tax or fee is imposed by those with little regard for the betterment of society. It is an effectual choke-hold, asking those with little to pay more.
- You don't need to toll roads. It is an unfair system and not equitable for all people. We all need to get to work so why are you penalizing the working person?
- You want a toll road? Build your own! The federal government owns the interstate system, NOT states!
- It's just Another Reason, to Steal from The Tax Payers! ODOT has been putting Big, Ugly Electronic Signs Everywhere. People have NO More Money! Everyone Is Taxed To DEATH! You're making It Very Hard for People to Survive and Try to go to Work. ODOT Workers are Overpaid And Under Worked With Their FAT PENSION! Let Them Pay The Toll!
- Public transportation options through Trimet that reduce the number of vehicles on I-205. That said, I-205 and I-5 in the Portland area are critical components of the major north-south

transportation corridors for commercial traffic through California, Oregon, and Washington. Tolling will only reduce traffic congestion in a limited way and is not a functional option.

- Climate change --- really? How is the money you collect going to change the climate. i want to see that alchemy. The ice age was a climate change too....
- I don't think tolls are the appropriate way to deal with congestion. We should make it easier to use alternative transportation or to shift timing of trips, not make it harder or more expensive to drive.
- A toll does not help the problems with traffic that I-205 currently faces. Instead it adds to the problems by creating more traffic and more stress to all the drivers that will be on that road. Emotionally it is stressful, physically it is stressful and financially it is stressful. I think a toll on I-205 is detrimental to the health of all drivers that will be driving that road.
- you keep adding fees to so much. Making it harder and harder to pay normal bills.
- We all agree that traffic on 205 is horrible. Somehow the only solution being advocated is tolls. Why is this?
- Where else is in the budget can you find the money you seek? What does research say about toll road income and its outcomes for communities?
- NO TOLL ON EXISTING INFRASTRUCTURE!!!!!!-
- We already pay too much in taxes that aren't wisely used. As citizens have to make due and work within a budget, the levels of government in Oregon need to do so as well. Citizens need more voice and vote and not just be over taxed whenever government feels the need for more dollars. We need enhanced/additional roads to respond to all the housing construction in Clackamas County, not tolls that will push others on to already over crowded local roads.
- Allow people to pump their own gas and use the difference to Add a gas tax To pay for improving bridges and freeways. Work harder to defer traffic and pollution off our neighborhood roads
- Road infrastructure should not come from tolling but from federal funding and gas taxes
- Unfairly targets working poor. We pay taxes for throats, ALL of them
- I already pay taxes for you to build and maintain our roads. Cut the fuel tax if you want to have tolls.
- no toll roads.
- I feel my tax dollars are not well managed...a LOT of waste that needs to be cleaned up.
- we do not need more taxes, as tolling is a tax to drive on a road already paid for.
- We don't want any toll roads in Oregon. Especially don't start by punishing one group of people.
- use existing gas tax revenues.
- Oregon has a fuel tax and several counties tax on vehicle registration for roads. We should not have to pay more because our politicians can't or won't spend wisely.
- Doesn't solve the problem and unfairly costs the people whom live around the 205- Metro is not working for us
- See comments above.
- There are no good alternatives to get around the tolls and this will just create a large amount of congestion on country and suburban roads.

- You are using this toll to extract money from local residents for state wide projects. Find different funding for your goals.
- unnecessary tax
- More funds in the wrong pockets
- the concept is predicated that there are too many cars for not enough roads. Completely wrong. There is not enough capacity for the amount of cars that pay to use the road. The philosophy is 100% misguided and punitive.
- There is no need for a toll. it will not accomplish what you think it will.
- No Tolls!
- The highway has s as steady been paid for. Tolling it will only put more traffic on surface streets and you will be adversely affecting the majority of he people who live in this area with that traffic and with the financial burden of using the highway to get to work. This is absolutely wrong and you know it. This will also congest 99 even more and 82nd drive as well. Come up with another solution that doesn't involve stealing more money from the less fortunate and without taking money from others who are barely fortunate and
- Tolls although will improve traffic flow, it's not good for everyone to need to pay. Expecially for students like me who are still in school and commute I205 daily with no real other option to make it to my schools in time.
- Setting up toll roads is a big step backward. Fund these improvements using existing methods.
- Oregon is taxing the working, home and business owners to death. We will raise our hourly rates and list on our invoices OREGON 205 TOLL CHARGE. We are a service company which serves the Tri County area with a fleet of vehicles.
- No toll
- Yes there is a problem. No, tolling is not an equitable way to fund a fix.
- Many more people are working from home. And will continue to do so indefinitely. Have there been traffic studies since Covid.
- No tolls [period.
- Build more roads! Don't add another tax burden to hard working citizens. We moved out or PDX 10 years ago for that very reason but unfortunately still work in oregon. I was born and raised in PDX yet my family and more than one person we know haved vowed to never set foot in Portland or shop or dine anywhere near it. We are boycotting the city because of the unbelievable mismanagement of tax money, filth, homelessness, crime, etc. If we still didn't work in the metro area we would never travel those roads.
- See #3 above
- This question is drafted to get the answers you are looking for. Yes, there is a congestion problem on the overtaxed I-205, no tolling is not that only answer to that problem. The state could get creative, introduce more bus lines, stop using auxiliary lanes as bandaids, be smarter about road design. That tolls are the only option being given to resident, those that already drive and bare the brunt of road costs as it is, is a sign of failure at all levels. So yes, I agree that the state waited until the population growth has created an untenable situation, but tolling is not the answer.

- Tolls are the wrong approach to solving this. Tax people and use that money. Everyone pitches in.
- Assumes tolls are the only solution
- Make the extra lanes for traffic but no tolls! It's illegal for Kate Brown to go forward with this toll.
- Plse see above narrative.
- Plse see above narrative.
- No tolls in Oregon. Taxes should be used for the project like the taxes are supposed to. If it's costing more because of poor management, that's not the public's fault. Pay for it with our tax dollars or stop road taxation.
- taxed enough already
- The problems that have been outlined in the draft are real and significant, that does not mean that tolling is the correct solution.
- I do not want a toll system and would rather fund fixing I 205 through taxes.
- We pay taxes. No toll is needed.
- Your draft only says tolls "could" be used to fund this project, leaving too much wiggle room for funding other projects that have nothing to do with congestion. Where are the results of the polls of affected residents of West Linn crying for this tolling?
- See comment above. You will totally clog residential streets. Particularity between canby and west linn
- I don't understand why Oregon does such a poor job of funding for traffic complications that its leaders have known about for years! I am also unclear how a toll road will in any way meaningfully combat climate change.
- No to toll
- see reason stated above
- Licensing and taxes should cover roadwork. This puts a heavy toll on our local streets and hwy43. I do not think a toll at Abernathy bridge is fair to people who live in west linn or oregon city.
- Congestion does not contribute to climate change. That's absolutely debunked nonsense. Reducing VMT is the only way to meet our GHG goals, and tolling is the only way to reduce VMT.
- Tolls are not for road improvements
- Tolls are illegal
- Read above
- Taxes in Oregon are higher than anywhere else put the money where it needs to go in the 1st place and stop taking money from the people who need it most.
- Revenue should not be used for widening I205.
- I don't think this will help congestion, only move it to places that really can't handle it. Moving through 205 in that stretch is not that bad, and actually moves at a fairly predictable rate any time I have driven it (which is quite often)
- Affect on local roads
- No Tolls

- The road should be widened and more public transportation options provided to meet growing transportation demands.
- It's a ridiculous idea
- We already pay with fuel taxes. This is just a grab for more money.
- tolls aren't going to help congestion at that bottleneck
- It's already paid for
- All planets are seeing an increase in temperatures. It's the sun increasing temp.
- build a grandnew free way so you can collect money from people who use it. We paid a lot of tax but you used our money for not keeping oregonian safe and now start to collect more money from us ?
- It does nothing but add on an unnecessary tax for something that has already been paid for and will be maintained through future taxes.
- It won't solve the problem. It will make it less safe
- Do not add another financial burden for small business to bear. We're not going to take it much longer.
- It seems there are areas with significantly worse congestion around Oregon and specifically Portland
- I don't see MultCo or WashCo paying to use freeways. They already receive most of funding for public transit projects. Clackamas County keeps getting overlooked for transit and significant highway improvement projects. Trapping us in West Linn is a ridiculous idea. The intersection going from Willamette Falls Dr to OR-43 (next to exit 8 ramp and the gas station) is already a battle. With so many people trying to bypass Abernethy Bridge, Oregon City downtown will become an all-day traffic jam.
- Local West Linn and Oregon City will be too heavily impacted by drivers using surface streets to avoid the toll.
- I do agree that 205 should be widened for the above stated reasons, I do not agree that the road should be tolled.
- Because a toll is not going to solve the congestion. There needs to be a new bridge over to Canby.
- ODT has spent millions of \$ butting wire between the lanes but done nothing from Gladstone to Staford rd to fix the issue of to few lanes in this area or forcing 16 wheelers to use only the righth lane up the westlinn hill which always cloges up when one thinks he can pass the one next to him. You just want to TAX TAX TAX never take a look at what you can do to cut cost. Freeze pay, no bonuses for the nuckle heads who have not addressed this in the first place , Use your equipment longer then 5 years to cut costly purchases. Manage your budget better like a real business not a open blank check.
- More people on the roads means more money from current taxes. Seems greedy to ask for more. With fewer cars on the road from covid, there is no evidence that pollution as decreased therefore we have to assume more traffic isnt causing more pollution with extremely fuel efficient cars today. While I do agree congestion is a problem, so is adding a toll to an already over taxed population. Figure out another way to get the job done besides stealing more money that probably will never get used to solve the problem
- That won't help anything to improve traffic

- I feel like we are starting on the wrong end of 205, should be focusing more on the north side.
- Tolls slow traffic a lot and cost money!
- It will cause more traffic, and it may cause people more headache if forget to pay. It may also cause less travelers to Portland
- Build an alternate route from Wil
- Why would you charge for something that is already built. Oregonians don't want a sales tax or roads tolled!
- See above - NO TOLLS - use money already allocated (through taxes) - don't add more tolls/taxes
- 205 has always been a mess. Taking money from citizens in what amounts to a shakedown, is not how you fix your blown out budget. Let's see some administrative pay cuts in ODOT and Oregon government
- Fix the homeless problems by the freeway, quit taxes us!!!
- I've lived in the Washington D.C. area where tolling is common. It actually creates an incentive for congestion as revenue is increased when congestion is at it's worst.
- Oregon cannot expect to be adding tons of housing to the communities and not add or have adequate roads in place. The problem is not solved by tolling, Oregon is growing, address that concern!
- Waste of money
- Please use existing funding resources
- traffic diverted to surface streets. Don't ruin our neighborhoods!
- I think putting a toll on the bridges for incoming drivers from Washington seems a better fit for the congestion.
- Use the taxes already taken from the citizens of Oregon, a toll project s just another money pit, filled by people already suffering, financially, from Oregon politicians. Oregon citizens are taxed too much, where does the money go?
- no guarantee money collected will be used to build more traffic lanes
- no more taxes and that is what a toll is
- This money grab needs to stop. Please look at the amount you paid for the 'study' to toll. It's enormous!!! That money could have been used to help the drug addicted and homeless lining the freeway with their tents. No toll!!!
- local impact will be felt negatively
- Because you are targeting a small subset of road users. Add a gas tax or a mileage tax. That would make it FAIR.
- The answer to relieving congestion is not tolls, its more lanes and more mass transit options.
- COMPLETELY UNFAIR TO LOCAL RESIDENTS!!!!
- We need trains, not tolls. You want to punish the public for your poor planning.
- Impact on HWY 43
- We pay plenty of money to keep our cars on the road, that money should be going to put roads. Not bike lanes.
- Not equitable for the residents of west linn

- Tolling does not reduce traffic congestion. There are no viable alternative routes. Tolling is simply a way to get money without voter approval. .
- Because I cannot afford to pay this daily.
- Tolls will only add to the current congestion not reduce it. It will also increase traffic throughout neighboring cities/towns as people try to avoid paying tolls.
- You don't want to hear they people's input, you have already started to build your project. We the people don't want it. We the people can't afford this project. Use the money from our DMV and DEQ free to pay for the roads. Isn't that what that money is for anyway?
- It's just as congested on the alternate routes
- I dont agree with the tolls we pay alot for vehicle registration and taxes.plus it will put alot of traffic on the local roads
- I fail to see how a toll in this area will reduce congestion. There is not another similar route to replace it. I do think this would fund construction but am not sure why this would become what I think is the first toll area in the entire state. How has everything else been funded without tolls?
- Find a different way to solve this problem other than tolls.
- The congestion affects 1-5 from Salem to Washington And a short span tolling on 1-205 isn't going to resolve that issue
- How can Tolling a few miles Of 1-205 reduce congestion.
- Has anyone considered how the minimum wage is unequal throughout the state and how that is playing a role in the demand to commute up north? The state of Oregon is growing faster than the road development to accommodate the commutes are. What you propose is a short term solution for a long term issue.
- Enough said above. Completely ridiculous
- How can Tolling a few miles Of 1-205 reduce congestion.
- Again, this will be a huge financial burden to ALL West Linn residents. Funding can be found elsewhere such as Federal grants or Oregon Lottery funds. I strongly oppose this proposal as a West Linn resident and encourage ODOT to obtain funding from another source. I do agree with the widening of I-205, but tolls are not the answer.
- The congestion is directly related to the high usage of single occupant vehicles and they need to be the targets of any tolling that happens. Projects to "alleviate" congestion don't work according to pretty much every study out there so building our way out of this is not possible. The statement should not mislead people into thinking that there's a silver bullet solution for this problem that isn't pricing usage of roads.
- I don't believe you have clearly outlines the "problems" with the 205 corridor.
- Again, see concerns related to how this project disproportionately negatively impacts residents within the bounds of the toll
- Till is not necessary. It's greedy!
- You call it a toll, but it is just another tax and will be an unfair burden on the local community. In addition, ODOT receives substantial annual funding through gas taxes and other means. If the need to fix the bridge is a high priority, then funds should be sent aside from current funding sources rather than a NEW TAX.

- You won't spend any money on making I205 better and it will disproportionately hurt the poor.
- Congestion on rural roads, added pollution caused by congestion, adding danger to walk in and bicycle paths, overall impact on neighborhoods and communities, damage to businesses who is customers are now stuck in traffic trying to navigate the side streets.
- Because although there is heavy traffic on 205, it is not fair to charge the people more when we are already paying transportation taxes to cover road fixes and construction, use the money properly that you already take from us rather than make the community around this area that has no other easy routes to travel to avoid the cost of the toll bridge/freeway pay for your needs. The toll option is not a fair option to anyone and it is not something the community wants.
- Because almost all such proposals are political in nature, with \$ interests behind it.
- The traffic is not that bad and I find if I just go 30 minutes earlier or later I do fine, the statement above is wrong.
- This is ANOTHER money grab from one of the poorest counties in metro! You put this toll in and consumer prices go up they pay more, we pay more and you get our money. You say this will go to improve this road what about AFTER it is improved, will tolls be taken away or are you just going to keep taxing us? Oregon is starting to suck with all the hands in our pocketbooks!
- You are just wanting to toll and won't consider the opinions of the majority who do not want a California Highway system
- A toll is not the solution.
- Obviously, you need more roads and improved roads, not simply to charge people more money to restrict their ability to travel freely.
- The first reason that is stated for justifying this project is population growth. If we are experiencing population growth, we should therefore be experiencing a proportional increase in funding for transportation, and thus not have a need for tolling. Also, if this tolling is to be used to fund critical projects, once those projects are complete then should't the tolling end as well? I have seen no proposal for the new tolling scheme to ever end.
- The purpose statement assumes that tolls are the only solution to the congestion issues
- I disagree because locals who need to cross the river daily will have to pay so much money forever and ever. Daily. You should allow us to VOTE!! And pass a bill for seismic upgrades
- Tolls will NOT decrease congestion. People will not stop driving if there are tolls. They will now either have to pay your toll (which is a tax) or find alternative routes which will CLOG up the alternative routes. Can you imagine how slow the traffic over the Oregon City Bridge and through Oregon City will be when people start avoiding the toll? traffic will not be reduced. We will pay more and find slower alternative routes. This result does not meet your 'need for the project' statement.
- Not enough attention to the current subsidization of freeway driving. Tolling can help align the cost of freeway driving with its actual burden on the community.
- I do not believe a toll will help any of these issues. As stated, there is NO alternative path over the river. This will not reduce traffic.

- TOLLING ONLY PENALIZES THOSE WHO CAN LEAST AFFORD IT. NO ONE SHOULD HAVE TO PAY A TOLL TO DRIVE TO AND FROM WORK..
- This will be a time sink for everybody using the freeway. If you need money, just raise the vehicle registration fee or tax the gas. Don't create yet another bureaucracy for all of us to deal with. People of this state already deal with much more government than we need to. How about allow people to fill their own gas? That would free some funds for you to tax on the gas stations.
- Who the hell words a question like that? I have Master's degree and have to no idea what you are trying to say. That question is deliberately opaque.
- This is double tax
- Build more bridges, express lanes or elevated decks.
- Placing tolls on 205 is a terrible idea that will only increase issues. Instead the current funds could be better managed and not wasted on useless things. Take the needed money out of our bloated police budget.
- There had been discussion of 3 lanes in this area. What happened to that proposal? That is a better solution to congestion and alliviating use of local streets. It wasn't the choice of the communities when 205 was built not to allow for 3 lanes in that area. The price tag shouldn't be ours now! ODOT didn't have a problem finding money to make imrovements from Hwy 213 North on 205? Why was that an ODOT Expense and this portion of 205 isn't???
- the need is there, but your solution is crap
- Will not make a difference at all. Besides we've paid for this road over and over, no more fees.
- No new service
- This toll will punish those with the least money.
- Government bureaucrats waste money on useless PC bullshit & FAIL to perform the most basic essential functions. You deserve NO more funding until you learn to spend what we already give you wisely!!!
- If the purpose is to "Manage Congestion" translated ="Reduce traffice" on that stretch of HWY it should be managed with improvements and better planning...not a on road "tax booth" that disscourages people from taking that route. The Government, always looking for another tax source should stick to their budgets and if more budget it needed for improvements it should be raised in fuel and or vehicle registration taxes...not a frustrating toll station that makes people hate driving around portland even more.
- Do not put a toll on the bridge that will only increase the road delays. We often take 205 but if there is a toll we will use other roads to avoid it. It is unfair and unrealistic to toll a road that has no alternatives. It makes sense for an expressway but not a main route. The West Linn community is against this toll.
- So the answer is to address congestion we create more of it?
- costs are dis-proportionally borne by communities close to the 205
- There is no need for a Toll road. There are not alternative routes. It should be expanded to accommidate growth
- The increased cost for me to go to and from work.

- Unfairly burdens local residents.
- No tolls
- No Tolls
- I think there are other ways to address these issues.
- Tolling is not the right solution.
- Can't trust the govt. based on past decisions!
- It is purely a way to impose another tax on the people of Oregon, I worked for ODOT for 34 years, and there is enough wasted money, that tolls should not be needed. Crews spend millions of dollars to keep the multi use paths free of litter and graffiti, that could be saved by doing an adopt a bike path like we do our roads. Make bicycles pay a use fee instead of using gas tax funding for bike paths.
- This just a money maker for the state
- A lot of us are going to quit driving if we are on Social Security. That takes our freedom of movement away.
- Quit building houses with no new jobs. All you are doing is increasing tax revenue but for everyday people that work, there are no new jobs. Thus, people have to travel. Living here as long as I have, many new houses were built, many more cars on the road, on roads not designed for this much traffic. Congestion happens from poor planning and now we are expected to pay more to live here. I pay a lot in taxes and fees already for roads in Oregon City, Clackamas County and state. I don't use 205 south of Oregon City much but feel it is unfair to us who live here and pay and pay already.,
- Tolls will not alleviate any of the issues other than funds collected, it will not reduce traffic but will harm people's ability to provide for their families
- Oregon revenue scam
- The cost and nuisance of a toll is ridiculous. Every dollar should be spent on building additional travel lanes.
- I do not want to fund congestion relief for the Metro interstate system. As a resident of West Linn, I feel we will pay an unfair amount of the expense that the rest of Oregon will use.
- Tolling won't eliminate congestion, it will divert it into West Linn neighborhoods. This will have a dramatic and negative impact on West Linn. It will make our neighborhoods less safe. Most streets do NOT have sidewalks. Our children must walk to school in the road. Commuters using "waze" won't know this and pedestrians will be injured or killed. And, residents of WL will be penalized by the tolls financially as our daily lives involve travel on 205.
- I feel certain areas in the corridor are going to be unfairly affected by these tolls, and funds would be better found by a bond. Just like Clackamas County agreed to help pay for upgrading the Sellwood Bridge, money should come from other counties and not just by tolls that will have long term impacts on roads in the local cities like Oregon City and West Linn, which damage from the rerouting will certainly be left for those cities to fix without any financial support from this project. I do not know of anyone in this area who feels that this toll is going to work.

- the same people aren't always paying the bill (eg. the 12% increase in property taxes this last year). A toll is just another tax on an already overtaxed middle class.
- Should have not wasted the tax revenue you've been squandering for 2+ decades to pay for expansion.
- This will highly affect those in lower income areas and also highly impact side streets of West Linn and Lake Oswego and I don't believe that those costs have been factored in.
- why must you use tolls. Commuters will generally not use toll roads to avoid paying the toll and then overwhelm the non toll lanes. Tolls are not common in the western part of the US and have invariably failed unless they are on bridges that cannot be avoided. Borland Road and Willamette Falls will be overwhelmed with traffic as drivers try and avoid tolls and locals try and avoid tolls and traffic. Willamette Falls, Stafford, Borland are already overwhelmed as local traffic tries to avoid I-205
- We pay taxes to fund this project already, we should not be made to pay again. No double dipping into the taxpayers pockets. Our elected officials should allocate the funds (or not) depending on the voice of their constituents. I say No TOLLING!!
- The ones this will hurt and cost more are the locals. Just a money raising project. The 3 rd lane from I5 to Staffored
- Because I have to pay to go to work and come home everyday. I can't afford it.
- you will force drivers to look for alternatives and increase traffic on already crowded roads like stafford, Willamette Falls Drive, and Borland. Also up to hwy 43 and lake Oswego and jam traffic into west linn and Oregon City
- Tolling does not reduce the number of people needing to get from A to B, it only diverts some and taxes others...it's a money grab.
- Having a toll does not address any of the current problems listed above. The cost of creating the toll system and managing the collection maybe more than what will be collected. What does a truck from out of state without easypass do? Take the side streets, which are not built to take those heavy trucks.
- Put it on the Ballot Its just another Tax
- No tolls on I-205. Our local government needs to do a better job managing our resources before taking more money away from hard-working families.
- see #3
- Other wasteful government spending should not add to driving costs on major freeways.
- It says nothing about the toll, and that is not okay. Nor does it state how long the toll will be in effect, and how to get rid of the toll. Chances are you will find another way to keep the toll and keep adding to it!
- Oregon already extracts enough money out of our pockets. Where is the money going that you currently collect ?
- It says nothing about the toll, and that is not okay. Nor does it state how long the toll will be in effect, and how to get rid of the toll. Chances are you will find another way to keep the toll and keep adding to it!
- We are taxed enough!!
- We are taxed enough!!
- Over taxed already!

- Congestion was eased on 205 further northbound without tolls, they are not necessary the government needs to use the funds they currently have appropriately before they start collecting more money to waste, use the taxes collected from gas tax first.
- This will create more traffic problems as people can't afford tolls so Willamette Falls Drive will be packed! Lousy idea!!!
- same reasons as above
- Improved heavy Truck flow reduces the emissions and the noise pollution, so that the money needs to go right to that purpose, only then have all living on the 205 something out of their money
- Tolls are not supposed to be used for existing improvement only for new construction.
- This does nothing to actually fix the problem, it only brings in revenue for Oregon with no guarantee that those funds will be used for road congestion improvement
- I already pay enough taxes, use that money more wisely
- Already being taxed for roads
- There should be no toll for some times of the day. You all should toll the Oregon to Wa bridge. I-205 bridge over OC isn't that bad. We already pay a ton of taxes. Why the need for more more more. Stop spending money on social services while taxing those that actually have jobs.
- I believe that the main reason the traffic exists as it does is due to the fact that I 205 is one of the only ways to traverse in the southern Portland metropolitan areas. Tolling the I 205 without having reasonable alternatives will only punish the very people that this is intended to help.
- I live in Wilsonville, I drive to Oregon city every day. The traffic is bad, so you should add an extra lane. Don't add tolls. That's ridiculous and doesn't make sense!
- Don't tax me twice
- This is just another tax, and we pay far too much in gas tax and other taxes. You get more than is needed to maintain and improve our roads. We shouldn't have to pay for your inability to perform within a budget
- LEARN TO BUDGET LIKE THE REST OF US DO, TOLLS ARE TOXIC.
- Will create surface street congestion
- A money grab instead of using your budget effectively.
- That statement doesn't make sense
- More taxing, to control travel?
- Tolling this stretch of the freeway will negatively affect the residents of West Linn. It will be a financial burden, as there are limited ways to leave the area. It will increase surface street congestion, which is already increased more than those streets can handle.
- I do not want a toll road in Oregon. Period. Plan properly for the roads out of the taxes already paid and quit trying to find yet another revenue stream. It's disappointing that your answers are always new taxes rather than controlled spending and thoughtful planning. I could never run my business that way and I expect better from my local government.
- We don't need tolls. We have no other options but to have to cross the one bridge. It's not fair. Build more bridges. Please !

- This is a revenue generation scheme designed to grow government. Just like Metro and Trimet taxes. You can try and justify it the congestion BS argument but you know it's a lie. Shame.
- Taxes are already being paid for roads. Get federal funding to assist with the cost of widening the lanes and the bridge
- previously wasted time and tax dollars
- Tolls are the wrong choice
- There is a problem with congestion which can be solved by road improvements. Tolls won't help with congestion but punish those that live in the local area, and those who have to commute to work.
- Its totally b.s. just another money grab. We already pay road taxes and fees as well as dmv, deq, etc..
- There is no alternative bridge that can handle anymore alternative traffic. The traffic congestion is often worse on 43 than it is on 205 and the Sellwood bridge will not support the added diversionary traffic. Air quality will not improve by diverting traffic to an alternative route that is more than 8 miles of additional driving. According to this website the one "Alternatives" being considered are different options to collect a toll on the stretch of 205 across the Abernathy bridge. A true alternative would be to widen 205 through Stafford road.
- Fundamentally disagree with proposed toll. Toll for only new lanes.
- Toll the bridges. Problem solved.
- I don't want tolls.
- This draft is little more than a sales pitch. I see no real analysis other alternatives to increase revenue beyond tolling. User fees are simply another tax, but the discretion you count on to manage traffic is only possible for those who do not have to cross the river in Clackamas county on a daily basis. I see nothing that addresses the regressive nature of this new tax.
- I don't agree with tolls
- As I stated earlier that is why there is a gas tax oh the lottery was suppose to take of a lot of stuff and it never did either
- There is no real purpose or need for the toll project. Any listed needs are lies to get more money and increase size of government. Put toll project to a vote.
- Overpopulations is the root of all the problems we're facing in 2020. Climate, traffic, toll roads, depleted resourses, etc. etc.
- Oregon's restrictive land use statutes, oppressive tax structure, and fiscal irresponsibility are reflected in the tri-county transportation system. The state collects sufficient taxes to manage the highway system but uses them irresponsibly.
- I oppose toll roads in Oregon. Toll bridges over the Columbia River were supposed to be temporary until the bridges were paid for. What lies!
- Goernment gets enough of my money already
- Tolling has high overhead. Raise gas tax to get the funds. Gas is way too cheap.
- Instead, this toll will only make it harder and more expensive for working people who must drive and can't just up and change their schedules to get to work. It is a ruse that will transform our roadways, which are supposed to be public goods paid by public dollars, into

special pay for play zones, where full access and use will be restricted to the economically privileged of the public who can afford to pay more.

- Bởi vì chính quyền tiểu bang đã sử dụng không đúng tiền thuế của người dân . Sài hoang phí cho homeless, đường xá không xây thêm để tránh kẹt xe. Mà lại đóng 2 lane thành 1 lane để cho người đi xe đạp tạo thêm kẹt xe . Và tạo ra nhiều thứ thuế không cần thiết
- Just another tax
- tolls are a tax on all people no mater the income. Tolls are a larger burden on low income people. Also tolls are just another tax.
- CRAZY is the only word to describe the minds of people who think charging everyone for everything, including the things that are already paid for through taxes. This solves nothing. Quite the contrary, it will mess things up (like all Metro traffic "solutions" do). Poor people will not be able to afford it. Riding a bus is NOT the answer. What is needed are real solutions, like adding more lanes to handle the amount of traffic. Paying to use parks, parking, freeways and more should never be the FIRST and only solution, especially, as I said, we already pay for them with our taxes.
- I see million dollar projects go up all over rural towns for overpasses that serve 100 cars per day or crosswalks that serve the pedestrians that I have yet to see walking while thousands of is are stuck in traffic on oregon roads. Priorities are misaligned. We are spending a lit of money on theoretical problems while thousands are struck in traffic every day. I agree 205 needs to be fixed. I dont agree with tolls ahead of that fix while we waste money on crosswalks that get used a few times a week because that is something we can do vs. The thing we should do.
- Traffic will continue regardless of tolling. This entire survey is slanted to get people to agree with a bad idea
- Do not all tolls along I-205, or any public roadways in Oregon. If you want to toll us, get private investment to fund a better, faster, travel route. If it is worth the cost of the toll, people will choose that route over the congested freeways and the tolls will eventually pay for the toll road.
- No tolls
- I feel that you could make the i205 roads bigger rather than tolling for congestion.
- You will not be solving congestion with tolls because there are no alternatives for most of us. Only adding lanes will help. Also, I travel all over and see similar congestion on 84, 26, and 217. Tolls at 205 will create way too much traffic through Lake Oswego, Milwaukee, Sellwood Bridge. Biking and buses are not options in this area of the metro.
- NO TOLLS
- Making tolls doesn't solve the problem of traffic. It penalizes working families who can't control their commute times and there aren't viable alternate routes. A toll just creates more tax money to be wasted by mismanagement and does not solve any problems. If you want to help traffic then add 3-4 lanes at least and put in more bridges and create more highways around the freeways and stopping trying to increase the tax burden without resolving any problems. More taxes never helped anyone other than those benefiting from their special interest projects being funded. Allow citizens vote on it

- I don't see how tolls will impact congestion. People that have to get between Oregon City and I5 will pay the toll or use side streets. Assuming the traffic volume is the same or increases as forecasted, the congestion will just move from 205 to the side streets which were not designed to handle the volume. Then you will have road repairs and more accidents on the side streets. Assuming a toll does go in, will there be a cap on what is collected? Once the money is raised to widen the road and the bridge is repaired the toll should go away. It should be limited to fund 205 improvements.
- I do not think current roads should be toll roads. Our past taxes have already paid for our use of these roads. If there are toll roads, we are being double charged, and should not pay taxes for the roads.
- no tolls. bad precedent for the area
- I donot feel you will manage both purposes with a toll-- you will either manage congestion, or you will raise revenue.
- Don't understand why we need to agree or disagree with it at all
- People working in Oregon while living in Washington is very high. You receive revenue from there taxes.
- Unfair practice of holding a city hostage to tolls and affecting the tranquility of all our side streets. We pay the highest property taxes in the nation.
- do not believe in tolls
- This should be done on I-5 north into Vancouver or I205 North by airport I to Vancouver. Not punish Oregonians.
- Although the congestion problem is real, tolls are not an effective solution as the impact would be felt disproportionately more by lower income and vulnerable Oregonians.
- We are being nicked and dined to death just to live our daily lives. Oregon is going about this all wrong. No tolls! Never ever! Enough is enough! Control population growth and there won't be a need for this. More is not better - it's just more.
- I beleive that you should raise the price of registering electric vehicles help pay for new roads, to help offset the gas tax they are not paying. Also charge the people that are using the bike paths for the bridges you have built over the last decaid.
- Driver avoidance of tolls will divert traffic to neighboring roadways and increase congestion. Tax revenue is traditionally poorly utilized and waste or diversion of funds frequently results.
- TOLLS ARE JUST ANOTHER WAY TO GET MORE MONEY OUT OF OREGONIANS
- Road improvements and alternates are being looked at for improvements or given ways to become less attractive to people diverting from I205.
- One more lane is not going to help long term, population growth in Portland has skyrocketed in the last twenty years. We don't need another lane, we need a time machine.
- Tolls are unfair on an established roadway. FIND ANOTHER WAY TO RAISE REVENUE!!!!!!
- I'd be OK with tolls as long as the revenue is used for a 3rd lane.
- Tolling is not the answer
- There are not many ways through this area. Tolls won't work as well as they do in areas with more options. You will get revenue. But if that's all you want, why not toll the

Oregon/Washington bridges? Why aren't you doing that anyway? That's where some of the biggest traffic problems come from in this area.

- Don't toll
- See above. I-205 should be widened to match the Glen Jackson Bridge. Those who designed that project had the right vision for Oregon and growth. Current leaders of ODOT and the state have lost all sense of long term vision. We need a functioning traffic infrastructure to support growth, business, and freight. Not another gadget (like sign boards) to distract and accomplish nothing. All the reader boards you have put up do not move a single vehicle down the road more or faster. They in fact cause slowing. Build roads, lanes, and efficient interchanges.
- We are taxed way out of proportion to what governments need to operate.
- There is traffic all over the metro area not just 205.
- The proposal does nothing to improve congestion and increases pollution. If you wanted to address congestion, you would add lanes to 205, not disrupt traffic with tolling. It is going to make 205 a nightmare.
- We don't yet know whether or not travel is "temporarily" reduced due to COVID-19.
- Not a way to rob us!
- Undue burden on West Linn Residents
- There is no need for tolls. It's just greedy.
- We can't afford anymore taxes or fees!
- Money grab.
- Its just another cash grab, like the cops you use to collect revenue with traffic tickets
- Let the Public Vote on Tolls!
- bad timing for extra cost during covid
- Do not put toll in
 - o đủ tiền đóng phí
- Need to add an equity element to the statement like, "fund congestion relief projects in an equitable fashion."
- Lack of ODOT/DMV funding not fully disclosed, WHY?
- We need to wait until the government figures out how to spend its money appropriately before asking more of its tax paying citizens. This is ridiculous! And now of all times in history to do this???
- We pay enough already to maintain our roads with high taxes. Enough already.
- It's a horrible idea. This project should never go forward unless approved by the voters. It is not our fault that the city planners did not build 4 lanes in both directions 30 years ago. Business is closing all around us and now you are asking us to pay to drive over a paid bridge that has been free for years. I highly disagree with this toll project.
- The problem is uncontrolled growth, lack of a 3rd bridge plan and lack of jobs in Clark county- none of which the toll plan addresses
- Tolls will not help.
- I disagree I'm not pay
- Portland continues to gentrify people out. People will use the neighborhoods to drive through instead of paying for a toll.

- Teh monies recived are stated as could, not would. further when given a chance to provide for teh future the city and state do not, look at Sellwood bridge project and what happened. When building bridges they should be built for the future, not the present. given the wording in and comprehension of engineers I have met, in this project it shall fail.
- No tolls
- We do not want a toll.
- Stop letting developers build housing developments when we don't have the infrastructure to support all these new people moving here everyday. They're benefitting from taking our land away and moving more people in the area. Make them pay for the roads and schools, etc! We pay enough in taxes as it is to pay for our share of it.
- Tolls are shifting the cost but not addressing the real issues. Poor engineering of I-205 from the beginning when future growth was compromised over lower cost of construction has led to a constant fight to upgrade the road to keep up with predictable growth. Efficient high speed rail along the same route easy be better long term solution to efficient transportation needs on there I205 corridor
- If "congestion relief projects" includes adding capacity to roads, then I strongly disagree with the purpose because adding capacity to roads fails to fix congestion and is harmful to human and environmental health.
- No tolls!!!!
- Population growth increases taxable revenue which can be spent on repairs/construction. Now is not the time to take more money from people who have had their lives turned up by a pandemic. What is the money I'm giving to taxes doing?
- The purpose and need should lead with equity for humans, not the need for moving cars.
- Tolls discriminate.
- These roads have been paid for screw your tolls
- The problem is not enough lanes on I-205, tolling won't solve the problem.
- You have not really listened to the people who live in this area. We should be a
- The focus is on the chokepoint, not the whole of the I-205 corridor.
- this will only create more congestion in oregon city on the old bridge
- All you are going to do is move traffic into neighborhoods and toll roads that are allready bought and paid for. It's a joke and just another way to tax locals and those that need to use the roads for business and commutes.
- No toll for Oregon resodents
- I pay way koreThan
- It will slow traffic. You're taxing us to death. Stop paying idiot employees so much. Have one guy to a shovel instead of 10
- The question doesn't make sense. There is no reason a toll should be built on any highway. Just manage your budget better.
- Because we already get taxed for roads, and you fucks waste our money
- I think that industry that is built in Wilsonville and south towards that area that causes a lot of the traffic should pay more when creating the
- IF IT AINT BROKE DON'T FIX IT!!!!!!!
- I'm not paying a toll

- There is no problem. If area is congested, so be it.
- We do not need tolling on I 205. This is another Metro back foot deal.
- Gas tax is simpler to implement
- Tolling residents of West Linn would amount to holding us hostage unless we pay ransom to the state to leave and enter our home.
- You should of built roads in the first place that were meant for growth. Please see above statement for additional reasons.
- You should be adding an additional lane to an area that has one less lane than the rest of I-205. There is obviously space that has been reserved for this exact purpose. It's shameful that you are proposing a toll that will ruin our property values and make it too expensive for working families to get to their jobs! We are already living paycheck to paycheck.
- Raise the Metro area gas tax to pay for the project, DO NOT create a toll to raise funds!
- It won't help.
- It will hurt family financially. We should focus on improving are roads and getting are freeways and roads a paved that need it .
- gas taxes too high now, no new forms of a tax!
- You don't explain why you are unfairly burdening local residents of West Linn who will incur most of the costs and inconvenience of the added traffic. There is NO way that the planners of this idea would think it was a good one if you lived here.
- It will shift the problem to surface streets.
- Congestion will likely move around the tolls to alternative roads making them worse
- It's just a ploy for money. Stop wasting our tax money in SALEM and you'd have plenty to make these upgrades
- WE DO NOT WANT or NEED Tolls on 205. You could add lanes during traffic by using the emergency area on the right side of the freeways and sometimes the left side also has space for extra lanes.
- The largest contributors to congestion are work commuters. Congestion is solved when people live where they work and don't rely on cars to get to work. The needs are for affordable housing through out the region; dispersed various housing types; neighborhoods that serve the complete needs of residents; safe neighborhoods; public transportation that serves everyone and costs less time and money than car travel. People who can are already avoiding rush hours, so tolling will not increase it by any significant amount. The sole purpose of tolling is to fund bigger highways, maintain and upgrade.
- This will not change traffic. It will just cause more aggressive congestion on other roads including many local ones and punish locals who don't only visit Portland
- Putting a toll on 205 will force people to use I-5 instead to avoid the toll. This will result in even more congestion on other highways and roads because people (including myself) will go out of their way to avoid the toll. The proposed plan doesn't solve any problems, it simply substitutes one set of problems for another.
- The state of Oregon continues to find ways to take money from people. There's no accountability as to where the money is going. If gas tax funds are used on anything other than roads and the associated infrastructure we the people have the right to know what that is. Transparency is important.

- The state of Oregon continues to find ways to take money from people. There's no accountability as to where the money is going. If gas tax funds are used on anything other than roads and the associated infrastructure we the people have the right to know what that is. Transparency is important.
- If a toll is provided on a particular road such as I-205 that will increase the traffic In other major roads and smaller roads due to people taking "back roads arounds" you might help a certain road while affecting the people you are trying to "help"
- Tolls will not Alleviate the traffic issues it will just compound them.
- Stop with cash grab! Lower the tax in general.
- Tolls will anger people and as well cause just as much of a traffic jam trying get through a toll , trading one mess for a worse mess
- same congestion as other highways. You already have funding. SPEND IT WISELY!
- Of course it is hard to disagree with the statement with its wording. Of course your decision to toll our roads reflects the fact that the area on 205 is a bottleneck and should be improved. But I disagree with the premise that tolling is the only answer. I also disagree with the fact that there is no alternative proposed. Why no vote on this project? It is being "railroaded" through and all the voice we get is this survey? How can this be equitable to residents in West Linn who will be inundated with traffic jumping off the freeway to avoid the toll?
- Poor Planing by the State of Oregon. Put toll's on I205 and I5 lanes at the Oregon/Wash border to minimize out of state traffic
- Will not help congestion-will only make it worse! Then people will find alternate routes and make the OC Bridge a nightmare. It's already a tough bridge to cross (the OC bridge) because it is so narrow. I see a lot more accidents. NO TOLLS! Period!
- We don't believe the written draft purpose is the intent, but that the intent is to increase the power of the government.
- Porque cobrar peaje no solucionará el problema del congestionamiento, para algunas personas la 205 es su única ruta, además con el peaje el congestionamiento lo dirijiras a las calles locales porque muchos no podrá pagar ese costo extra en sus apretados gastos y buscaran rutas alternativas.
- What have you been doing with the gasoline taxes, you assholes?
- Tolls are not designed to solve traffic congestion.
- Add more lanes to reduce congestion. Put a priority on gasoline tax payers over bicycles. It makes zero sense to have all this money go to reducing cars and increasing bicycles in a place where it rains most months of the year. It's insane.
- Don't put tolls
- The purpose should be for the tolls themselves to manage congestion, and the funding should go towards eventually replacing the fossil fuel infrastructure of a highway altogether (not building more monuments to the folly of the 20th century)
- Tolling IS the congestion relief project. The current wording indicates other congestion relief projects would be funded. Thats ok, but none of those projects should be highway or freeway expansions. The phrase "congestion relief projects" should be replaced with "transit and active transportation projects."

- \$\$\$
- i don't want Toll Roads in Oregon. You get enough money for roads!!!
- I live near here and the traffic is not too bad, this type of toll and location places undue burden of the people of West Linn. Contrary to public opinion, not many of us have money. I'm a house cleaner and barely making it. I would need to use this road multiple times a day and spend \$\$ I don't have.
- Read the previously comments!
- You piss away millions on pet projects, but constantly lay these costs on the taxpayers, making them pay AGAIN. Try budgeting for this stuff in the future.
- Odot wastes too much fuel tax money.
- We don't need tolls
- No tolls! Roads are the most basic government service.
- The part that reads "to fund congestion relief projects" is the part I somewhat disagree with. It should only fund projects that relieve congestion by providing alternative modes of transportation. It should not fund congestion relief projects that consist of expanding roadways for single occupancy vehicles.
- You are going to hurt low and fixed income households.
- NO Tolls. Period. Oregon DOT has a budget problem and NOT us the public. We pay our bills. NO TOLLS
- Adding tolls will only move congestion through Sellwood and Oregon City. This will solve nothing but create more problems. This was proven when work was being done on the Abernathy Bridge.
- This is just a new tax. Terrible idea.
- You are asking for more money and it is just going to shift the problem elsewhere.
- It will not help. It will cause more harm than good.
- Disagree with toll.
- This will cause hardship on low income that can't afford the tolls! I live on limited income, and have two Dr. off of Stafford area. I would not be able to see them
- additional need is that the current system is inequitable. Also addressing climate change should be part of the purpose and the first clause should be manage demand, not manage congestion.
- Don't do a toll road. I am from Colorado and it sucks to fly into airport. You can pay some crazy fee for a pass or try to reroute from toll,roads. There are no good answers but toll road is the worst I pf the lot. I will avoid going into town and will avoid businesses if it requires a toll.
- This is just another way to collect money for the county and state off the hard working oregonians. Why is it necessary to impose tolls inside the state. It's understandable to do this on the interstate bridges but why on bridges insIDE the state. As seen in the past oregonians have removed tolls in the past and why do we need to impose them now. Isn't that why the state is collectin county fees on registration. The goals just seem to be ways to get more money from the general public then spend as they choose.
- I don't see that it addresses reducing diversion traffic. ANY diversion traffic will significantly effect me as a west linn resident.

- Yes our transportation system needs improvement. The question is funding. Tolls are not good. Other options are better to raise funds for improvements.
- pay too much for cars tag \$ 160 for every 2 years .please use that money to fix roads
- You failed to establish a rational foundation on which your line of questioning might apply. There are other solutions. There is no basis for assuming a toll will help. If you want to waste more money, cut spending somewhere else. The PPD are wildly over funded. Check your own wallets before asking for handouts.
- Tolls don't work. You'll just waste the money.
- The only "real" way to achieve stated goals is to increase freeway capacity. Most people must commute by car to their employment location, due to family needs, weather and miles driven.
- You may have issues with the 205 but tolling is the wrong solution. Tolls are a regressive tax.
- Tolling a road that is already built to expand its capacity is irresponsible. Where are the registration \$\$ and gas tax \$\$?
- None of these reflect why the local governments cannot or will not fund this without a new tax.
- The draft mis-categorizes the issues with the clear intent to justify implementing a toll.
- there could be other solutions
- See above
- I do not support tolling
- No!
- I-205 needs more lanes, not tolls.
- Just tax millionaires
- I agree with needed improvements to I 205 but the drag
- I agree with needed improvements to I 205 but the drag
- I agree with needed improvements to I 205 but the drag
- The problem is there aren't enough traffic lanes.
- Adding tolls will not ease traffic congestion. Will make things worse and commute times insane.
- we can't tax people any more. live within your means like we do
- ODOT should've anticipated future growth and made 5 lanes EACH DIRECTION way back at inception.
- NO TOLL ROADS
- Creating a problem for citizens that live in the area of the toll. Also my travel time stays about the same daily.
- There are no problems with the I-205 corridor. The only people experiencing problems are trucking companies.
- Yes, huge congestion issues in this area but same in other areas but no proposal of toll, this will direct traffic into local streets and cause people like me to pay more money than I already do just to get to job site. Won't be fair or equitable as job forces my commute time to rush hour and jobs not easy to find/high cost of living. Lived in Portland my whole life, density issues suck.

- We don't need a toll.. find money in the current budget
- I commuted daily from Salem to Gladstone for work. Sure, you may have encountered some congestion but NOTHING like
- Toll the bridge to/from WA instead.
- Stop charging taxpayers more
- Tolls won't fix the traffic. It just adds undue burden on travelers
- Tolls do not change the congestion issue; plain and simple. Adding lanes does not correct impacts on climate change. Create a bypass that more directly diverts travel from I-5 to I-205, specifically diverting traffic away from the Abernathy Bridge. (A bypass that would connect Wilsonville to Oregon City with fewer off-ramps)
- Unreasonable onus on West Linn residents; Increased congestion on side streets; slower commute; Increased pollution from lengthened trips.
- Other alternatives besides more \$\$ for hard working citizens to have to pay
- I don't believe this is going to reduce congestion all that much. People will still have to use 205 because good alternative options don't exist for this area. People will be unhappy with this. The biggest problem is this is a 2 lane highway each way. It needs to be 3 like the rest of 205.
- Oregon has a long history of miss managing funds and taxes. Tolls will do nothing to solve or address any of these issues.
- People will continue to find alternate routes through areas not capable of the increase in traffic.
- look at above - this appears to be a permanent money grab for expansions that should have been budgeted for. I didnt read a goal is to expand lanes in this area, just to toll people who are already stuck in traffic.
- Tolling will increase residential traffic and decrease property value, NO!
- There should be a waive or reduction in the toll for those who live within a certain distance of the bridge who cannot escape traveling over it
- I believe the real need for northern Oregon should be a east side bypass highway. Place a toll on new infrastructure
- With COVID and less travel, this project should be put on hold until there is a clear picture of future travel. More people may work from home from now on. Also, I didn't see a projected cost of the project or when the toll whole be taken off.
- If streets and highways are considered important to economic growth, which leads to increased tax revenues, then existing funding must be reallocated to support them. Reduce programs that do not improve the tax base. I do not support ANY toll!
- Without viable public transportation to replace the need for driving along I-205, this will be a nightmare. Traffic will naturally divert to other surface streets which are not designed for heavy use.It will negatively impact safety and quality of life for the communities of Stafford Hamlet, Willamette, West Linn, and Oregon City.
- I think the basic premise is that the only solution has to revolve around the tolling concept
- I believe this is an effort to raise revenue for ODOT

- Nearly the entire stretch of I-205 is wide enough to open more lanes...instead, you razed the area and installed wires for the rare event of a vehicle crossing to the wrong side. ADD MORE LANES, NOT TOLLS
- I disagree with moving forward with this project. The state has misused our taxes that were supposed to improve roads. Why not widen it with the money that is taken from us instead of charging us more money to toll the road?
- Managing your money better is the best option. I would rather put up with traffic than have yet another fee to pay. The middle class will carry this burden and it simply isn't fair!
- Again, you are not taking into consideration local residents along this section of I205. This will heavily impact local roads and become a financial burden on local residents who live along this section of I205 and have no alternative routes to driving on the freeway for regular day trips to work, medical and dental appointments, shopping, etc.
- Our trucks pay more per mile than any other state. You have enough money. Manage it right.
- must find another way other than a toll bridge
- Too much money coming out of our pockets already. Need to start using the road taxes that you already receive more efficiently
- Use our tax dollars more efficiently. A focus would be better suited for travel between Washington and Oregon. The government is taxing the hell out of it's working class and families.
- I do not experience congestion nor do I believe that tolls will reduce the congestion.
- This is just another tax by the government that can never stay within a budget like the rest of us who have to. NO TOLLS! Get the money from the revenue you already have.
- No toll needed.
- Tolling will not resolve the stated challenges. Widen it, rather than further constrict it.
- I don't believe a toll will be used to actually improve traffic flow.
- tolls do not reduce traffic they just divert it
- I am against tolling in all circumstances
- Everthing is going up, but my income does not go up; therefore, I can't afford it.
- it will just congest other areas. Add a toll lane or this toll is worthless
- I believe that that putting a toll road in will increase traffic to other roads not suited. Toll roads will increase traffic congestion.Perhaps put in another lane. 99E and 213 will be swamped with traffic avoiding the toll and all secondary roads off of those!
- No Tolls!
- I have driven I205 a lot- sometimes traffic is very bad, but usually it is ok. I don't think it is severe enough to warrant tolling. However, widening Abernathy bridge would be very helpful.
- A toll road on I-205 is a terrible idea. It will make congestion worse and make the commute time longer.
- raise money a different way
- i would not be able to pay. so i will have to quit my job
- offload the issue to those who need the route, why not everywhere then? This is not the east coast, no tolls

- Traffic is not bad, no alternative route, expensive to commuters.
- Tolls are not needed. Use other sources of revenue for road maintenance. Abernathy bridge has been seismically strengthened not long ago. Why again? Prime example of how our taxes are wasted.
- This will fund only what already exists which is insufficient for our population—fixing the bridge does not help increase supply for more movement/traffic or diversify that traffic. Penalizing people for when they drive to hopefully force them to use the area at different times is not a solution!
- fix the off and on ramps
- These roads are already paid for. Rolling them only hurts the working class when they commute
- We need larger roads with more lanes on the road or new roads built. The population grew over the years since 205 was built.
- We should be evaluating options that don't involve monetary or tolled options. Oregonians do not want a tolled section of I205
- We don't need a toll. Oregon needs to better budget what they are already getting for this.
- While I agree with the need to reduce congestion and provide reliable highway routes, I do not agree that mandatory tolls with no alternative non-tolled route is fair to the local community. West Linn and Oregon City residents would disproportionately fund such improvements, even though they are paying local property tax as part of the housing development and growth in their cities. Rather than tolls on all lanes, there should be a combination of tolled and non-tolled lanes, with entrance/exits of the tolled lanes geared towards those passing completely through the corridor.
- I don't see how a toll can help with congestion. I feel it would increase congestion.
- How about you understand that a sales tax is the solution to this and many other areas of concern. Provide a test add a 2% sales tax while reducing state income tax 2% at the same time. No sales tax on groceries of need. This provides MUCH NEEDED state revenue from tourist and others not residing in Oregon. Anyone with business experience can reference several case studies for additional and supporting information!! Stop the ignorance and educate please!
- Tolling will create an alternative problem, more congestion on back roads. When there is an accident on 205 we already see this issue. I live off Stafford and Shadow Wood Dr, the backups on local roads is awful when there is an issue on 205
- I live in Oregon City. It is virtually impossible to travel anywhere outside the city without using I205. I feel I would be paying a toll on every trip/errand I take.
- I don't think it is the answer. the governor needs to get her head out of her ___ and start taking care of this state and its people and not all of her special interests.
- Because charging people money to drive isn't fixing anything at all. People use the 205 to commute to work and school. If you wanted to reduce car traffic build MAX expansion lines along side the freeway systems. Increase public transit in West Linn!
- Perhaps businesses could adjust working hours to stagger the 9-5 rush hour.
- The problem with the area is the natural chokepoint created by losing a lane on a widely used freeway that is a critical part of our infrastructure. There have been many fee and tax

increases over the years that should more than pay for Oregon's share of this long overdue upgrade. Fixing this oversight in design should have happened at least a decade ago.

- Do not toll the road
- I don't agree with rolling the freeway.
- you collect lots of tax money spend it more wisely
- There are better solutions than tolling. How about making large corporations like Nike and Intel pay taxes? What does marijuana taxes fund? Tolling folks who have to use the freeway to get to and from work isn't the answer
- Cutting off your limbs is NOT the best way to lose weight. Stop attacking the little people. They pay taxes too. No Tolls.
- We have paid for roads
- HAS NOTHING TO DO WITH CLIMATE CHANGE - FUNDING SHOULD COME FROM SALEM & COMMIE KATE BROWN - DEPT OF TRANSPORTATION PLANS VERY POORLY
- The toll isn't going to solve the problem.
- Don't charge a toll
- Nothing is going to help the high amount of traffic
- S. East side residents will be horribly charged for even basic travel!
- find other ways to fund the projects
- No tolling...see above
- You people are only looking for another source of revenue to tap for other special projects. Stop it.
- No tolling...see above
- Tolls just divert traffic to roads less capable of handling congestion, and place the cost burden on the county rather than ODOT.
- Tolls are not needed and should not be implemented
- We do not need a toll
- Tolls are completely unfair to the poor. It forces them to use slower reliable routes while the wealthy can afford the fastest direct routes.
- i don't believe we should toll 205 flat out
- There is no need for this. If people want to use 205 and be stuck there, then they can sit in traffic. That's on them. But don't give them the option of driving fast through our little neighborhoods.
- Once new tax is added it will never go away. I don't believe current taxes are being applied appropriately, and new taxes are an alternative to accountability.
- Tolling hurts low income families. We should be striving to alleviate burdens not add to them
- we want to vote on this
- Poor planning on your part should not affect my pocketbook. Let them drive in a traffic jam!
- You should not toll roads that we already pay for with gas taxes. Tolls make it harder on tourists. Tolls make interstate commerce more expensive. Some of us are in your high congestion times due to our work schedule and cannot change that, thus forcing us to pay more because of our jobs.

- Way too much government interference in daily life. Tolls show you've failed to adequately build our infrastructure
- It will force people on other roadways that CANNOT handle the load of traffic.
- YOU MOTHER FUCKERS ALREADY TAX THE SHIT OUT OF US AND NOW YOU WANT TO TOLL US TOO? GO FUCK YOURSELVES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- \$800 million dollars has been set aside to rebuild a seismic proof Burnside bridge. The problem is that when "the big one" comes, downtown will be non-functional, you will have essentially a bridge to no where. Use that money on the freeway instead. No tolls needed, problem solved.
- I think you're just gonna cause more congestion on side streets because people will not pay the toll
- This is a tax on poor people.
- The toll will do nothing but cause a larger traffic mess while causing Oregonians to spend more money on projects that go no where.
- This is just a way to steal from the voters. We said No!!!!!!
- Why are you targeting only I-205 for tolling? What about other high traffic area such as hwy 26, hwy 217, I-5 from the Columbia river to Wilsonville (both directions), I-84 both directions. I've lived in Oregon for 68 years and continue to be dismayed by the poor decision making of our one party political system and those in charge of maintaining our road infrastructure.
- WA/OR used to be a toll bridge and it was a burden on those that traveled to work daily
- It is just going to push more traffic to streets that cant handle that. It will put more children in harm cause of the heavy traffic that will be on our city streets.
- Creating tolls without increasing mass transit is worthless
- three of the five needs are made worse for West Linn residents. So disappointed that our State doesn't care.
- I agree on the need for congestion reduction, really disagree on the funding method.
- We do not need tolls, we need government spending decreases and limits!
- I feel there are other areas with bigger issues than Oregon City. I feel like this is a money grab that the people living here and most affected do not want.
- It will not reduce traffic only make communities in the area impossible for locals to get around.
- I strongly disagree with the plan
- This will be the start of privatization of our public infrastructure. It will not reduce use. This is an affluent area. People will just pay the toll or create congestion in surrounding communities, especially Oregon City. Low income people who are driving through this area to work will be hurt. This accomplishes nothing and hurts those least able to afford it. Really out-of-touch.
- Sure congestion is a problem but a toll is not the solution.
- Yea, congestion sucks here. Make a darned carpool lane or try something before immediately going to rio people off
- I believe tolls represent inadequate planning of needs
- ODOT is way off base with tolling as the funding mechanism

- We already pay enough in taxes. I have to use this freeway to get to work. We can't afford to pay more taxes. We already paid for this highway. I am absolutely against this Tolling.
- No one wants tolls, and will vote out anyone who supports them
- Quit taxes us for roads we already paid for when the government already has multiple levels of taxes already being collected for the same work...
- I don't agree with a toll road as a tactic for increasing flow and reducing traffic, I much prefer and wholeheartedly support public transportation like the Max vs this regressive option
- NO TOLLS. FIND ANOTHER WAY.
- Tolling 205 will have horrible consequence and is not efficient use of funds!
- Don't make it a toll road I pay enough gas taxes as it is. Maybe if you'd have spent them on the roads instead of bike paths and boondoggle bridges you'd be able to pave something once in a damn while.
- "The draft purpose and draft need for the I-205 Toll Project reflects problems in the I-205 corridor and the reasons for moving forward with the project.". That's one hell of a mangled sentence. No. That doesn't reflect any problems that justify tolling. Tolling will not improve the lives of the people who live and commute in this area.
- Inequitable
- Bigger roads with more cars is not the answer.
- I can't afford it. It's just another thing someone not from Oregon wants to implement.
- No toll. Gas tax money
- I simply do not see a need to start tolling roads to pay for ODOT and the State's misuse and mismanagement of our roadways.
- All the bridge and road infrastructure needs to happen first!
- This is not a reasonable way to impact climate change.
- I drive from Oregon City to Hillsboro daily for work. We shouldn't penalize native Oregonians. We should be charging a toll for transplants from out of state that moved here for cheaper living.
- you are only looking for money
- It will negatively impact those of us on a tight budget who have to travel that route for work
- Tolls will make the rich richer and the poor poorer but I suppose that is what this is all about. To the person reading this: How do you think a minimum wage single mom feels about you taking food from her children's mouths because she has NO power over her schedule and now has to choose between buying food for her children or paying a toll for a bridge nonetheless. To roll a bridge that has already been paid for is pure evil. Shame on you.
- The argument the traffic/congestion really increases back to pre-COVID level is not supported well. Post-COVID data should be used instead. Now that many entities could allow employees to work remotely, which also reduces entity's facility/utility costs, there may be less traffic/congestion than before COVID. Also, we are still well in COVID time operation. Without clear alternate route/means for I-205, I think this is an excuse to patch the budget deficit.
- I do not support tolling of any kind as it is a regressive form of taxation.

- Do not expect people living in this area to finance ODOT projects for the whole state. This is a road used by the whole state and it should be financed by the whole state. I will strongly consider selling my property and leaving the area.
- There are too many people in the area which cause traffic. This is simply a ploy to get more government income and once again tax the middle class.
- The tolling is a bandaid that may not even cover the wound and puts an unfair burden on a small population. I also don't trust the money will be used wisely and not diverted to the general fund.
- The state government needs to figure out how to manage its current budget without adding more fees, tolls and taxes to residents.
- Unfair to daily drivers who would be required to pay - especially those who are low income but not on food stamps
- Targeting an area that affects daily drivers in one location
- People are not going to use alternative sources of transportation (very few available) so will have no effect on climate change. The congestion is mostly around the Abernathy bridge. Adding a new earthquake proof lane would help there.
- No workable problem has been provided. Cannot just say tolls will fix congestion without real data and not conjecture. This is a major endeavor.
- It does not address the long overdue need for additional highway capacity!
- This entire project was designed for the employment of more bureaucrats.
- People driving this high traffic route daily have been paying gas taxes and registration fees for decades. Where has that money gone to? It's not I-205. Tolling is a bail out for horrendous planning.
- What part of no tolls don't you understand!
- you have proven that widening lane access will accommodate smoother traffic (northern 205 corridor that recently was increased. you cannot successfully tax people out of their cars
- Develop way to bypass Portland urban area.
- Take a look at 217 and compare the congestion. Use money from PERS grabbags, mass transit, and bike paths instead.....
- This is a punishment to OC and WL for living here.
- The 'toll' will simply force drivers to find another free route, not relieve congestion.
- After 250 Million was wasted talking about I5 project I have ZERO faith that giving State and Local Govt another Revenues source would do anything other than reinforce wasteful Govt. practices.
- The COVID crisis may have a long term impact on work and driving habits. I feel this should be put on hold to better understand the long term impact of COVID.
- use gas tax wisely
- Tolling isn't the solution. Fix the lanes/exits/on-ramps with existing budget. Many other major metro areas pay for their roads (this is a federal road to begin with) without adding tolls. Portland/Oregon can do the same.
- I come from Florida where tolls are frequent. Tolls increase traffic congestion, increase tickets, and cause accidents.
- Tolling is a bad way to pay for road improvements

- Your poor planning when building the highways are making us pay for your mistakes.
- see my issue stated above
- Yes I205 needs more lanes but should have done when originally designed. The tax payers are tired of paying for government mistakes. How many times do we have to say NO MORE TAXES, a toll is just another form of taxation without representation. This should be voted on by the public. ODOT needs to look to Governor Brown for the money from stashed of money from the Feds rather than Taxing people who drive.
- Tolls won't solve overcrowding.
- You just want more money.
- It describes merely managing an overwhelmed section of highway rather than adding real capacity. The Legislature directed ODOT to ADD CAPACITY.
- Consider the fact that many do NOT have a choice of when we have to be at work, and tolls would be expensive for ALL people, underserved or no. Many would use alternate routes to avoid tolls, creating more dangerous traffic in residential areas as people rush to get to work when they have to take a longer route. Property taxes are so high I feel they should cover a significant part of the changes needed, and with COVID keeping people at home more tolling is ridiculous. Many will likely be able to continue working from home, making those of us who have tight work schedules the ones who suffer.
- We need to look at another alternative-such as a bypass of length (such as the 1-205/I-5 split to Wilsonville, especially for freight
- There will be fraud and corruption as with all a lot of government projects.
- All reasons stated above
- NO tolls. We already have the gas taxes!
- The statement may reflect the purpose, but the purpose is not valid given the nature of this area and impact on local communities.
- People CURRENTLY have options to either drive or not drive on I-205 without the additional taxation being proposed. Heck, if you charge \$1,000 a day then the highway would be clear and non-congested.
- There is no guarantee that proposed tolling would support only the widening of 205, and not be used for other "goodies" such as bike lanes and pedestrian paths.
- Because creating a toll system doesn't provide alternative forms of transportation (ie those resulting in less damage to the climate), I don't see how this would impact climate change or even lessen the amount of travel. It seems that it would simply raise funds and divert cars to alternative routes, thus creating traffic issues in other areas.
- I don't think out of state people should have to fund your roads.
- Because creating a toll system doesn't provide alternative forms of transportation (ie those resulting in less damage to the climate), I don't see how this would impact climate change or even lessen the amount of travel. It seems that it would simply raise funds and divert cars to alternative routes, thus creating traffic issues in other areas.
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- stop all toll roads
- Quit spending all the money on the tram pensions and bike lanes and use our tax money that we pay you to do a road maintenance
- The "purpose" was written before the COVID pandemic. The purpose needs to be re-assessed given significant changes to travel in our region. I consider this purpose to be outdated now.
- THIS TOLL KS A BAD IDEA. A WASTE OF MONEY AND AN EASY WAY FOR THE GOVERNMENT TO SCAM US. GO INVEST IN PUBLIC TRANSIT AND OUR BIKE AND WALKING SYSTEMS
- low income families are the only people that get hurt by this, why kick someone when their already down???
- NO NEED FOR TOLLS
- You plutocrats are going to get this done no matter what.
- The freeway needs to be widened not tolled
- Because when I used to use that route on a daily basis during the 1st decade of 2000, millions were spent on a new road with absolutely NO extra lanes due to Metro's dream of people switching to the Transit System. That was unrealistic and so is this. All you want is more innocent tax payers money.
- The Federal government and more specifically, the Federal Highway Administration has shirked its responsibility for funding interstate highway projects such as these and instead puts the burden of payment on the backs of taxpayers.
- It hurts those with very little money, viversion of traffic has far greater negative effects and it will kill downtwon Oregon City.
- this is just a ploy to raise money to end up being misspent
- Oregon has so many taxes for drivers and overpays for every project. Funds are frequently mismanaged by the organizations and do not consider the needs of local residents. Washington does not pay its fair share for the destruction and congestion of our roads. We can still be good neighbors (no sales tax for example), but ask Washington residents to pay a fee to enter our state sometimes daily. Local residents of surrounding communities should not be punished for the use of a majority of the states population of these critical roads. This would create an undue burden for many working families.
- You are putting the burden on local residents to shoulder the cost of this project. There are many areas in Portland Metro that experience congestion that DO NOT get tolled for improvements.
- I have lived in the Washington D.C. /Philadelphia area and other areas along the East Coast. The roads are terribly maintained ever with high tolls and congestion does not seem to be any less. Why would this be any different . Besides METRO is looking for increased car registration fees and so is ODOT this is getting ridiculous
- The problem is correct identified, the solution sucks.
- Once funding has been reached, tolling will continue. There is no other tolling in Oregon, why start here?
- revenue enhancment plot

- There are other more cost effective ways to help congestion, without implementing tolls on this stretch of 205.
- This is a bad idea. instead of causing more congestion and widening the rich to poor gap we should look at private/public funding of a regional rail from Salem up I5 and 205. I would take the train as i did on the east coast every day if one was available
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- This is a bad idea. instead of causing more congestion and widening the rich to poor gap we should look at private/public funding of a regional rail from Salem up I5 and 205. I would take the train as i did on the east coast every day if one was available
- All for more lanes not tolling. Transit is not safe and people that have cars will not use it.
- You're asking your citizens to pay out money they don't have. People are run dry if every cent and now you're asking for more money on top of it all. It seems as though you do not care about your citizens and neither does Kate brown because all that is asked of us is for our money. So you are financially exploiting our citizens for money they work for to pay for projects that should not be paid for by the people.
- No tolls, add lanes
- Toll is not the way to reduce congestion.
- Duh!!! Fuck you!
- To Whom It May Concern: The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents: The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion <https://steelinterstate.org/projects/oregon> + Higher Performance Rail Service for the Oregon State Rail Plan <https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf> Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public? Best Regards, Robinson Foster, Western Affairs Steel Interstate Coalition fosterr@comcast.net call/text 503-781-9339
- It is not an equitable solution. I have never seen a toll road work the way it is promised in the proposal phase. Instead the money goes to fund pet projects. Plus, all the traffic will divert through small communities around the toll bridge. OR City is already difficult to navigate in rush hour. This toll will hit citizens of West Linn and OR City twice. First, they will have to pay the toll anytime they want to go somewhere. Second, the congestion on city streets will increase. There are other alternatives such as more transit. An express bus from towns to PDX, Beaverton, etc.
- No tolls on 205. Period.
- I strongly disagree. Population increase, thus trafice volume increases is part of progress. Think about of redirecting population growth to other region in Oregon, Salem, Eugene, Coos Bay by shifting and encouraging economic growths in these cities for example. Keeping the economic growth solely to Portland metro has lead us to the current transportation problems. Fact.

- You need to find ways to reduce driving. COVID seems to have done this to a large degree. Would a better mass transit system also be a better alternative?
- It only reduces it on the 205 bridge. Congestion will get worse in the surrounding areas.
- This toll is only hurtful to the residents of West Linn.
- Add new lanes that are tolled. DO NOT TAX ME to use roads I've already paid for and currently pay to maintain just to support the influx of Californians. I propose a license release and vehicle registration fee for transplants.
- It is a terrible idea
- Once cannot build their way out of congestion without also providing alternative ways of getting around. Tolls alone will not do the job.
- No more taxes!
- We shouldn't have to pay to use public roads, as citizens and residents of the surrounding counties, people should be able to freely choose what route to take without having to pay to use.
- We already paid for this road. We need more bridges that are free. This is not fair..
- We already paid for this road. We need more bridges that are free. This is not fair..
- It presumes tolls are the only way to do this. I agree with the assesment of the traffic congestion problems, just not with the proposed revenue source.
- Fix the I5 bridge first. Get your priorities in line.
- I just Don't see How charging a toll fora road Will resolve traffic problems.
- Solve this problem a different way. Tolls don't solve this congestion problem. I think it will create more problems than it solves. Just don't do it!
- See comments above. Tolling does not address any of the problems noted. Use the existing gasoline taxes to add additional lanes and improve congestion. Tolling is not the answer and will affect low income and those who cannot afford the tolls, as well as divert traffic into local streets. I am not aware of any citizens who are in favor of this (maybe truckers?). Where is our representation? The population growth has meant an increase in tax revenue. Quit spending money where it was not intended and use taxes meant for roads to actually improve roads!
- NO TOLLS! We have already paid for I-205.
- Tolling is blatant exploitation of a state monopoly. Find an alternative way to fund infrastructure improvements.
- Tools are illogical. You will also likely find ways to shift the burden to those who travel but you feel are not deserving of a refund or free pass
- If you want to target a problem area, toll in and out of Vancouver.
- Purpose should be to reduce auto traffic
- Tolls become a regressive tax on low income and underserved populations. Someone of low income does not drive less than someone of more means. A toll disproportionately affects the people who need to drive to work; and may live further away from their place of work in order to afford housing.
- I will never support tolls. I am a low income single mom.
- I don't agree that tax payers should be funding this project. Its not always up to the citizens to foot the bill for all the city's projects. Use the money the city has set aside for other things

before taxing us once again. We are going broke. Not everyone can afford toll fees. Some are poor n barley making ends meet.

- you're penalizing oregon drivers from using the services they pay for via taxes. Tolls the bridge for Washington drivers.
- It could cause more difficulty for people needing/wanted to do business in the alternate states. People are less likely to want to have to pay a toll every day to get to work or to go to the other state for shopping or entertainment. I think it will improve congestion only at the cost of hurting businesses. Surely there is other funding to support needed construction.
- If all travelers pay tolls, you will still have the same amount of traffic congestion. It's still the same number of cars on the road. Some will use the local roads, which are just 2 lane roads and not at all made for large amounts of traffic. Tolls raise revenue but don't address the number of cars on the road.
- You will trucking companies another tax to pass on to there customers which inturn is passed on to everyone. That means everything sold.
- Tolling one tiny segment of the freeway is unfair to those living in these areas and will bring more traffic into neighborhoods. If tolling is required I think the entire system should be tolled.
- Imposing a toll will not fix the problem. All it will do is cause MORE congestion in other area's and create environmental issues as traffic will increase through side streets and rural area's by people avoiding the toll. ODOT needs to FIX the problem and widen the lanes, bridge and build another Columbia River bridge. We have already wasted \$227 Million of our tax payers dollars on the CRC bridge study. I think we have all paid our dues, not time for Oregon to step up and FIX the problem. No more wasting our money and then cry for more.
- Tolling at West Linn will divert the travel problem to local roads that were not intended for such heavy use. Rolling will just shift the problem not remedy it.
- Equity needs to be mentioned in purpose and need to properly address concerns about disproportionate impacts on historically marginalized communities and people.
- Money needs to be properly handled that is given by the state for road projects first and if that's not enough then consider a toll also the toll needs to be a flat rate a variable rate could be an easy way to back fill the general fund when money is running low like for example we think we need extra money let's charge more toll this week it's theft of the working people who have to work on that side of town due lack of decent paying work on this side of town
- What is done with the tax dollars that is supposed to be used for our roads? Stop wasting money on bike lanes !
- A toll road is going to create more issues than the generated revenue will solve.
- I think we've used funds for this purpose will be misdirected as always and the reasons we should discourage a toll is because if the overall purpose is to move traffic other ways until we can pay for widening of this area, it may never happen.
- Portland metro has been focused on providing bike lanes and hasn't addressed the issue of providing more vehicle lanes for the growing population. Tolls will adversely and unfairly target Oregon City residents.
- Again, more money, more money!

- Just not in favor of any toll roads. Find another way.
- There is congestion all over due to increase in people moving to this area. Tolling the road will just cause people to go other ways around it.
- Tolls should not be used to raise revenue for highway improvements!!
- Always more taxes and huge increases in vehicle registration fees. I need more a lot more confidence that money is being spent effectively before I support giving you more..
- "Make sure revenue is used is used to provide benefits to those currently and historically underserved by the transportation system" is not reflected in this statement. Neither is providing transit, bicycle and walking options. Also, what about raising revenue to fund maintenance of the bridge and surrounding transportation system? These are all as important as managing congestion. Also, how about shifting peak-hour travel demand to prevent the need for costly highway expansions in the first place?
- There is already a state roads tax that gets deducted from my paycheck. I am tired of getting taxed and charged for EVERYTHING. The money needs to be managed better, instead of charging more fees for people that already pay taxes in this state.
- Will markedly increase congestion on small country roads near by.
- See above
- Tolling will only divert traffic to neighborhood streets. Highway status will also remain the same.
- This will cause a financial burden on the people of Oregon city. Oregon city will also see a rise in traffic on all of the side streets and downtown area as people avoid the toll. All this will do is cause more congestion in the city and cost the people living in it more time and money. This is an absolute awful plan.
- The issue is having only one single bridge in the south metro area. In a sense, traffic has been forced to go south to go north. If you want to go from Happy Valley to Beaverton you go south on 205 then north on I-5. Why noy add a bridge to the end of 224 so people can drive due westto get where they need to go?
- This is going to hurt low-income people in Portland.
- See prior comments. People will find ways around it and negatively impact other roads and neighborhoods. Not a well-conceived plan. Use tax dollars to pay for roads or do nothing.
- There is no need for tolls. There is need for a new bridge between 205 and Sellwood.
- You need to rethink this. With the new normal, many working from home, congestion is not there.
- For the reasons mentioned above. If the govt cannot figure out how to fix the problem without burdening the people then perhaps a moritorium on housing construction should be in place. I pay many many fees to keep my vehicles on the road so that I can commute to work, to have you toll my commute would represent a failure on the part of govt to manage growth effectively. Again, let the developers that are busy making money by ruining our quality of life pay for the necessary upgrades to infrastructure.
- It won't relieve congestion. People us it to go to work. I still have to go to work. Your idiots!
- Again as stated above. Have you thought about how this will adversely affect low income residents in the area? Should struggling individuals be forced to pay a toll to drive to work or see a doctor? You could literally be taking food away from people. They may have to

choose between gas/tolls and paying a bill. They may reconsider taking their child to see a doctor because they don't have the money. It's a gross abuse of power. People matter.

- This is a horrible place for tolls and is going to drive commuters on to side streets where it is already crowded. West Linn does NOT want these tolls.
- It won't relieve congestion. People use it to go to work. I still have to go to work. Your idiots!
- This will not improve congestion. It will create MORE congestion!
- As stated before, there needs to be a separate alternative when a toll road is set up and there isn't that available.
- we don't want tolls on the US highways. it restricts travel and will impact the economy by the cost of transportation going up.. balance your budget and stop trying to fleece americans
- I am strongly against any additional taxation (toll)
- Find money elsewhere instead of this tax. You are not prioritizing well with money going to BLM and the LGBTQ nonsense. Start treating us all equally.
- See #3 and in addition, tolls will increase business costs which will be past on to customers
- I have not seen any information how congestion will be discouraged on back roads. Also, in order to encourage carpooling, there need to be carpool parking which I have also not seen addressed.
- It doesn't explain why you're taxing some citizens more than others. Rich assholes on the West side of PDX should pay their share. We made up for their tax abatements, now it's fuck the East side.
- Climate Change is a ruse...Climate is going to do what the Climate does regardless of what we all do...not enough emissions to make much difference.
- It will just shift traffic to the neighborhood
- Putting a toll on the bridge will hugely impact those on the immediate sides of the river who just use a short distance to shop, etc on the other side. To get to the shops, etc on the other side of the river, all most all will divert to other streets that will congest them with unwanted additional traffic which is now too heavily used. This would make residential and business areas (hwy 43 and Oregon City downtown) even worse. Why choose the bridge where immediate residences will be forced to pay a toll just to get to the other side of the river???? This toll is a very bad idea.
- Traffic is still going to exist and clog other roads instead of 205. Reports on expected traffic increase on Stafford, Oregon City Bridge, Hwy 43, and Borland. A greater need is to add lanes and expand the freeway. How will you limit? Fail to see how that is possible when Stafford will be the last free exit?
- The above statement. Due to the economic shut down the traffic has lightened. We have no assurance that it will be returning to normal. So my question is what is the hurry. So with the shut down how about a tax break? Not more toll taxation.
- I want spending to slow down
- This will cause a mass congestion on all other roads
- Tolling will not be sufficient revenue for funding projects. Tolling only funds the tolling operation. Increased rates during high usage times will put more pressure on local roadways. 43 is already congested in rush hours. This will only make it worse.
- Time to do something about the traffic and improve the roads.

- Put the money into local mass transit Instead.
- Use revenue from toll to fund driving alternatives, not to expand freeway.
- We need congestion. It is the only thing keeping more cars off of the streets. Build more bike and ped access, and remove travel lanes and remove free parking now.
- Not equitable to users, will not manage traffic diversion to adjacent roads and neighborhoods.
- Poor planning over the years should not create unfair burdens on the residents of the West Linn community.
- Because a toll on this road is the stupidest idea. Don't do that
- toll no residential increase in traffic no 205 s issue is only during rush hour at evening time mostly I drive it 2xs a day not a good use of money time i will sit in traffic before I ever pay a ti
- This isn't a new problem and should have been on the radar for years. Exactly where in the budget process was this ignored? Perhaps those officials should take a pay cut and that savings could be put in an interest account and therefore ease the burden financially. Continuously taxing/tolling should not be a go-to response. Highly suggest the State look internally to flush out problems.
- Does not address consequences of forcing traffic onto local roads that are already seeing greater congestion.
- Tolling is a poor method for raising money to build more traffic lanes on I-205
- There's a lot of congestion in that area in general no matter if you take the bridge or travel I-205 and adding a toll would just add to that congestion in my opinion. Or push more people to continue on I-205 which is far more congested than the bridge.
- Needs to focus on impact to local BEFORE the document you are pushing. - Cart is before the horse...
- Tolling is idiotic.
- we have all ready paid for this hiway , we don't need to keep paying for some thing we already paid for ,
- tolls on local roads are not needed
- The best way to deal with congestion is to expand roads and highways to accommodate more cars.
- Tolling certain parts of highways unfairly exploits the people who need to use that stretch daily. They will always drive on 205 and will be unfairly punished by tolls. Reducing traffic from other areas is still an ideal goal.
- Nothing planned that collects revenue never works like it is supposed to and funds never end up where they say just another money grab
- I agree that there is a bottleneck issue in this area, but I don't agree with the solution. Toll other areas of the 5 or 205 where residents have alternate travel routes and can avoid the toll if they choose or cannot afford the toll. There would be no avoiding the toll for WL residents in this area.
- I still don't see how tolling will fix this. It will only shift congestion from one place to another.
- Tolls will not discourage congestion.

- Tolls will not discourage congestion.
- I totally disagree with tolling an area because it's used frequently and become congested. It's time to improve this section with money that should have been set aside for projects like this.
- multiple taxes were implemented for road improvements, traffic condition and road condition get worse from year to year, we need more roads, especially for heavy machinery, not to let them drive on city roads, allow heavy trucks to drive in right lane, the way they do in NYS and Tri area. Develop public transportation from SW part act. Wilsonville, Aurora, Canby. People doesn't have access to regular public transportation in these areas to go to airport (as an example).
- Concerned about diverted traffic to Willamette Falls Drive
- Much of the problem could be addressed if Oregon and Washington would come to terms on constructing a new bridge over the Columbia. Sooner or later this will happen and it's long overdue.
- You have plenty of money
- The entire I 205 has congestion problems. So does I 5 from Donald Exit through
- Stop taxing us!!
- Putting a toll on this section of road will crater the value of property in the area. If that is your intention, then congratulations you've nailed it. I can't believe I even have to respond to this idiotic proposal.
- There is no reasonable alternative for drivers who need to get from wilsonville to the east side of portland from I-205. A variable rate toll will are an unavoidable fee for most commuters and will have little impact on congestion. It would be more reasonable to place tolls on freeways where there are reasonable alternatives, such as the I-5 between Portland and Vancouver.
- Pricing traffic will hurt the middle and lower class.
- see my comments above #3
- The poorer you are the more your travel will be restricted.
- En desacuerdo totalmente porque se van a perjudicar a las personas que usan la I205 todos los dias
- Another solution needs to be taken, many people need to take this for work. Don't know how much the toll will be but this is not the way to go
- Read above comment
- Tolls cost unneeded money to travelers.
- The idea that tolling would fix any of this is not true
- Cost to locals
- There are no tolls in Oregon. Tolls are a inconvenience and have no impact on traffic usage. Because this area is mostly residential, the communities will be negatively impacted. There is no alternative rail transport to offset the road travel.
- I agree with the reasons but tolling doesn't reduce the issues the side street will have which will create the same issues as above. If they aren't sitting on 205 they'll be sitting on willamette falls drive or going through oregon city, and other bypass roads. Find another solution like adding lanes or creating a charged express lane.

- There are better ways to raise funds to build more traffic lanes on I-205.
- The draft does not reflect the problem. The draft is a way to get tolls started in Oregon. Tolls are not efficient, it is a very poor way to generate money. If there is more congestion that means there are more cars, if there are more cars then there is more revenue from gas tax, road tax, etc. What is not stated here is way tolls??? What are the other sources of revenue? what have you done to fund this in ways other than tolls that has not worked that makes you think this is the only way???
- Seems like a solution chasing a problem
- It is an unfair toll on local residents to use I205 that is not imposed on other Clackamas, Washington or Multnomah County residents wishing to access the only freeway entrance that we have access to. This seems to be a toll on West Linn residents, specifically those that live directly off of H43 since we do not have any other options to get over the river other than to further congest the OC Bridge and impose hardships upon the businesses of our fine neighbors in OC.
- Gas taxes and doubled car registration fees were justified for road widening and repairs. Now tolls are being added. It seems like a money grab. Population has grown, taxes increased, yet there is never enough \$. ODOT is clearly NOT engaged in achieving equity when taxes keep on rising, bus services/alt transportation/bike lanes are not available in our local area or woefully inadequate. No bus service to Tualatin or Wilsonville. No bike lane between Willamette on Willamette Falls Drive/Borland Road and Hwy 43 or Tualatin (we would be bike commuters except for these stretches).
- The statement is clumsy and hard to understand. I think tolling would slow traffic down even more. There are better ways to fund highway improvements. Where are all the gas taxes going? understand
- No toll! Unfair burden on residents in West Linn
- See reasons listed above.
- Will not achieve solutions for any of the 5 objectives.
- See above statement
- Don't feel there is as much congestion as you say there is.
- 1. "Congestion" doesn't contribute to climate change, DRIVING contributes to climate change. The way you've worded this is misleading and must be corrected. 2. Congestion is the result of a transportation system based on driving. It is NOT an inevitable result of population growth (look at other, denser, higher population cities throughout the world). We would have far less congestion if you had invested in transportation options beyond driving.
- I do not think there should not be tolls on I-205 at all! We already pay enough with taxes and the increased vehicle registration fees.
- No. Toll. Cars avoiding toll will overflow our streets
- Congestion will exist toll or no toll. Look at California. Oregon Residents deserve to not be charged for your persona professional agenda.
- i don't agree with tolls!this will do nothing to help with congestion or traffic, only add more stress
- Just another tax!

- Tolling the current freeway isn't the answer. It just collects money and diverts traffic elsewhere. If there is so much more traffic and growth, where is all the extra funds from those divers going (licensing fees, gas tax, property tax, etc).
- Đã đóng thuế cầu đường nên không muốn đóng nữa. Lợi tức gia đình tôi thấp cho nên không thể thực hiện
- As I previously stated, it won't work.
- Stop with the leading questions! The statements are true, but tolls are not the answer. Do a better job of infrastructure planning and budgeting existing tax revenue.
- I see a need for traffic to be addressed, yes, but do not agree with making us pay more through tolls.
- Traffic issue exists. Tolls to discourage poorer people from using the road is discrimination. Should provide incentives for people to not drive at the peak times. Tax payers already paid for these roads and they should remain free.
- We live here!!!
- While congestion is an issue, it is not unique to this road segment. I-5 is often much worse. This will destroy the peaceful west Linn area with congestion on city streets
- It is a money grab
- All you want is the money, nothing else.
- because you are idiots
- No tolls
- Not going to improve anything
- It will not relieve congestion.
- The impact to I-5 needs to be addressed!
- Taxed to build, then taxed to use with gas tax, then taxed again to use. IF you are on a fixed income and can't get a raise in income (like on social security) what are we to do ? We got a \$20.00/month raise in COL for our social security, and our health insurance went up \$140.00/month. It also went up last year also. Our COL almost covered our increase of price increase of groceries.. ???????
- Like I said "Toll roads should be illegal."
- Tolls are not wanted here.
- I-5 is the real problem
- What is being proposed will make I-5 a real bottleneck.
- A toll on 205 will force traffic back on the 5.
- NOT NEEDED
- Negatively impact local side streets.
- Negatively impact local side streets.. iToll fees will be spent in other areas.
- Negatively impact local side streets.. iToll fees will be spent in other areas.
- Big picture, ppl are now seeing they can work out of the home, TRAFFIC HAS DECREASED! Don't keep taxing what's been taxed.
- I drive through twice a year. Anything that I can do to avoid traffic...I'm in.
- Pay with taxes for Portland residents instead of tolls
- If I want to travel, I'm going to still go when I want to. I'm not waiting for "my turn." We have to travel on 20i5 almost daily to go to Dr.appointments. Now, not only do I pay with

taxes, now I have a toll to pay just to get to my Doctors. This is only a 2 lane road and traffic patterns will not change significantly because of the toll.

- See above #3
- We don't need to pay tolls on roads we already have and are paying for.
- Highways are often neglected by states until the need is critical. Federal funding covers the majority of the cost but states siphon highway funds off to pay for non-highway related improvements, i.e. mass transit, bicycle paths & walking trails
- the funds to build these roads that are already in place, was done with federal dollars paid into by other states. If passed with no non charge lanes, return these dollars to federal government
- There are only a few bridges crossing the willamette south of downtown. By tolling one of the bridges you increase the use of Oregon City and Sellwood bridges and highly impact the local neighborhood. As a local resident I will be negatively affected. Traffic will increase on the local streets that are already full of 205 overflow. My suggestion is to toll the i5 willamette crossing in wilsonville first. If you toll the 205 bridge, toll the OC bridge too so there's no advantage to divert off 205 and give locals a big discount. f
- Goals shouldn't be just about congestion, but include other purposes; see comments above.
- have seen peak hour traffic jams increase
- Make up shortages by stopping waste
- no to tolls
- Alternative outlined is better than tolls
- How about you balance your budgets so you don't need more of mine.
- If Oregon stopped funding worthless, useless social programs, we would have enough money to fund our roads. Oregon is already taxed enough.
- It's truly blown out of proportion to take more of the hard earned money by oregonians
- Would make my job worthless to go to. I'd be losing money instead of making money.
- DOT recibe muy buenos fondos anualmente
- Charging the public is not always the only/best solution. We already paid for the roads.
- The whole toll-205 idea is wrong on many levels.
- I drive this five days a week for work.... Congestion is no different than on any other major highway in the state during rush hour traffic. Will you
- I drive this five days a week for work.... Congestion is no different than on any other major highway in the state during rush hour traffic. Will you Impose tolls on Highway 26 from the zoo to Beaverton as well!!! And this should be based on annual income because I know I can't afford any more nickel and dime bureaucracy
- Toll money does not manage congestions. Look east and you can see congested toll roads.
- This is an Interstate highway, and your statement is self serving. The accurate statement should be that a toll needs to be established to pay for this new infrastructure, and after it is paid for, it will be abolished.
- Tolling is a blank check for government and the money will not be used as promised today. No one can be fired or the toll cancelled if the funds are diverted to alternative projects.
- To say that this corridor is only benefitting the local community that will be disproportionately impacted by this toll is short sighted. i205 is deemed an essential bypass

in the event of a major disaster, is shovel ready for expansion, and supports the continued flow of goods that create revenue for the ENTIRE state. Tolling the area proposed will succeed in raising the cost of living for local residents, diverting traffic onto city streets, and increasing congestion outside of the freeway.

- see above
- A toll is not the solution, it just taxes people more. This is not equitable for people living on either side of bridge and work across the river. It will not limit traffic, but cause more.
- You are not eliminating or reducing any type of congestion, but shifting it to smaller roads with lower speed limits, therefore increasing the climate change causing pollution.
- Tolling will exacerbate, not solve congestion on I205. Be honest. The single and only purpose is to raise revenue.
- The \$ is there to do the improvements by cost Management .
- Because I don't believe the options actually solves environmental issues. If freight is such an issue, then we should encourage trains over trucks. While congestion is an issues, none of what you propose actually solves the issue. What it will do is disproportionately effect Oregon City residence, folks with low income, POC communities, and those who are already underserved by systems. Additionally, if you were being transparent, you would show data and projections on the effect of all your suggestions.
- We already pay for this!
- Tolling is for the state to get more money from the working class. No reason to make a toll road so the state can give more money to the freeloaders. Another tax for just the working class again.
- This is not a congested area all the time. Focus on real traffic congestion like on I5
- The premise is to manage congestion through the use of tolls will not be effective (for the many reasons identified in question 2 above), lead to an unnecessary and costly bureaucracy, and create confusion for visitors to the state.
- NO MORE TAXES/TOLLS
- you have the money, use it appropriately
- For decades now the I-205 has been way too narrow to accommodate the ever growing neighborhoods that use to be farmland. Plus the amount of cars rolling so slowly has got to be detrimental to the environment.
- With all the building that is going on causing overpopulation to the smaller areas, maybe this should be considered and pass the cost on to the builders because this never seems to be taken into consideration ahead of time just later on one more thing that is passed on to the tax payers who most likely would not have voted the building in to begin with.
- Extending the toll area to HWY 213 seems excessive. Tolling all lanes will lead to drivers diverting into neighborhood streets between West Linn and Oregon City.
- An extra lane could be added both directions for the corridor that would eliminate the traffic issues. This proposal for tolling is open ended. It is not financially directly tied to the freeway improvements needed. This gives the appearance the 205 issue is just a way to introduce tolling onto 205. There should be a set amount of tolling to be collected that would be used for a set budget of road improvements, this would be more honest and fair.

- The need for reworking the freeways is great and has been avoided for too long, however the text as written hedges on a direct connection between tolling and the necessary projects. The words "could be used for" regarding tolls seem to deliberately avoid any promise that improvements will happen at all.
- We don't need tolls. NO!
- The real intent is to get petroleum burning vehicles off of the road. Just keep raising the gas tax. Don't fiddle around trying to make it look like Oregon cares about transportation.
- "Population growth increases congestion": how is a toll going to stop population growth? Maybe by incentivizing people to live elsewhere? Again, the traffic congestion problem is caused by gross incompetence by the highway planning. Instead of planning for future growth, things were left as they were 60 years ago. Now that it's a problem, the same brilliant department wants to tax people to economically keep them from moving. If this was done in a low income minority area in NE Portland, it would be considered racist and the motor vehicle version of redlining
- No tolls! If metro can find money for light rail lines all over the area they can find money to fix the congested areas along 205.
- Oregon has never managed their money properly. Can not see this managed properly either. Put this to a vote and let the people decide what they want. No where else in Oregon is there tolls. This is unfair and unwanted.
- Y'all get money for the roads. No need for a toll. Spend the funds wisely.
- "Congestion relief" projects that aren't tolls sound like road widening, and don't work. I want funds from tolling used to improve alternatives to driving, so people don't have to be stuck in congestion, which is an inevitable consequence of many people in cars in urban and suburban areas.
- We need alternatives to single-driver trips. The climate crisis demands forward thinking projects. This lane expansion is more backward planning. Please reconsider.
- We need alternatives to single-driver trips. The climate crisis demands forward thinking projects. This lane expansion is more backward planning. Please reconsider.
- Use the fuel tax you collect already for this congestion.
- I work in texas a lot, and i see the benefits of having tolls to give people access to an alternative paid road to get faster to their destination.
- growth is inevitable. it has been known for years. When 205 was built to ease congestion off of i-5 and arterial roads it should have been managed for additional use and growth especially over the river.
- This doesn't solve the stated problem.
- Where there has been toll traffic congestion has not decreased. Cars will increase. We gave more gas tax money, use it to increase infrastructure.
- See my statement in #3.
- not a good location for a toll
- TOLLS ARE CLASSIST BULLSHIT.
- I don't see toll roads as a viable solution as it will only result in significant diversions to non-toll roads. I also strongly feel that the decision to "move forward" has already been made

regardless of what the public says. Your outreach is only an attempt to make the public feel like you actually care when you are going ahead with toll roads regardless of how locals feel.

- You cannot lower the value of properties on Borland, WFD and all the neighborhoods in West Linn which is what will happen.
- Tolling is a terrible idea
- I agree with reasons 1-4 but inducing additional demand by adding capacity per reason #5 will not alleviate congestion issues.
- Tolling is not a solution, only construction or increased lane usage will minimize congestion
- This plan will dramatically increase traffic trying to avoid tolls into our neighborhood. There are many families in our neighborhoods. These toll plans, any of them, will up the risk of a child getting hit by a vehicle due to an attempt to bypass tolling stations.
- Tolling people will not help with traffic. This area needs more alternate transportation like connected bike lanes and public transit options besides buses. With an increasing population and tomorrow cars (more gas taxes) why is this money not being used effectively.
- Yes, we need to widen the freeway. However, we don't need to do this at the expense of the local people who use it the most. Citizens of West Linn travel frequently to Oregon City, which is the main place to go for most business. Nowhere in this questionnaire is there room to comment on the entire focus of this survey. I heartily disagree with the original premise that this bridge must be tolled to be paid for.
- I believe that all 5 of the major reasons listed are valid. I would also add expanding the freeway and improving how traffic moves on and off of the freeway is important as well.
- How will tolling eliminate traffic? It will just move it to local streets.
- Where is the money on our current taxes going
- The purpose seems dishonest. The purpose seems to be a money grab from a more affluent area of the state to pay for Portland transportation projects under the code word "equity"
- Remove the funds from politicians who are removing law enforcement to pander to criminals and a disproportionate amount of voters
- The Abernethy Bridge now needs to be widened or changed (along with the rest of I-205). The bridge northbound on-ramps need to be combined. Make a second level on the bridge southbound to take traffic from 99E to West Linn so it does not even interfere with the through traffic.
- Pago impuesto y deberían de usar esos fondos para la construcción de la carretera, y sería que hago doble gasto cuando ya pague impuestos, si la población va en aumento también los ingresos de los impuestos aumentan, lógico. No quiero pagar doble.
- Tolling is not necessarily the solution. Two lane highway with many ramps (both on and off) in such close proximity to the Abernethy bridge is the problem.
- No quiere pagar más impuestos, porque he de pagar por algo que ya estoy pagando y que ya de pago no le veo un beneficio ni provecho porque al poner cota para poder usar el I205 va a mandar más tráfico por el I5 para los que viajan de Vancouver a Portland o viceversa. No es una buena opción!
- Es un gasto que impacta muy fuerte a la comunidad trabajadora de Oregon.
- This will only create further congestion issues.

- This is a main thoroughfare and there are not ample alternatives to alleviate congestion. People will be forced to pay the tolls and traffic will be the same, or they will divert through 100% residential areas.
- The traffic really isn't that bad most of the time. It's less of an inconvenience to sit in a little traffic than to be tolled every day for taking the easiest (and quickest) route.
- It will not solve the problem, only create problems bleeding out from I-205 into the streets surrounding I-205
- Tolls are a money grab by intragovernmental organizations and don't fully support the people who rely on unimpeded access to vehicle roadway networks.
- NO TOLLS figure it out another way.
- Can't understand statement
- You need to address all the overflow traffic we already have in West Linn. If you do this it will be 10 times worse.
- This doesn't fit the current issue of diversion that already occurs between Stafford to Willamette Falls
- dont we pay for roads already why do we need more money for a highway that should already be funded
- Tolls should be directed toward interstate travel between Oregon and Washington. I am not convinced tolls will result in significant projects that result in congestion relief.
- Making this a toll road is NOT going to reduce the traffic. It just makes people who can't afford the toll take back roads and cause more traffic congestion on the back roads.
- because you're wanting to toll. Quit being stupid
- Its going to cause huge off freeway backups in West Linn by people avoiding the toll.
- See above answer.
- More driving - the inevitable result of adding lanes - is what is worst in terms of climate change - LA realized this too late - please don't repeat their mistakes! The need for this project is also much more uncertain given commuting changes in light of COVID
- As stated above. There are traffic problems all over the Metro area. Too many people live here and continue to move here. Our freeway system isn't capable of handling the load. There are no easy answers, but I believe tolling will magnify the problem, not alleviate it.
- The East side is already bottlenecked at these spots, so yes it will create revenue but trying to achieve less congestion does not make sense to me. I hope you are reviewing these concerns even though they are not concerns you want. Personally I pay so much in taxes already and hardly see the benefit, it's hard for me to want to pay another tax. Every single thing has tax on it. With this new tax you are pushing more people to I-5, I-84 and 26. I know I'm not the only one that would go out of my way to not pay another tax. This is not a solution, just a money scheme.
- It gets backed up because of the bottleneck. Tolling will just put more people on surface streets & the old bridge.
- All improvements to regional roads should be paid through taxes already collected not geared to a locals who use it in daily commutes.
- Traffic on our neighborhood streets will be severely impacted.
- The reasons I do not agree with. A toll is not the solution.

- I do not agree with the toll implementation
- You need to focus on the I-5 bridge first and toll that area.
- I disagree because it presupposes tolling is the only corrective option.
- Tolls don't affect congestion.
- The cost burden should be distributed to current state Hwy taxes and fees. The Toll Concept will greatly affect Local Residents to the West Linn, Oregon City, Gladstone areas more than distant residents and commuters - not fair or right. This is a bigger picture and needs to be paid from Stat Funds as it is a far greater reaching issue to all.
- No toll
- As a 20 year resident of West Linn who travels I-205 daily, I don't think it is necessary or fair to introduce this "use" tax on a subset of the population. This is not equitable.
- The impact on our streets that nontollers would use. Targeting West Linn is wrong for West Linn.
- Tolling existing roads is not an answer to current problems and would be disastrous for alternate routes and neighborhood roads.
- A lot of backup happens due to congestion from people coming and going from WA daily and this won't address that.
- It WILL reduce traffic, by forcing people who cannot afford it to find alternatives that you do not intend to provide.
- I don't believe the draft plan will accomplish alleviation of congestion. As a resident of west linn, I believe the plan will only make my daily commute and travels worse.
- Interstate need to stay free of tolls. They were built by years of my Federal tax dollars. There is no alternative route for crossing the Columbia River. If lower I-205 is tolled, both the Columbia crossing bridges will follow.
- It's not that section of the people who live near the freeway's fault that it was made with 2 lanes...
- NO TOLLS!!!!!!!
- Tolls are not the answer
- This infrastructure has already been paid but the taxes collected. There hasn't been any major improvement to this area of 205 since it opened.
- stated above
- Toll roads are unfair it is a double taxation. if you are toll reading new roads or highways that is more understandable but one that currently exists and is being paid for by other taxes, deq,dmv and other taxes is not okay.
- There are already side routes but they will become impossible. The traffic between Stafford and 213 doesn't merit
- I am not in favor of tolls
- You need to review how tolls are done in other parts of the country. What you're doing here is evil. You have to add lanes
- Will create more problems. Go back to interstate bridge between Washington and Oregon for Toll. Not I 205 !!
- tolls don't improve traffic. more lanes on 205 do
- The toll is nothing more thn a way to gain more revenue for the state and screw the public!

- If heavy traffic on I-205 is a problem, where will this said traffic go-surface streets in West Linn? Already horribly congested and unsafe Stafford Road? Tolling does not eliminate this problem. It will compound problems for local residents.
- Find another way to pay for it instead of hurting the residents around the bridge!
- The purpose of the toll is funding, and your system doesn't say that.
- Tolls are going to make traffic worse. Yes between 3 and 5pm every week day traffic sucks but instead of building a toll for people who've lived there forever, but instead of adding a toll, why not add addition lanes to make traffic flow smoother? Adding a toll is like adding grease to a fire. And it's going to spread to already overcrowded backroads. Actually the best case would be to stop building so much housing and cap the state. No influx of people moving in, no addition traffic worries
- I don't trust the government to use my taxes as it is.
- tolls will make the problem worse
- Traffic is also poor from Foster to the 205 bridge into WA.
- Trick wording in your questions
- This is a money grab, especially for the poor. While I am in the opposite group, I can't stand making driving something only for the well off. I've been to places like New York and Boston - and that is the only demographic that can afford to drive in those areas. The rest of the people sit on filthy public transportation options.
- Введение платы за проезд по существующей бесплатной дороге это грабеж в чистом виде! Применительно к i205 это приведет к перенаправлению всего транзитного трафика на i5, которая встанет намертво.
- People are creative and will go to extremes to avoid the toll unless the toll is \$1 or less regardless of time of usage.
- People are creative and will go to extremes to avoid the toll unless the toll is \$1 or less regardless of time of usage.
- Why does the mission of this project not include anything about costs? Where is the mission statement that this undertaking be a good return on investment in any way? It's great to just list out big things you want to change, but without understanding the costs of change and the impact and burden on residents, this mission fails to consider a major component.
- Это не решает проблему заторов, а вводит фактически дополнительный транспортный налог.
- проблема надумана
- всё оплачено дорожными налогами
- City and state should be expanding the roads out of taxes
- There is congestion problem yes, but tolling is not the answer. See other comments.
- Не тратьте огромные деньги на такие вот "проекты", направьте деньги на расширение магистралей до 5 полос.
- I think that 1 more lane going N would alleviate a lot
- Managing congestion on one short section of a regional freeway system is ridiculous. It can't and won't work. Changing behavior isn't practical if you're only targeting five miles of roadway.

- ODOT does NOT have a funding problem, it HAS a spending problem. It needs to stop building electronic signs that cost multi-million dollars and lighting for bicycle paths for example. Instead ODOT should be using that money to add lanes to I-205. I figure ODOT has misspent about a billion tax payer dollars on the Columbia River Crossing, Eddyville Bypass, failed bridge near Bend/LaPine, and abused contracting. That money would have easily paid for the I-205 expansion.
- I don't think it's going to solve the traffic problems, but people will have to pay for it
- I-205 (and I-5) operate as a system beyond the roadway between stafford and 213. The project purpose and need should look at and address the larger system.
- Porque habemos personas que no tenemos el ingreso para estar pagando y que si se ocupa ese camino. Hay camiones de carga que son de compañías que tienen el ingreso y pueden pagar.
- Simple - Oregon fails in policies and to manage its budgets well. You can do better in policy and in managing what you have.
- No tolls - build another freeway around PDX
- Уже сегодня оба моста между Портлендом и Ванкувером забиты транспортом. I-5 станет намертво.
- Climate change and the need to reduce carbon emissions will in only a few decades significantly reduce the amount of auto traffic on local roads. Rather than disrupting current communities and building what will Bec one unnecessary infrastructure, let's plan for a future of zero carbon emissions and significantly reduced private transportation.
- This NEVER works. This type of toll system failed miserably to reduce traffic along the 10, 110, and 405 corridors in Los Angeles. It was a total failure and only cost a lot of people a lot of money and made commuting far worse and more expensive. The extra expense to low income individuals is crippling and the extra traffic created by people diverting into residential areas is not okay.
- It's a money grab.
- The problem with I-205 is that you need more than 2 lanes. Add a third lane and toll that, not existing lanes.
- no tolls. Unfair fee on citizens. All benefit from road use..not just those actually using the road.
- TOLLS have unintended consequences. They are regressive. I will pay a gas tax. Its fair for everyone
- I believe the purpose for tolling is to pay for the bridge and to reduce traffic on 205 by diverting it through the local towns which cannot and should not have to support that amount of traffic.
- A project is needed, but no tolls.
- If we have more traffic, increase the number of lanes.
- Will completely mess up traffic.
- See comments above. A toll road will only put neighborhoods in Jeopardy
- No plans to expanded road ways. Not evidence that funds will stay were they are collected. Targeting/redlining segment of population that can pay it.
- I do not believe the proposal adequately addresses the neighborhoods around I205

- Only tolling this Improvement and not the Rose Quarter ones is wrong, as stated earlier. There are no viable alt routes to go through West Linn or Oregon City. This project will not reduce congestion, you will cause more on roads that are already over capacity. Thinking that you are going to toll people out of their cars is ridiculous, the traffic congestion through WL is caused by people commuting to points south. Do you really think people driving to Colton, Beavercreek, Mollalla or other towns are going to jump on TRIMET? Bad plan, bad execution.
- These are aspirational goals but have no specific actionable items reflected. There are no specifics, just broad vague ideals.
- See above.
- It is a money grab that will cause more traffic on surface streets. I personally live in Oregon city and will be one driver that will do everything in my power to evade the toll. Plus you are most likely to forgive tickets for the toll to lower income residents and force the tax payer to pay more for those unpaid tickets.
- Why are you not tolling more of I205. It seems like those using it even in Portland should pay
- Stop subsidizing things like mass transit and bike lanes, which predominantly serve the downtown area, NO freight, and NO commuters on I205. I bet you'll come up with more funding.
- See comments above and since people are losing jobs and can't get their unemployment from the state since March, you think it's a great idea to charge them. Typical government
- I agree that it reflects problems in the I205 corridor but the need for rolling as the only solution
- We pay plenty of taxes and don't need another and the impact on our community will be negative.
- This is an unfair approach - odot is leading us to believe there will be no alternative to tolls
- Tolls are not necessary unless you intend to create an Audubon style corridor
- Alternative toll lane and free lanes
- Creating a toll to raise fund to fight road congestion? That's like filling a pool with a hole in the bottom.
- You intend to punish WL residents as we are trapped and transferring congestion on back roads that go in our backyards. You adding a lane that is toll only is different and more acceptable than tolling all lanes.
- This is a bad idea: It taxes use, will move traffic to alternative routes, creates more complications in life for families and business, adds people to manage that need pensions, salaries, and more - which means tolls will need to go up to pay for have the service. Therefore DO NOT DO ADD TOLLS. Find other was to grow revenue for whatever this pays for.
- People will find a way around the toll and will create too much congestion on side streets.
- Нужно построить НОВУЮ дорогу, и тогда можно сделать ее платной. Использование существующего полотна - только сбор денег!
- You're trading highway congestion for surface street congestion. Unfair to the residents of West Linn.

- Discrimina con los que. o pueden pagar debido a bajo o falta de ingreso.
- The idea of paying an additional toll to use a road my taxes have already paid for is highly insulting and disagreeable. paid for
- No Tolls, Period. It will just create another slush fund, and is not needed.
- Fails to address concerns of local businesses
- no built in guarantee that funds raised here stay here
- If the true reason to charge a toll is to reduce congestion then there should be NO toll charged to those who travel during non-peak times.
- Adding a toll would be a disaster. Add a toll to the bridges too/from Washington state.
- There is traffic all along I-205, the whole freeway should be tolled, not just a small portion in West Linn.
- This unfairly impacts low income residents that are already struggling to get by. Adding a toll will cause people to quit their jobs in Oregon City and be forced to find employment elsewhere.
- Oregon has one of the highest gas taxes in the nation, and if used correctly there should be no need for tolls on any of our roads.
- Oregon needs new roads not additional taxation to use existing roads
- I-205 is an interstate highway not an Oregon State highway. It needs to be maintained by federal dollars not Oregonians. We pay the highest taxes in the US for roads and infrastructure that gets pissed away on pet projects that don't benefit all Oregonians.
- traffic congestion will not improve with toll roads....expanded freeways will reduce congestion
- concerned about the impact in the neighborhoods and street congestion due to this project.
- Para éso pago impuestos
- Tolls only cause hardship and inconvenience. Do not do this.
- tolls are for expressways not to help pay for paving and widening.
- лучше бы построили дополнительную дорогу или как всегда средств не хватает?
- Tolls are a bad idea
- You are already funded, use the money more wisely.
- The toll booths only jam up traffic and create congestion, and the money usually does not end up for the road in question anyway
- I feel Tolls are a bad idea. They punish people who live in the outer areas of Portland. Many of those people who live in outer areas do so because they can't afford to live in Portland.
- See the Clackamas County Coordinating Committee letter to ODOT, dated 8/13/2020. In addition, I-5 is the major north-south ground transportation artery along the West Coast of the United States. In the Portland metro area, I-205 is a key component of this transportation corridor for moving people and freight. Placing the proposed toll on a limited section of I-205 essentially taxes the local population for supporting the pass-through traffic serving the nation's economy. Tolling this section of I-205 will divert traffic onto surface roads not made for this level of service.
- I don't agree with the use of tolls to raise revenue for congestion relief projects.
- No Tolls

- I 205 is an Interstate highway and should not have a toll on it. You should find another way for raising funds for it.
- Strongly disagree - already explained it in #3. Seriously, what are the public transportation options for commuters who travel longer distances from Troutdale/Gresham to Oregon City/West Linn?
- The roadways need to be increased in size to alleviate congestion issues. Reconfiguring the on/off ramps should also be addressed to help with some of these issues. Perhaps less exits would help as it has in other states.
- It will effect the Oregon City businesses and economy negatively
- The last thing Oregon needs is more reasons to tax and fine its citizens. Figure out a way to quit wasting our tax dollars and revamp our roadways.
- Total BS. Money has been waisted for years and this is just another way to penalize those who do not want to conform to the horrible green deal agenda of metro
- Taxing people that are headed to work to pay more taxes is ridiculous.
- Going up down in this area. I believe if a toll was to be in place it would make traffic worse through out the towns and again on the free way. Taking the time to have cars pull over and pay will also make it worse on the freeways. I believe that it should not be done.
- Adding lanes will reduce congestion. Charging the people will only increase congestion on arterial roads.
- I don't think it does enough to keep poor people off the road. Please increase the fee so the can't go!!
- We pay a tag tax for Roads now
- You are going to make travel through that area a nightmare. If you really want to reduce congestion then widen the freeway from Wilsonville to Oregon City. Make more auxiliary lanes. And figure out ways to make ancillary routes better as well.
- Your effecting people who don't commute to Portland or travel through the state!
- NO TOLLING
- Raise the gas tax
- Because you idiots are lazy and don't think out the box.
- Penalizing people for the lack of lanes that you don't provide.
- The problems that exist should be mitigated with funds already existing.
- The problem is greater demand for transit. The plan doesn't go very far to describe how that demand will be met.
- Tolls not needed
- This project will do absolutely nothing to reduce congestion. It will just move more traffic to surface streets, thus causing more problems in area neighborhoods.
- The problem is the narrowing of the road from 3 lanes to two and should have been addressed before other things along 205. Making people pay a toll is not a fair way to fix this. Toll the I-5 bridge or tax the old cars causing polution and tourism, not the locals trying to get to work. People who live on the east side of portland to tuslatin should get s discount.
- My family lives in Oregon city. Daycare in west Linn and work In Hillsboro and East Portland. We will pay more out of pocket than it's worth. Not a fan of the proposal. We utilize this area for our livelihood and should be excluded for

- It does not state improvements needed or why funding has not been allocated for this area.
- I feel other taxes will give funding to the issues above.
- You are simply further dividing the city. The most impacted corridor is i5, not i205. It is nonsensical to insert tolls on the least of two traveled highways. It will further congestion along the i5 corridor and make minimal to no relief for 205.
- There is nothing wrong with 205. If odot didn't waist millions on useless agenda like the i5 bridge to Washington they could have added a lane between Stafford and 213
- Tolls are not a fair and viable option.
- Toll interstate bridge
- It will make alternative Willamette river crossings access roads become parking lots. Already, many of them are clogged during rush hour. The cost for low-income people will be up to \$2,000 per year. Thus, a minimum full-time worker will pay 10% of their income in tolls. A part time worker will pay up to 25% of their GROSS income (and that is before State Income taxes kick in). This is still and always has been a very very bad transportation policy!!
- Build a new bridge, don't tax me more
- It's already the rich that are moving here. Adding some generic fee that is a burden to lower income but a minor fee to the affluent squeezing out Oregon born residents.
- No toll
- We've lived with it this way for a long time now. Our younger generations are not car owners and the need will change in 5 to 10 years.
- Tolling creates financial hardship
- Tolls on 205 is not a solution to solve current issues in area
- I feel that taxing any citizen that need to get to work shouldn't be punished and pay more in taxes. This also would cause higher traffic concentration and put the already marginalized groups lower. You can expect lower-middle class to be able to afford this. It's a grossly misrepresented idea that has zero benefits except giving the government more money for no reason.
- There should be no one tolls
- State agencies keep adding one cost or tax on top of another with "invented" reasons to justify it. The draft goals prove this point..
- Tolls are not a solution. There needs to ne alternative routes without tolls. There are too few roads in Portland for the population.
- Tolls will
- Gas taxes are high enough in this state. Better management of state spending is needed, NOT more fees and taxes.
- Because it's just another excuse to punish Washingtonians and people with jobs. What percentage of commuters will need to shift their schedule or find some alternative transportation to move the needle on congestion? You won't convert enough to matter. The problem is a million locals are crowding into two North-South and one East-Wesr freeway every day. Add lanes or bridges or here's a novel idea...additional freeways that don't funnel everyone to downtown. It's common sense.

- Tolls are a means to cover not funding the correct infrastructure funding model. It's a stop gap to a bigger issue. Due to the toll many users will just clog other city routes.
- Find the funding elsewhere rather than screwing the neighborhood
- There are other areas that should be tolled before this area
- NO TOLLS taxes are already paid for roads. Use your money responsibly and eliminate waste in ODOT
- If "manage congestion" means to send more cars through towns and neighborhoods, no that is not what's needed.
- The freeway has already been funded
- I can not think of a reason why placing a toll on our free ways would be reasonable
- I do not want any tolls anywhere in Oregon and I will vote no or against anyone that supports them
- If "manage congestion" means to send more cars through towns and neighborhoods, no that is not what's needed.
- I believe we have chosen poorly over the last 25 years in how we have chosen to use our money for transportation. We have not focused on what is really the dynamic issues of the PDX region.
- The misuse of taxes has you creating a tax that will negatively affect a great number of individuals that won't be able to afford the costs.
- Stated above
- I believe there are other ways to fund roadway work And improvements. Stiffer fees for commercial traffic as it causes the most damage. Also create a commuter pass
- There are no mass transit alternatives in this area. There is no end date for tolling.
- If you go to other states that have toll roads the congestion is just as bad. You are hiding the true reason to toll the highway and that is to make money for construction projects. Can you imagine what is to happen when you shut down the Abernathy Bridge for construction? You think people will want to pay a toll for a bridge to maybe down to one lane if at all? Are they supposed to use the Oregon City Bridge which cannot handle that much traffic? The solutions you say will occur if a toll is in place is not actually a fact. But you receiving more funding is a fact. Just be honest.
- Why not cCharge development fees for high density housing developments instead of taxing people trying to get to work.
- Fuck tolls. Maybe if you'd stop giving billionaires tax breaks we could afford the roads without making people who need them to get to work pay more.
- It's a failed approach, and I-405 in the Seattle area is a great lesson that you people need to learn.
- We don't need toll roads
- Tolls are a slippery slope used as a form of taxation on lower income individuals
- Tolls are dumb. And I don't believe you when you say it will get rid of congestion. I think you are lying. I also think you are lying about caring about low income individuals.
- Tolls this freeway makes absolutely no sense. It will force traffic onto other roads.
- If you were really interested in cutting congestion, remove all on and off ramps within the metro.

- Fuck tolls, fuck you
- No toll
- A toll is not the answer. You created congestion with the construction of max. Traffic on and off of 205 is restricted due to the parallel Max line,
- There are other alternatives to tolls to fund new traffic projects/expansion
- There are no alternatives to this road for the people who need to drive it.
- This stretch of 205 is hardly the most congested or problematic in the state. It feels like we are being used as guinea pigs. Tolls are not equitable. Raise the income tax and pay for the roads that way.
- Just another money grab. I'm sure it will be wasted.
- There is congestion on all metro highways. Choosing just one highway is not solving the problem and is unfair for those who have to commute to work and provide for their families. We are already paying taxes for roads.
- No tolls in Oregon please.
- the current freeway has been paid for a long time. don't charge for something that does not need changed.
- Taxation without public consent
- This will not solve the congestion.
- Upgrading the bridges should be done without tolls. A toll solution should be temporary and the toll discontinued once the roads are improved. An example would be removing tolls from the Connecticut turnpike once the road was paid for.
- Tolling a completed and paid for road system is one of the most ridiculous ideas I have ever heard. This is a terrible idea. Give the people what they want and improve and expand the existing roads to better reflect our current and projected population growth. Stop pandering alternative transportation options. Use current funds wisely and responsibly in order to make this happen. A toll will most negatively affect those already in poverty or close to it. This will hurt so many in our community who already have to closely monitor every dollar.
- No real alternative to road travel
- After experiencing tolling to reduce traffic in several cities, there is no evidence to suggest that congestion is reduced.
- Tolls are not needed to address the "problem"
- Thenplan will create one more chaos and hassle than solutions
- Fuck off, you squander enough of my money
- Need a route to bypass the Portland area so south bound trips from the north can avoid the traffic in Portland area which would reduce traffic going through the Portland area. Seattle has tolls on some highway sections which does not reduce traffic on those roads. The only solution is to build more freeways to channel traffic away from the Portland area and that is not going to happen in the near future. You could try rerouting on to side streets but it hasn't worked anywhere on the West Coast that I know of. Bus service to places drivers go could reduce the number of cars on the roads .
- I do not agree at all, convenient you didn't add any option for disagree. Guess I'll be in a spreadsheet that it just doesn't matter. I strongly disagree. You are thieves, that practice in disception.

- A toll will not fix the problem, it only fixed revenue issues for a mismanaged department. To accurately correct the congestion, look at some of the causes which include more motorists and a highway that goes from 4 lanes to 2. Alternatives such as expanding the highway should be looked at more seriously than tolling those that use the highway to live and work.
- I believe what you will do is put those who are low income in a precarious situation, because those of us traveling during busy times are not doing so for pleasure, but for work. This will only keep the same amount of traffic, and not improve it, and then will also become an increased financial burden for those of us who have to commute each day from further out of the city for essential work. My family and I are quite surprised at this. Tolling an area in Seattle is one thing as people make more on average there. But here in Portland, the means for people who are already taxed so much.
- Wasn't I-205 built to reduce traffic on I-5? So now that I-205 is crowded, instead of fixing it, you are tolling it. I don't see a "fix" here.
- I shouldn't have to pay to go to work!
- This toll will not reduce congestion because there are no other options
- Build another bridge to Vancouver, that is where there is more congestion due to Portland residents moving to Vancouver for better housing prices.
- I just don't understand why you're not tolling the interstate bridge? You say you need money for maintenance, have you done a study on how many hundreds of thousands of cars come across that bridge everyday? Causing traffic jams a wear and tear on our roads. But you want to stick people in Oregon with the bill.
- It completely ignores the real issue.
- Traffic won't be improved for far too long if the plan is to save money by tolling to add lanes or fix the bridge. The negative impacts of tolls far outweigh the benefit.
- Seems just like another way to squeeze money out of people . Who ever drew this up obviously hasn't driven on I5, I84 by downtown or I26 coming in from Beaverton.
- Only privileged rich people can drive on I205
- It's another tax for a state that is fiscally irresponsible.
- Toll roads just divert traffic to other road
- you are blatantly wanting to take advantage of a highly congested road to increase your "revenue". This will be come just like the east coast where they put tolls everywhere for "road improvement" and they have done absolutely nothing and just raised toll fares for 50 years. Tolls are a scam,
- There are no other viable alternative routes.
- It's about generating more money, period. If you want to address traffic concerns then expand the number of lanes.
- I-205 is easy compared to I-5. Please consider the main line first as tolls on I-205 will cause additional pressure on I-5 and will help to cement gridlock with people trying to avoid toll roads.
- Toll roads never decrease traffic. I have lived in many cities that have toll roads and none of them decrease traffic. We love living on the west coast because of no toll roads. Live on the east coast, and you will never want toll roads out here in the west.

- I don't support the prospect of tolls. I think this project is necessary, but believe the revenue source should be general fund revenue/ gas tax revenue, If there isn't enough money, then re-budget, within the state's means, Eliminate some of the other expenses that are a clear waste of money.
- I don't think the state uses money wisely. It will also cause more people to use other routes causing congestion on other roads. They will not use public transportation.
- It will not reduce traffic congestion. It will make it worse at the toll areas.
- This doesn't solve the problem it only creates another. See my comments in #3.
- Оплата за дорогу не может исправить проблемы
- Governor Brown is a California want to be
- Rolling is a regressive tax and in locations where tooling had been added, benefits are minimal long term. Populations are going to expand to fill your third lane shortly.
- The congestion isn't bad enough to need a toll
- see above reasons. Funds can come from other tax bases. We do not need another tax.
- You ignore the no tolling option
- See above. I-205 is mostly 2 lanes and needs to be widened to 3-4 on each side
- We won't need this as everyone is leaving the city do to Kate Browns awesome governing.
- It's a regressive tax.
- My spouse and I live in Oregon city, commute across the bridge daily, and work 9 to 5. Presumably we will each have to pay the toll, 2 times a day 5 days a week. I can tell you that this is a cost my family cannot afford.
- Tolls are the wrong way to go. lived in other states with them and they hamper growth. The Northwest pkwy in CO fights every road the government tries to put in saying it will hurt there business. Traffic on the toll road is mild while the traffic on the secondary roads is heavy, adding to the maintenance and traffic for locals. Dallas has the same problem with roads running along side the toll road. Again, More traffic and people trying to save money on the non toll.
- Only on new alternative routes,
- Implementing tolls will just prevent low income people from using 205 and that is unfair because they pay taxes too. There's is no reason to implement tolls when citizens are paying taxes to supposedly fix the roads. Manage your money better and stop trying to put low income people down.
- Because you are trying to raise revenue when based on your behavior of giving rebates (giving tax money away) means that you don't need more money. That ODOT has a surplus of taxes. A surplus. Why don't you charge electric vehicle purchases a DOT usage tax. Instead I see a "luxury tax" or some illegal sales tax in the state of Oregon. How does that make any sense? Come on??
- Regressive tax
- Disagree with the reasons moving forward
- Creating innumerable and endless ways of collecting tiny transactions from citizens is simply inefficient and stupid bureaucracy.
- My spouse and I live in Oregon city, commute across the bridge daily, and work 9 to 5. Presumably we will each have to pay the toll, 2 times a day 5 days a week. I can tell you that

this is a cost my family cannot afford. Put it to a vote and let the citizens decide if this is a project that meets the needs of the people. Remember, you work for us, and "Like it or not, tolls roads are coming" is not going to make your extortion of working families acceptable. Find another way to get the money....

- I believe all of the points listed above can be solved through better city planning, taxing new construction. This metro growth problem, and shouldn't be shouldered completely by the commuters and visitors to the area.
- Tolls wont fix the problem
- There are plenty of roads with traffic rolling doesn't help reduce traffic it just puts the traffic into other parts of the city roads to expand what needs to be maintained.
- How is this different than other heavily traveled roadways in the Portland Metro area? Why is this being singled out for tolling?
- We should toll drivers entering from Washington.
- There are other ways to pay for improvements Tolls keep lower income people from traveling freely. No tolls in Oregon. Ever.
- While some toll booths can slow down traffic, there are ways to make it so you don't need that. But it could cause congestion on its own. Then there is that fact that we already have taxes in the gas that are supposed to cover road repair cost. Stop using those for other things and fix the road and if you say that electric vehicle are a source of the problem than cut all gas tax and the toll seems more far to all. Tolls are just going to push more people to side streets to avoid the area and allow those who can afford it to drive on the highway.
- the only way to reduce congestion when you have nine plus miles between bridges is to add an additional bridge in the middle. This would not only reduce congestion, it would easily connect to HWY 99 and HWY 224 and would also reduce the amount of fuel burned on a daily basis for those who could use a much more direct route.
- Again, Expansion is needed not tolling. Population is growing and our funds are not directed properly.
- Reasons stated above. This not addressing that we should be taxed more fined more or need to pay for the roads. People need to be able to get to work without it costing more.
- You're not doing enough to provide public transit and educate public
- Humans found the back roads. They will continue to flock to the backroads to avoid paying more money just to drive.
- In the age of COVID and reduced traffic, are these added tolls (taxes) needed?
- Where is all the money this state collects from it's citizens? We have among the highest property taxes in the nation. We have among the highest gas taxes in the nation. We pay for environmental and habitat protection (gladly). Business taxes in the greater Portland area have become hostile. House prices are through the roof. We keep taking money from Oregon schools who are ranked nearly last in the nation let alone the world and you "disconnected many" want to make people in this state pay more. No I will NOT support this BS project to BAIL you out from bad State spending.
- It would negatively harm low income drivers such as myself.

- It is unconstitutional to put tolls on a road that's already been paid for. Especially without putting it up for a vote which you know would be emphatically shot down by the citizens of Oregon. You should all be in jail for corruption.
- The Portland metro region needs more highways, not tolls.
- I agree that there is a problem and all of the needs listed above are legitimate, but tolling is not the answer. Increased taxes should fund the long term solutions.
- This is a tax without approval from the people. Because, you know the people would not approve it! Further making the state the enemy of the people.
- I'd like to ACTUALLY SEE THE PLAN regarding how this money would be used.

SPECIFIC PROJECTS

- It's a cop-out for the state actually improving the job prospects in Oregon. Instead drivers who have to use the hwy for work will bear the financial burden of paying for that particular road.
- No Tolls! Ever!
- Fucking toll is not answer. Already pay enough fees and taxes in this shitty state
- Tolling does not reduce congestion, it just moves it to other areas. Tolling is a regressive tax that disproportionately harms the working poor.
- N/A
- The draft purpose does not present alternatives to tolling.
- Because you will only funnel the problems to other areas.
- I don't believe with more people telecommuting than ever and with the the eventual roll out of selfdriving cars you have any real land use projections. Your second point is becoming more and more moot, reliable traffic congestion patterns are predicable, ask google maps :). Your third point is your second point. Traffic congestion decreases MPG on ICE but not BEV, as we shift more to BEV i would argue that lower speeds might greatly decrease GG per mile output. And your last point is your only real point. Find an option that does not tax the poor.
- Tolls only relocate the traffic
- These roads were paid for using tax dollars. They are to be maintained using additional tax dollars collected yearly for the purpose of maintenance and upgrading as needed with population growth. You don't fix mismanagement issues on the part of local government and agencies in charge of these matters by tolling roads! This only pushes traffic onto smaller roadways to get around that small congestion area causing a much larger issue. All the while collecting more money to be misused from hard working citizens. How this is the best solution being looked at is frightening
- As mentioned above, I do not agree that tolling will reduce congestion. It will also negatively impact our most vulnerable communities who live on the outskirts of Portland due to affordability of housing.
- You need a third lane, not a toll booth! If you want revenue to fix bridges, tax the I-5 and I-205 bridges between OR and WA. That is who needs to be tolled!!!!
- Should be I-5
- ADD MORE LANES
- We shouldn't have to pay to use our own roads

- There clearly is a congestion problem on I-205 and revenue is needed to fix it. To that extent, I agree. I disagree that the purpose stated is well connected to the stated goals. The existing congestion itself certainly provides sufficient negative incentive for drivers to avoid the area at peak times if possible so most drivers will have to continue using the highway. It will raise revenue (unfairly) but probably have little effect on congestion..
- See above.
- I think tolls aren't the solution. Add new lanes.
- You already have a bunch of tax money. Use it before creating a new tax.
- see above
- It seems like a toll on the interstate bridge would be effective as well.
- The money collected will be frivolously spent, and it won't improve driving conditions or congestion
- Tolling doesn't actually solve anything, traffic doesn't just go away. It's like trying to address the homeless problem by telling them they have to move each day. You're just pushing them elsewhere. People don't want to have to drive 60 miles a day for work, but as long as Multnomah County has such high tax rates on small businesses, they are going to be located outside of easily accessible public transit areas.
- Waste of money
- Zero consideration on expansion of roads.
- The traffic will just be pushed to more residential streets to avoid tolls.
- Other than punishing people who can't afford it how will it solve any problems?
- This wont stop Oregonians from using 205, just visitors and Washington residents that dont know any better. I will just take me another 15 min to go visit my grandparents house using the back roads
- After living in the center of the city and having the option of 5 or so bridges daily the traffic on this part of I205 is minimal. I think there is no reasonable alternative to the 205 bridge (aka or city bridge doesn't cut it). I don't think adding a toll will improve it just cause people without money who live out farther too much to drive.
- If climate change and congestion is a concern - fund public transit options!
- No tolls are a better solution. This is a false narrative.
- I understand the problem of congestion on I-205 as I used to be a daily driver on it for work before the pandemic. I do not think that tolling is an effective and certainly not an equitable solution. For example, my workplace is not easily reachable by public transit options. In fact, it leaves people in a dangerous position of walking near an overpass with no sidewalk. We need better infrastructure and access before forcing poor people off the freeway. I have tried alternative routes, and they are just as bad and will only get far worse with tolling.
- **YOU FUCKING CROOKS FUCK YOU AND YOUR STUPID FUCKING TOLLS. I CAN'T AFFORD MY CAR MUCH LESS THE FUCKING TOLLS TO GET TO FUCKING WORK YOU STUPID PRICK.**
- All your stats are based off of old numbers that don't make sense any longer. Many many people will be working from home from now on.
- Current draft is not a means to an end for the traffic problems on I 205. Until more lanes are built you will always have congestion when you go from three lanes to two lanes with a

steep grade slow and truck traffic etc. By Towing a small segment of I 205 it will push motor is off of 205 to avoid the toll and can just side streets and small town infrastructure.

- This project is a waste of taxpayer dollars. Congestion fixes itself as people move to other routes, anyway. If you need more money, maybe look at larger picture and spend what you have more wisely.
- Shift priorities. Move funding for pathetic mass transit into highway construction.
- READ MY ABOVE STATEMENT. ALSO YOURE TAXING PEOPLE OF OREGON. THIS IS A TAX BECAUSE THE PEOPLE SAID NO TO ANOTHER ROAD TAX. SO YOU BOW TO THE HORRIBLE GOVERNOR AND SAY WELL WE ARE DOING A TOLL.
- ODOT mismanages its current resources. Why should we give more to ODOT?
- Tolling is unnecessary. There are much better ways of using revenue to fix problems.
- Traffic congestion is just speak for we need money and this is an excuse.
- Because it is just another way to pick my pocket. It will hurt the poor directly and give the wealthy more privilege.
- Traffic congestion would be better mitigated through additional lanes where there would be most benefit (Abernathy Bridge). Taxpayers have already contributed large amounts of money towards transportation. A toll would essentially be a "Clackamas County" tax, as most of the traffic in this section is attributed to Clackamas County residents. Funding should come from large sums of tax dollars already collected.
- You're just making excuses to add tolls. Don't add tolls
- NO TOLLS !
- We already have a hard time making enough money to live here. Tolls on roads are not right. We should be able to pay for improvements with the gas tax we have in place. If there is not enough money than raise the gas tax so we have enough.
- You will be forcing those who don't want to pay the tolls to drive past the governors riot street gangs
- I have no faith that the toll will result in any congestion improvement. If I did believe it would, I might actually be for it. But, I only see it creating more congestion.
- Tax money is spent frivolously. Stick to a budget like everyone else
- Tolls will not magically make cars disappear, it will just create congestion elsewhere. People already voluntarily stagger their hours and all that happens is rush hour elongates. You're doing this for the money, not to solve anything.
- Tolling is never the solution. If you have two alternate routes, you can roll one to reduce traffic. The overflow goes to the second route. There is no alternative here. You have to be dumb to think tolling is not going to be a disaster.
- Tolls are not necessary better run departments and planning stop wasting money
- Tolls will generate income and even if the initial intent is to use the funds for road maintenance, etc. Our politicians are notorious for using funds for other purposes than the intent.
- Its a dumb statement that doesn't say anything decipherable. Try writing it in normal human language that people actually speak. I guess I will respond to the bulleted list of reasons. Traffic congestion is not solvable. Population growth should not be happening in

Washington County and the suburbs. Portland should not be subsidizing the suburbs. Traffic contributes to climate change whether there is congestion or not.

- see below
- Already pay more road tax than most as I commute 100 miles a day. No new tax.
- Congestion is the symptom, it is not the problem. There needs to be an open route between South East Portland and Tualatin/Wilsonville.
- its not feasible. Will creat more traffic as people have to pay which seems so counter productive
- I feel it is a money grab. quit waisting money
- No new tax is needed to fix this road congestion. It was built to small from day one. You knew it and ignored it. You will spend most of this money working on ways to collect it. Tolls fix nothing, you have not been on a toll road anywhere in the country during rush hour! This is just another fee scam, no new fees!!!!
- This is a bad plan. This is what taxes are for and has worked as-is, without tolls, for almost 100 years. We don't need to become another California.
- More revenue which should be allocated better in the first place. Just another way for the government to tax us
- The reason for implementing a toll at the only place traffic can easily cross the river is obviously to raise money. If congestion and other factors are the primary impetus, look instead at business incentives to promote work-from-home and staggered hours of operation. Covid-19 has shown that work from home IS feasible for many workers (on I-205 especially). Taxing the people isn't the only way to solve the problem.
- Why are you trolling this interstate and not others when they need work?
- FIND RESOURCES FROM THE POLICE BUDGET.
- We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- Instead of adding tolls we need to think differently about ways to encourage companies to have people work from home. Tax the Comercial drivers that more heavily abuse the roads. Let's not tax the mode of transportation. I've lived other places where this was done and it never really works well from the citizens point of view.
- We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- I do not accept the argument that tolling will ease congestion. I have read several studies with arguments for or against congestion tolling and the evidence is weak.
- Tolls are not needed
- You need a 3rd lane and your problems would end from Stafford Road to Abernethy Bridge.
- Some only use this bridge to get from West Linn to the 99. It would greatly increase traffic through Oregon City
- A toll for crossing the Columbia would generate revenue from people who use state lines to avoid financial supporting the Portland metro area.
- This is a rich mans ploy to get the poor off the road so the rich can drive faster.
- tolling makes traffic worse on altn routes
- I can't afford to pay money to get to work every day. Tax drivers coming from Washington not locals.

- Put to a vote of the people.
- A better way other than tolling needs to be figured out.
- The people voted no on this project.
- I believe you are looking for alternative ways to collect more money, since you can't budget your current funds
- Tolls don't help with congestion!
- You have no business collecting from us again due to your mismanagement.
- This isn't an I-205 problem. This problem is with how money has been spent in the past by elected officials and now they are wanting more. Use the funds correctly before you take more money from the people.
- Traffic is a bigger problem for me between Johnson Creek and the Glenn Jackson Bridge. Toll the Washington drivers on the bridge and half of the city's traffic problems are solved.
- I think tolls are fair , if you want to use it the pay for it
- Tolls are nit going to help the situation. it is just another tax for the working class
- Tolls are not the answer
- See narrative in answer in #3
- See narrative in answer in #3
- See narrative in answer in #3
- Non toll options should be available to cross the river. This will not change behavior for many, as neighborhood streets will becomes new highways.
- The question is worded so you have to agree with the statement instead of pointing to the fact that the DOT hasn't addressed any alternatives. I do not support ANY toll on any road or bridge ever!
- Traffic issues are a direct result of expanding population and a lack of inter-structure expansion to equal growth. Years of shifting money from gas taxes and others to go to light-rail and bike paths. Which has been voted down every time put to the vote. But it goes through anyway. Just like this will. Thank you
- The traffic is not that bad. Add lanes and increase the Abernathy bridge
- The question is worded so you have to agree with the statement instead of pointing to the fact that the DOT hasn't addressed any alternatives. I do not support ANY toll on any road or bridge ever!
- Does not solve problem
- We are taxed too much already
- our taxes should pay for roads
- The draft purpose in no way reflects the problem. The problem is not enough alternatives combined with a shitty merge. Fix the merge with existing taxes, a registration fee (like all the other bridges), or some other solution that isn't pandora's box of bureaucratic chicanery. Tolling will not improve congestion. Alternative, reliable transportation options will. Reliable internet regulated as a public utility will (see: work from home). Encouraging local infrastructure and funding grocery stores and community centers in neighborhoods will.
- The intent of toll is to provide funding for the project. Side effects of the toll are reduced congestion. There are ways to improve congestion without the toll, but the toll is needed to fund the project which results in reduced congestion.

- I believe it unfair to ask people to pay a toll every day to get to their place of employment. It is an employment tax paid for by working people.
- should not have tolls
- Instead of a toll. Change the DMV renewl to every year instead of every 2 years.
- Prefer the state use other means to collect the funds.
- We can't afford tolls
- no new taxes
- this is a stupid idea and will cause more problems
- You already collect tax dollars for maintainance and expansions.
- increase public transit, don't implement tolls which are in no way "equitable"
- Because this is causing more financial burdens for the residents who live in the toll area and cause more problems and slow downs.
- DO NOT TOLL
- Should explore the possibilities of building more roads
- expand the freeway to keep commerce moving and family time
- expand the freeway to keep commerce moving and family time
- I do not support a toll.
- The tolls are being put in the wrong location of I 205 please make the majority of the vehicles using the freeway instead of local residents the wrong location of
- Too much of a burden on families just trying to get by and it is their only way to work l.
- Because this survey is obviously biased towards just doing what you are going to do and allows you to say you asked. This is completely inane.
- Don't put tolls on I-205
- 交通会分流到 I-5, 那边会更堵
- It appears to be a way to punish residents. Putting additional lanes on that stretch of freeway would better handle the congestion without penalizing residents who must use the freeway on a daily basis.
- You dummies will guarantee gridlock on 205 if you do this. DON'T
- I agree that there is a traffic problem on all of Portland's roadways. The population has increased dramatically and virtually no new roads are built and the existing ones are not expanded. Billions are spent on light rail that can barely carry 1% of the commuters. We pay our gas tax to fund roads. That should be enough. If not, raise the gas tax. Also why not spread some of the burden to bicycles with a registration fee for them? Gas tax dollars go to build bike paths and bike lanes when the users pay nothing for them.
- I have already said you guys have pissed away 30 years of highway taxation
- 会造成更大的交通拥堵
- No reason for a toll
- Feel money won't go to roads and there needs to be a realistic end date to the toll
- Add more lanes
- More money is not likely to reduce congestion. Tolling lower income drivers who have no other viable way to travel between home and work is unacceptable. I travel from SE Portland to Wilsonville, and I205 is the most direct and there are no public transportation option for me there.

- What about gas tax revenue?
- We have increased population around all areas of the metro area, why just this section of freeway? Is this just an opening for toll roads all along 205 and the I-5 corridors?
- I do not think it's needed at all
- Multiple freeways through the city and metropolitan are poorly designed with bottle necking and high congestion but your only solution is to toll right through the west Linn community but haven't done this with other projects like Sellwood bridge! No toll!
- I don't see an option for not doing tolls. If that isn't an option then you aren't really wanting the people's opinions. You're going to do what you want regardless.
- The current draft is being forced on citizens not voted on by citizens and disregards the people who live where the tolls will most affect their communities.
- traffic congestion is predictable. tolls unfairly affect local residents, not through travellers
- Im not sure the authors of the draft are familiar with Portland metro area drivers. The drivers here will be confused and this will result in increased accidents and will do nothing to alleviate congestion.
- We shouldn't toll the road at all. The city/state have wasted a huge amount of dollars raised by gas taxes on NON motor vehicle projects. This is WRONG!
- You guys are full of ship it in just typical of today's politicians. Highways byways surface streets should all be toll free. You are over reaching and anybody who supports this idea should resign immediately.
- Cars are necessary for working moms and families. Middke and low incomempople dont live in Portland. We commute. Portland has almost no ttansit centers. The Sunset transit Center is full by 7 am and they only built a one story expansion!! shoulda built 8 stories.
- No risk analysis is provided.
- This is a misguided and shortsighted way to nickel and dime Oregon residents. It's garbage and bad faith.
- I am only that area once a month from HWY 99 for one exit to HWY 213. I DO NOT feel I should be tolled for that short distance.
- It's just a horrible money grab that was voted down
- There are no problems, this is a standard money grab
- This will not decrease congestion, you placed the tolls on places without viable alternative routes and all you'll serve to do is steal from your citizens
- you are gonna waste MORE money on toll collection mechanisms/infrastructure/enforcement than it is worth - just get some cojones and get a general tax appropriation and get on with the construction
- You should widen the freeway to accommodate larger populations of commuters.
- factor in local residents
- Current democratic leaders in Oregon can not properly use the funds they are given this will not help
- No more taxes
- Adding a third lane from Stafford Rd. to Rt. 213 is needed, as is the strengthening of bridges. What I disagree with is that these improvements must be paid for by a toll. This is not a new road, but an improvement on an existing road.

- Tolls dont reduce traffic congestion it is just a revenues source that people are forced to pay becuase they must travel for work. Look at seattle. Traffic is no better and the toll camera administrators are making money. This is just another way for state to make revenue without addressing the problem that more roads are needed and more lanes are needed.
- No tolls
- "drivers who have flexibility in their schedules are more likely to adjust their travel and free up highway space for those who need it most." This could be rephrased as poor people forced to travel outside of peak times to make room for wealthier people
- Strongly disagree
- The only problems I had noticed in this area are morning south bound, evening southbound not as bad. Northbound those times only over a short area, Perhaps because evening uses Willamette Falls Drive. Unfortunately trains will not be able to replace many of the trucks.
- The reasons full going forward are bullshit
- This area is not as congested as other areas
- One, yes I 205 needs to be six lanes and should have when built. The problem is the rock walls in the city of West Linn .This project will now cost billions instead of millions, project construction will take a few years to build.And more congestion even with a toll.
- Congestion is a problem that needs addressing, however, tolling the entire highway isn't the solution. Toll the expansion. Build one more lane and toll it as a free flow lane benefiting the entire arterial by lowering volume with an additional lane. The project can pay for itself and provides opportunity to lower volume by encouraging carpooling for free.
- Congestion is mostly concentrated near Sunnyside area, that leads to back up at bridge, also the HS is next to bridge exit- causing congestion, the two way lane from Lake O- because this bridge is the only crossing causes congestion, a lot of other areas could relieve traffic
- We don't want tolls
- Do not tax our Bay's that we have all already paid for
- My tax dollars already paid for non-tolled access. You must manage your buget better, and not keep using the taxpayers as an ATM to not deal with your budget problems. Furthermore, there is no guarantee that the funds collected will be used for the intended purpose because the Legislature can always (and usually do) re-assign the revenue to other expenditures.
- Sin dinero y todavía tenemos que pagar
- Traffic and Dumbness. We do not want this!
- Envés de más carreteras dejen un carril para solo uso de autobús y que sea gratis para personas de bajo ingreso o bajo costo y así mucha gente preferirá usar el autobús envés de estar en el trafico.
- Just NO to tolls in general. Our taxes are paying for it and it should stay that way.
- Because you are tolling existing lanes instead of building more and tolling those new lanes.
- Fuck you this is Oregon stay the fuck out of my pocket tax Interlopers
- Find another way. Spend our tax money correctly and we wouldn't have to toll any road in Oregon.
- I think adding tolls if BS and it's just a money grab by our out of control city government
- Because you already have the money you greedy bastards

- A toll will push more traffic onto 99 and I-5, also to surrounding surface streets.
- No need for tolls
- We have more cars on the road burning more gas with increasing gas tax. There is no need for a toll. There is a need for government to do its job if providing services to the majority users for which the tax was passed.
- I strongly disagree with the premise that funds don't exist for this work. State government needs to reprioritize and appropriate funds for this.
- I drive this everyday and lived here 20 years my family has lived here over 100 years it would severely impact the local community
- I don't believe that tolls will fix these issues.
- Gas taxes need to decrease if tolls are used
- Tolls are regressive, this city is very liberal and want to protest it. You'll wind up with shut down interstate and graffiti-ed or destroyed equipment, costing the taxpayer even more money! Stupid half baked idea, do not do it!
- If you were concerned about congestion you would have built new roads long ago. I have lived in this area for 40 years and a new freeway or major expansion has never been built. Shame on you!! This is nothing more than a money grab. Stay out of my wallet!!!!
- Lo que se necesita Es otro puente y otra linea dedicada al peaje. Esto demorara mas el trafico.la coneccion del I-84 crea mas trafico
- I can't reiterate strongly enough my opposition living in this corridor. It will not improve congestion on surface streets, only worsen an already terrible problem. It will impact businesses relying on traffic for their customers as drivers avoid this corridor. Other tolling projects in Oregon and other states have clearly shown that eventually there are excess funds that aren't put back into the community most impacted by the tolling yet the residents are left to contend with the cost just to travel a necessary section of highway.
- The idea that tolling will reduce congestion is ridiculous. The entire Portland area doesn't have enough infrastructure to support the vehicular traffic, all tolling will do is line the pockets of whoever collects the tolls. The only other way over the Willamette River is the Oregon City bridge, and it's already congested. There is nowhere else for the traffic to go. Stop trying to sell the tolling as a means of reducing congestion.
- This is an unnecessary and unacceptable tax. This holds those of us who live in the area hostage.
- I think tolling is not the correct answer to solving the issues. It will not limit people from driving. They still have to travel through that corridor and will pay for the toll, while complaining about it. I've lived in the Seattle area and tolling has done nothing to reduce congestion. In some way it increased it because on SR167 they took a lane for tolling and people traveling didn't want to pay the toll which forced everyone into less lanes that were not tolled. Tolling is a bad idea to solve a bigger more systemic traffic problem.
- Traffic is part of life...to tax people who live in this area locally is absurd. This is also going to jam up "back roads" which will be pedestrian rich with students before and after school. Terrible idea.
- it has nothing to do with congestion. It's a new tax with 20% being funneled to pers.

- This will negatively impact the local communities that the toll encompasses. The cost locally for overuse of the surface streets will outweigh the thought process of making extra money for the bridges.
- Raise the gas tax to cover road construction.
- The draft purpose and need is incomplete as it does not address the needs and the impact on West Linn residents. The plan needs to include provisions for West Linn residents continued free use of the road, and plans to alleviate negative impacts on traffic on local roads to avoid the toll.
- Traffic congestion is going to happen whether you have a toll or not. it's just moving it to another neighborhood.
- This seems like just another tax. I think that people who use this road during commute hours don't have a choice. No one likes to sit in traffic, so I think the toll will further encourage commuters to utilize city streets to the demise of our local neighborhoods or further burden commuters with higher expense.
- We pay for road improvements through taxes and vehicle registration. Tolling is not the solution. Widen the roads.
- Tolls do not alleviate traffic, it just redirects poorer people to alternative routes or makes them poorer.
- I don't believe this would help with traffic and charging the taxpayer money to use the road that we paid for is ridiculous
- It's going to cause travel problems for low income travelers.
- A toll is so greedy! You know damn well you don't need this and it won't help anything. You just want more money for yourselves. Traffic will be a nightmare forever.
- No tolls please!
- I don't believe that tolls are the right way to raise funds for this.
- I205 is used by many motorists trying to avoid I5 congestion. Why not fix the real problem which is I5
- As I explained above there are other ways to get the revenue needed for state wide projects.
- This Toll is simply an additional tax on those families living along 205. My family will have to pay a toll every time we use the freeway. For locals, this change will simply congest back roads. HWY 43 is already over crowded.
- No you don't want to invest in providing the roads we need so instead you are trying to push people off the roads...do your job better.
- This should be clear by my above-stated answers.
- Find solutions like the sunrise corridor.
- We pay enough money in gas taxes, income taxes and property taxes and now the government wants more. If you want to toll something put it on the or/wa border.
- I understand the tolls equals funds part. But tolls are not going to reduce congestion its just going to move that congestion to other places like I-5 which already has congestion issues. I thought 205 was built to reduce the number of vehicles on I-5 and this is just going to push people back onto it.

- Alternatives to congestion other than "toll", is NOT being addressed. Improved side streets, new bridges, alternative routes, etc. should be first, never tolling. Those who used the Abernathy bridge regularly to commute should have alternatives.
- I do not agree with a toll to solve this problem. I already pay taxes to cover road and bridge infrastructure, you need to manage the funds you already have to reduce the congestion in this section of road.
- This is simply a way to float the idea of a toll road and gather public opinion in favor of said toll road project. I'm sure the state rep that proposed this project doesn't have vested interest in a bidding construction company or toll processing company.
- As above. It's STEALING money from citizens because OR has lost billions like our 'Jail that was never a jail'
- Not only is tolling a bad solution in general, the Abernathy bridge is the worst spot on the highway to do it
- There is congestion on 205, but this area is not even close to the worst part. I'd rather have somewhat more congestion than reduce congestion and have tolls.
- Again - I do not believe in user fees to generate revenue or incentivize behavior that do not consider who can pay more. Tax wealth, not specific users
- You are simply moving traffic from the freeway into our communities. We already have a huge impact from highway 43 and Highway 205 going through our communities. We are relatively close to Portland, yet because of traffic it is almost impossible to commute to Portland without ridiculous traffic. This only penalized our community even more.
- Toll roads are east coast bullshit, we don't need that here
- I feel like tolls are only going to move traffic to I-5, Stafford road and Boreland road. Tolls will be an inconvenience and slow traffic down anyway. The reasons for tolling I-205 seem poor at best.
- I don't believe tolls are the solution
- your wording is bad on the above question. It is a double negative.
- Oregon collects plenty of taxes and fees. Why not try managing your state budget better instead.
- I don't think the goals will be achieved, and we will have an extra tax plus local congestion.
- Tolling will only increase congestion and move traffic to the city's side streets. I live in West Linn Willamette and Boreland Road is already the I-205 3rd. lane. It will just get more congested. With more cars in a slow progressing, it will increase vehicle emissions.
- Honestly congestion is everywhere. Tolling this bridge won't help. It will just push traffic elsewhere. Oregon City will be a parking lot.
- Climate action and climate justice should be centered as the primary goals. Reduced congestion is a function of those goals, not the end unto itself.
- poor money management by Oregon and ODOT should not be passed onto us. You will just make the side roads have really bad traffic
- NO tolls
- I strongly agree with the congestion problems identified, along with funding needed for construction.

- You are taxing Oregonians. Why not toll those that live in WA and work in OR. They don't pay OR property taxes but have the benefit of a job in OR.
- A toll will not solve the problem
- 205 is not the problem the road needs to be widened and a car pool type lane added. The problem becomes 84 not flowing into wash well new exit would elevate traffic congestion
- This bridge is used mostly by small business owners, carpenters, plumbers, journeymen, stay at home parents, working parents etc. I drive this bridge 10 times on an average day, when I pick up my daughter and her friends at class should I now charge the other parents for commuting in my car? An extra trip over the bridge that costs money will probably produce more traffic because I'll not want to pay the fees so each parent will now cross the bridge on their own. This concept makes me upset and will likely reduce property values in the area.
- I don't believe the toll funds would improve 205. The current track record of odot's management of funds is shameful at best.
- This feels like a money grab for a government that already doesn't spend money efficiently.
- Nova reducir el uso del tráfico la gente va a seguir manejando porque no hay vías de transporte público que te lleven un condado a otro rápidamente o sin complicaciones
- we dont need tolls
- no tolls! Stop mishandling tax payer money!
- Because tolls don't help, I come from the east coast where tolls have made areas worse and hurts small communities
- We pay a gas tax and so don't feel another fee should be imposed. Use the money more wisely that has already been allotted.
- We pay a gas tax and so don't feel another fee should be imposed. Use the money more wisely that has already been allotted.
- We already pay a tax at the pump. We expect you to manage that money wisely, you do not.
- Tolling is not the answer. Better management of available funds is the answer to fixing the funding problem. We do not need one more "tax".
- Does not address how toll on the proposed section of I205 will reduce congestion. Does not address non-tolled alternative routes, as none exist. The same amount of traffic should be expected, just angrier.
- Tôi ko đồng Ý thu phí cầu đường in tiểu bang Oregon
- Tolls are not the answer punishing people to go to work is not good a third bridge is needed.
- Si reflejan los problemas, no estoy de acuerdo en pagar, tenemos personas que no tendríamos el dinero para pagar cada que queramos usar el I-205
- charging eople to use a public road when they have no other choices does not mean there is a problem. It means tax dollars are not being used wisely.
- Estoy de acuerdo en las razones pero no en el cobro.
- No tolls is the best option
- Están gastando en cosas que ustedes no saben hacer bien y tenemos que pagar por sus errores con más impuestos

- Tolls are the wrong method of funding, population growth in the south increasing traffic should be paying for the increased need not just every person who happens along that section of road
- Tolls have never improved traffic congestion in any city or state. Just increases it and cost of living.
- Tolls are a stupid idea.
- paying more is not going to fix the problem
- Casi, no viajo mucho ente Salem y Portland
- Oregon gas tax/vehicle tax and fees already to high. And Gov. Brown already put increases into her transportation package that is way overboard.
- I travel this section frequently- at rush hour and it moves. No need for a toll. Freeway needs to be widened!
- We have to think about it people the work on the other side and they were sometimes even part time and they have families and pay rent and feed duchess sometimes twice did he live in Washington in working in oregon no they have to pay the road? Please
- Traffic is heavy when I go to work and come home Only working would pay.
- Totally wrong solution - see my answer above
- The road was already paid for. We pay fuel taxes already and Oregon road use taxes are among highest in nation. You already HAVE a source of funds. USE IT.
- Your logic is flawed. Stop trying to not get people to drive. There has been such a big influx of people, and the solution is not to try and limit driving. You need to expand and build more roads. The infrastructure in Portland cannot withstand the population expansion and forced population density increases made. The assumption that people will stop driving because of tolls is absurd. They will either pay it or use alternate routes. And your public transportation does not support or function well enough to support people and want to move them from cars to public transportation.
- Do not add a toll. It will increase congestion and negatively impact people that live in rural areas of Oregon.
- Explain where all the tax money you collect from Oregon citizens goes. The fact you continue drumming up ways of collecting more money from Oregon citizens is completely ridiculous. Traffic congestion can be solved with intelligent solutions. Placing a toll in attempts to drive out the low income commuters as a solution is completely ludicrous and shows serious lack of intelligence or effort being taken to find real solutions.
- No toll
- Tôi phải qua Oregon làm việc. Nếu phải trả tiền tôi phải nghỉ việc vì không đủ tiền trả mọi thứ. Tôi không đồng ý việc làm này.
- There is no need to toll motorists. None! This is nothing more than a money grab that will do absolutely nothing.
- Use existing tax money wisely.
- We don't need a regressive toll, or for that matter, any toll. Quit trying to steal money from the public.
- Tolls are unnecessary!

- One free bridge I-5 is enough. Vancouver residents take advantage on free sale tax on Oregon.
- Không đáng, tiền cầu đường là tiền thuế của người dân đóng. Mắc mớ gì phải thu?
- Because we just need an extra lane, not forcing drivers to crowd West Linn backroads that aren't suitable for increased traffic diverting from idiotic tolls.
- You're illegally taxing us.
- Porque suficientes impuestos nos cobran ya comonpara cobrarnos aun mas en peaje
- Không giúp đỡ gì cho tình trạng kẹt xe mà chỉ tăng thêm ghanh nặng chi phí cho người dân
- the above mentioned regarding people crowding the old oregon city Bridge and neighborhood traffic/speeds.
- We don't need a toll on the 205
- NO TOLLS!!!
- Your 5 reasons listed above apply to all of the Portland area so why penalize this small section of highway. Since you don't want to build infrastructure to handle the situation, use your tolls on all major roads to get your revenue fairly from everyone.
- The premise based on tolling is wrong.
- Seismic upgrades are not the same as congestion reduction
- We pay taxes too much already
- You are just moving people from one place to another. That is no solution
- Traffic isn't that congested on i205 if anything the speed limits need to be raised to proper speeds. The bridge on 205 should have a separate lane just for entering and exiting so that there isn't a need to merge and slow down traffic.
- I paid enough taxes and do not want to pay for roads.
- Tolling is not the answer for those living in the suburbs. People have to drive to get to work, they will not be taking public transportation just to avoid a toll. I don't see a toll for I-5 or I-84 which are more heavily traveled.
- Tolling is not the answer for those living in the suburbs. People have to drive to get to work, they will not be taking public transportation just to avoid a toll. I don't see a toll for I-5 or I-84 which are more heavily traveled.
- I pay taxes and do not want to pay for roads.
- I pay enough taxes and can not afford to pay anymore
- I somewhat agree because I know things rarely ever play out as they are on paper. I feel like this is a good idea, I also have a bad feeling about it because it's very likely to inadvertently cause other problems. Providing options, in my eyes, should minimize the risk of those problems
- Low income
- Low income
- Low income homes can't afford tolls
- Very limited income unable to pay for tolls
- To reduce congestion simply increase lanes. Your stated reason for charging money is a LIE and we are tired of BEING LIED TO by bureaucrats. You are using the money to fund infrastructure improvements because you already spent that money foolishly and now you

need to squeeze people who can't afford it to cover up your own financial malfeasance. Shame on you.

- Vay tiền đồng thuế đi đâu??? Bà con sẽ tránh trả tiền cầu phí mà tìm đường khác đi thì sẽ dẫn đến càng tắc nghẽn hơn
- At this time I really don't believe now is the time to start charging people to drive on Hwy 205.
- Long term planning could have addressed this issue 15-20 years ago. To imply that local government didn't see congestion as problem is not being truthful. Congestion actually makes people decide on livability. The costs of living in this city are already stretched. This is another pattern of nickle and diming the residents.
- No tolls!
- I believe pricing people out of using the public roadways is not reasonable. A bigger investment in alternative means of transportation is critical. It will be next to impossible to limit alternative route congestion when tolls are instituted with very negative impacts on local neighborhoods.
- Tolling is not a good option, especially when there aren't other reasonable ways to cross the river. Build roads the way we always have with bond measures that go away and taxes. Locals will suffer.
- Historically, state and local governments have initiated toll systems as a means to solve for new construction then never removed them because they act as a steady revenue source. There's always some excuse to implement a toll, but then we'll be stuck with it.
- Tolling creates another problem with no benefit
- We pay enough in taxes we don't need a toll
- Already pay taxes on both estates
- Congestion, freight movement, climate change all for sure. But tolls! How many times have you re-done 219 and they have no tolls. Clackamas has to pay tolls but Washington County doesn't.
- the tolling should begin or end on a stretch of freeway. this will reduce the amount of local traffic congestion.
- I pay taxes to cover road projects, expansions, and repairs. Why should I pay additional money to use a road that rightfully belongs and is funded by the currently tax paying citizens?
- Toll roads are intrinsically racist and subject lower income people to economic hardship.
- Porque es un abuso ya nosotros los taxpayers pagamos para que construya el puente o la carretera y después hay que pagar por usarlo además las carreteras Inter estatales tienen un budget del gobierno federal
- No tengo trabajo por el momento y no puedo pagar
- Tolling is a sham and doesn't solve any problems. It discriminates against citizens of West Linn and those in lower socio-economic status. I'm a senior citizen on a fixed income in West Linn/unincorporated Clackamas County and have NO public transit alternatives! Tolling will force traffic onto already congested side streets, ruin the quality of life. This proposal is a travesty! We already pay gas taxes - put off this project until post-pandemic

gas tax revenues are up - don't add another highly discriminatory tax. Pay attention to land use laws to reduce density, congestion.

- Tolls are a regressive tax that affect lower incomes people more. Find an alternative source of funding.
- Tolling itself is the congestion reduction project. Revenues should not be dedicated to other congestion relief projects. All profit from the system should be reinvested in low-carbon and equity / transportation justice investments.
- My answer is in #2.
- This proposal reflects the absolute failure to manage the 205 system correctly. This is just another gun to my head money grab by the same organization who got us here now. Good money after bad.
- Household unable to pay for tolls
- I disagree because not everyone can pay
- I disagree because not everyone can pay
- Tolls will only make congestion worse on streets near I205, and on I205 itself!
- It is already hard time for people and people will struggle to pay
- I205 is two lanes. If you make one lane a toll, it's going to block up traffic even more because not everyone wants to pay for a toll. Also this will then increase congestion on the back roads as more people will be getting off the I205 to avoid the toll. What needs to happen is have a toll on I205 where Washington meets Oregon. Toll the people who are working in our state but living in Washington and taking advantage. They should be tolled. Not people who live in and work in Oregon!
- Traffic isn't that bad. I'd rather sit in traffic than pay a toll.
- It will push traffic to local streets. These roads cannot support this level of traffic.
- Congestion is more predominant after the West Linn area towards Gresham. We should toll I5 before this stretch of road.
- We want tolls like we want a sales tax.....never!!?
- don't need to toll
- Oregon has some of the highest gas taxes in the country
- The goal should not be to implement tolls as a solution, but to look at alternatives to reduce congestion.
- Congestion is an issue but tolling creates a new set of issues -- in particular traffic diversion into West Linn surface streets and a major economic burden on West Linn residents from tolling
- Reducing congestion at the expense of the surrounding families is unacceptable. Currently there is congestion on I-205, not on the local roads except occasionally. Putting a toll road will push traffic off 205 and onto our local streets severely impacting the community on a daily basis where my children walk and play.
- I don't think tolling is necessary to control the traffic congestion. Especially because this would harm communities that use the road frequently and there is no other easily accessible and cheaper mode of transportation. I think before tolling is done there needs to be more accessible public transit available.

- Why does the funding for critical projects have to come from increased taxes and tolls on residents? We're already paying significant sums in income taxes, car registration fees, etc. Can't we find other sources, such as municipal bonds to fund the improvements? Where are our tax dollars going if they aren't being bucketed for road improvements?
- You already have funding for ODOT and transportation. We have pay higher income taxes every year to fund improvements. Take the money we pay and invest it in the most critical projects. If the project isn't critical, wait until it gets to be critical.
- Please see answer to #3 above.
- 低收入户
- Traffic on 205 going north to Washington don't pay a toll crossing the Columbia River. Why have a toll crossing the Willamette?
- Levy undue burden to West Linn residence
- What about other areas that have congestion. Tolls being considered for those areas?
- This is just another taxation placed upon my family! Anyone with half a brain who has ever driven on a tollway knows that it slows down traffic and adds to congestion!
- Tolling will create incredible neighborhood traffic on Stafford, Rosemont and Hwy 43.
- Solving one problem at the expense of local citizens is very bureaucratic.
- alt solutions would be to designate a carpool lane or designate ONE tolling lane.
- While I agree that there definitely are problems with I-205 corridor, I feel a toll is not the best "fix" and would like to hear of the other alternatives under review.
- Tooling should not be used to lessen congestion. Alternative roads/routes or widening should be used to lessen congestion
- Congestion is light and predictable, with no impact on freight
- This poll is a fraud, the question above only displays one option - "strongly agree"
- No hay razón para eso , es mejor buscar otras rutas alternativas de transporte. Estamos en tiempos difíciles y todavía hay que pagar más esp seria robo ...y queda al aire donde quedan los impuestos que pagamos? Porque nunca hay fondos para muchos proyectos en Oregon en comparación con Washington?
- Creo q ya pagamos suficiente con los stickers de placa , q porcirrto cada vez es mas caro , hace dos años pague \$107 y este año por el mismo carro pagué \$ 207, en plena pandemia.
- I don't think traffic is that bad post COVID and I think jobs in the future will be more remote in structure because of this. We probably only need one more lane for that small stretch. I'd rather pay more gas tax then a toll.
- Tolling is not the only solution to this problem.
- Tolling is not the only solution to this problem.
- Quit wasting money and you Cancun's the projects
- you have only confirmed the traffic problems, not given a solution
- It will only worsen traffic on smaller streets
- Toll revenue should only be used for new roads
- See my explanation above. You are nickel and diming citizens who are still trying to deal with Covid related financial issues. It's suspicious that you have zoned in on this section of 205, when there is worse traffic and congestion in the Portland Metro Area

- I don't believe tolls are a good way to reduce the congestion without causing major problems for other roadways.
- Not needed
- Sucking our wallets dry with taxes on top of taxes won't fix shit. Not like the highway will become lanes wider and if it does it'll take 10 years. Fuck off
- Sucking our wallets dry with taxes on top of taxes won't fix shit. Not like the highway will become lanes wider and if it does it'll take 10 years. Fuck off
- When this highway was built it was suggested to make it 6 lanes both ways, And you said you did not want LA type traffic. Well guess what now you have it and you want to penalize the residents who live in this area and drive this road. Find another way other than tolling, History has shown that ODOT wastes money, and nothing will ever fix the problem because you can't find the money.
- Por qué nuestra economía está por los suelos. Es una mentira que pagando peaje se soluciona el problema, para eso pagamos impuestos federales y estatales, incluyendo tarifas al dmv.
- traffic will be moved from I-205 to the surrounding side streets and those streets are not free flowing as they are now.
- As stated above, tolling will do nothing to address congestion and it cannot be made equitable. Someone will always end up paying more than others - that is not equitable
- It is not a very clear statement.
- No tolls
- This won't help the traffic problem.
- 205 is clogged with people who live in Washington for lower taxes and then commute into Oregon for work. Have them pay for the tolls!
- this isn't a necessary project.
- Tolls disproportionately affect the working class. They don't have a say in traveling during less busy hours.
- This is the worst idea I've ever heard.
- Pago impuestos y mi dinero es para esto ahora si quieren cobrar eliminen el impuesto a gasolina, art tax, transit tax y Oregon Tax no sean ladrones o ofrezcan transporte público gratis para todos
- We already pay taxes. Perhaps a local gas tax is in order
- See my points above
- not sure the point of this question. yes traffic is bad, however, tolls are not the answer.
- This is nothing but a cash grab.
- The bridge is the problem.
- ALL roads get congested at times. Do NOT toll just 205 that is ridiculous idea! What about people who live in Oregon City, Gladstone, Milwaukie, West Lynn etc. This toll will mostly affect people living in the areas not the ones that use it as alternate route for I-5 congestion. We already pay gas taxes for road projects.
- I don't care about freight movement, but that is likely who is behind this bill. Tolling is for the wealthy. It simply puts another barrier to just earning a living for most people.
- Improve the width...lanes needed to be added

- Governor Brown and some other politicians believe tolling will force people to use public transportation... That is a fantasy.
- What about low income people and visitors who are passing through.
- Toi di lam 5 gio sang. Khong thay ket xe hoac co van de gi het.
- Por qué hay un estudio donde indica que el cobro de peaje no disminuye el tráfico
- Carga económica para personas de ingresos mínimos
- Don't punish people who live in the outer areas. Many live in outer areas because they can't afford to live in transit rich Portland. Tolls would impact them severely. Tolls are not the answer.
- You are just taking more money when it is already being collected.
- The neighborhoods will be spoiled even more by people overusing and trying to save paying toll
- TOLLS have unintended consequences. They are regressive. I will pay a gas tax. Its fair for everyone
- How will a toll help with gridlock? Are you going to add 4 or more lanes to counteract the gridlock? And right at the most bottleneck spot on I-205?! This is completely insane. Very disappointed with ODOT and am seriously considering moving out the Portland area.
- We do t believe it will help our community at all it will congest other areas that are close to our homes for no reason.
- Roll will make problems worse
- Tolls won't necessarily resolve congestion. Look at the Bay Area; the cost of a bridge crossing is \$7 and yet it's still the eighth-most congested urban area in the U.S. It is not believable Oregon's plan to charge tolls is to reduce congestion; it is to increase revenue. There are many options to reduce congestion, but they also reduce revenue for roads. Please stop trying to "sell it" this way. Again, incentivize employers to have their employees work remotely.
- The toll will not provide traffic relief. Instead it will massively overload local streets along the toll route
- Tolling is in itself a problem much bigger than anything outlined otherwise. Why have a road if I can't use it?
- No trust whatsoever that the problem will be remedied-only increasing financial burden. The bottleneck seems to be at 10th St Exit-fix that section instead of tolling the whole stretch. By the way who is profiting from these tolls-again like the bridge to nowhere which Kitzhaber spent millions of tax dollars on. This seems as contrived as that was. Lower income will be taking the biggest monetary hit no matter what design is used. Shame on Oregon for even considering this.
- The congestion is caused because there are not enough lanes on I-205 and because ODOT does not require new roads to be built to accommodate new subdivisions. Consider the unresolved problems in the Portland vicinity--the failed Columbia crossing, the I-5 downtown congestion; congestion on Hwy 212 out to Damascus, infill building in Portland with no parking spaces built. Why don't you plan a route to Salem along the east side of the Willamette? People will continue moving to the NW for its beauty. Don't keep your heads

in the sand. If you want to toll to raise building funds, toll I-5 and I-205 at the Washington border.

- Porque nunca les parece suficiente lo que se nos quita en impuestos. Necesitan una mejor gestión, no encarecernos la vida. Quien hace esas propuestas seguro estoy que no les afecta. Cada día la calidad de vida en Portland empeora
- I agree that we have the problems now, but we are living through a time of great uncertainty and almost inevitable change. This project should be put on hold until we have a better idea of what that future looks like.
- use other ways to cut down on traffic jams. the bridge was built with taxpayer money ALREADY. TOLLS ARE UNACCEPTABLE
- Depending on the cost of this so called improvement. This will decrease my weekly pay by about \$50 on the low end and about \$70 on the higher end. That would be hard on my family and I. That is taking food out of my family's mouth. I feel that the taxes that are already taken should be used properly and we wouldn't have to take even more from struggling families.
- mistakes? I use 205 daily to go to work, making \$16.50 doesn't give me much extra money and now you want that to. Thanks
- I think another funding option should be considered. Not a toll.
- Unfairly impacts residents of Gladstone, Oregon City and West Linn.
- Traffic is ridiculous on 205 and slows down for no reason between Stafford Rd and Oregon City all the time. It needs another lane!
- This isn't about traffic congestion at all. This is about making money! People are going to continue to travel on 205 whether there is a toll or not, so stop making this seem like with tolls it is going to be an empty highway. Keep our roads free.
- Oregon has some of the highest state taxes in the country. Should be adequate to cover basic infrastructure needs. Where is the money going?
- No tolls! Poor people move to WA because they can't afford to live in Portland yet Portland is where all the jobs are
- Tolls don't seem to be the best too. Rather they seem to be a mean for the government to collect revenue to be used as they see fit.
- L
- Population growth also means the state is making more money in taxes. Why would tolls be necessary if the state is making more money? Why does freight move at congested times? Wouldn't congestion be decreased if freight were required to move at non-peak times?
- This isn't a solution it is a bandaid! With no other options for people that have to travel this I don't see how it will minimize traffic
- Tolls increase congestion in neighboring communities. Studies like the Barcelona study prove this. Do not toll Oregon roads.
- No tolls!!! All money will get sucked up by Portland!
- we are already taxed to death through gas taxes!
- As a long-time resident of West Linn, I experience the congestion along the Stafford Road exit through Hwy 213. Tolling exclusively between these exits creates unsustainable traffic diversion onto West Linn's streets, straining our already narrow highways and

neighborhood roads, increasing use and deterioration of our city streets. This creates compounding burdens upon the citizens and tax dollars exclusively in our city that would otherwise be avoided without these tolls. West Linn's only access to a major freeway is I-205 and these tolls create unfair access dilemmas for West Linn residents.

- Build another bridge and roll that one.
- Build another bridge and roll that one.
- Oregon is already the highest taxed state we need to manage spending more not to create more loopholes for taxation
- Just what I said in the previous comment
- Heavy Washington traffic. Why penalize Oregon drivers. How much does WA pay to support OR highways?
- 增加个人出行成本
- Projects have not been defined with Schedules and cost. What are we paying for? A new bridge, a transportation system, more lanes..... People would like to know what they are paying for and how shall they benefit.....
- better manage the money you have
- 每日上班, 巴纠纳了各项税项。
- Should collect i-5, not I-205.
- Eventually if 205 is widened and bridges rebuilt, traffic might improve-although by the time it happens the population will have increased along with number of cars. I find it hard to believe the tolling will have a noticeable effect on congestion. And watch out for Hugh increase in traffic on I-5 to avoid tolls.
- I don't want to shift 205 problems to I5
- 因为我们收入太低,
- **YOU SHOULD NOT IMPLEMENT A TOLL AT ANY TIME ON ANY ROADWAY IN OREGON**
- Take the taxes we pay for the roads through gas tax and expand the freeway don't charge people to drive on a road they already paid for
- Make new construction pay for the tax vs a use tax.
- Everyone who uses I-205 won't be paying the toll. The people who use 205 regularly will. They use it to get to work not for tourism or coming into Oregon to avoid the sales tax in their state. Put a toll on the Glen Jackson and Interstate bridges coming into Oregon. Put the toll on the 405 to make sure everyone coming into the area pays the toll. Putting it in that section of 205 will ensure that a very small percentage of drivers pay the toll. All the drivers that use it intermittently will find a different route.
- Build a bypass, which should have been done years ago, or add addition traffic lanes
- Doesnt address the underlying problem of traffic from the Sate of Washington that causes the congestion
- You are creating a traffic mess with no alternate route around.
- During the pandemic, traffic congestion in Portland is non-existent. And post-pandemic, many folks will continue to work from home because it saves businesses money and provides flexibility for workers. This project would solve a problem we no longer have, while creating NEW problems like re-routing thousands of cars through the middle of

downtown Gladstone, which has a lot of pedestrian, bike, and skateboard traffic. That will put a lot of children and seniors at risk.

- Because most the people travel for work everyday and most the job don't give flexibility to change their works day to many people don't have the option to work from home
- No tolls
- Because other than tolling the stretch of 205 there is no plan to use funds to make more lanes to help actually reduce or improve traffic flow.
- Ya pagamos suficientes impuestos
- totally stupid idea. just what we need: more money taken from taxpayers to push bicycles and other moronic ideas
- 方便市民自由出行
- POOR LEADERSHIP AT THE GOVERNOR LEVEL, ODOT AND NEVER EXECUTED THY PLANS MADE. OVER \$100 MILLION OVER THE LAST 30 YEARS HAD BEEN SURVEYED AND PLANNED. MIDDLE CLASS FOLKS \$70,000 AND LESS CANNOT IN THE FUTURE WITH THE CURRENT DISASTERS AND INCREASE BY INFLATION, RENT AND UTILITIES INCREASES, SHALL EVEN CAUSE MORE SOCIAL AND EMOTIONAL STRAINS.
- tolls are not needed in this state. There just isn't the population to justify tolls. Especially on 205. except for the bridges it would be relatively easy to add multiple lanes in each direction. It wont be cheap, but this is something that should have been started 30 years ago. Put this to a vote and see how it goes. It wont. And climate change? That has nothing to do wih traffic and traffic has nothinbg to do with climate change. You may as well tax us for breathing the air and seeing the sun rise and set every day. because that is the only thing that says what our climate will be like.
- This area is not the most affected by traffic. Why is this area getting a toll? The toll will only increase traffic in other areas. It will not solve any problems.
- see above no toll roads oregon
- I feel that the overall impact of tolling will show a moderate improvement in congestion short term but long term I don't think it will work unless you will adding more lanes every 4 years.
- Same as above
- WE DO NOT WANT OR NEED TOLLS! Stop putting taxes on hard-working citizens.
- Once you start, where will it end? Putting tool booths on a freeway will only back up traffic and cause people to go through neighborhoods to get around it. the whole thing seems rediculas.
- Freight can be moved to I-5 or other roads to bypass toll. Many cars are energy efficient now so pollution is significantly reduced. Population growth can increase traffic but many people work from home.
- Tolls are a bad idea
- I lived through implementation of tolling in Puget Sound area WA. Watching the Lexus, BMWs, Mercedes etc zoom along while the rest of us plebes were stuck in traffic is demoralizing. We all pay taxes for the highways! We should all get to use them equally. Tolling doesn't reduce congestion; what it does is throw a disproportionate burden for

congestion onto those of middle income or poorer. And if there is "low-income" relief, the many middle-income people who barely make ends meet end up with the burden UNFAIR!

- I5 is a bigger problem. Why don't you just fix I205 the same way and install carpool lanes. That seemed you work between pdx and Vancouver. Lmfao.
- Tolling the road will not resolve the congestion issue.
- Please stop this idea. I would rather pay more Reg Fees.
- The long overdue need for additional highway capacity has not been addressed!!!
- See comments above. Plus you're already taxing every WA resident with an income tax AND a transportation tax. Now you want to do tolling???
- Tolling isn't going to decrease trips, it's just going to push traffic into the city where we live and our children play.
- The project does nothing to improve overall traffic. It does not create additional lanes nor does it add any public transportation that would decrease traffic. It is also a regressive tax. It allows wealthier drivers who can afford to pay the toll to have less traffic in their lane but actually increases congestion in the lanes the less affluent are forced to use (or it will force them onto neighborhood streets which will simply divert the traffic problems to other streets which are not designed to handle it). We already pay gas tax for the streets. You are charging us twice.
- I do not trust the money will be used to actually take care of the congestion issues.
- The problem is commutes. People should live near their jobs.
- Keep the roads free
- Never experienced problems when traveling the I-205 corridor that wasn't related to an accident.
- Porque no hay necesidad de crear uno, puede haber otras opciones
- I see that tolling in Portland has already been dropped. This means that only the segment in West Linn will be tolled. It is also instructive to note that you have more representatives from Washington on your advisory panel than from West Linn, i.e. none. Very unfair process designed to impact our area for some reason. Leave us alone is my opinion.
- For the impact to the livability and safe travel and use of communities along the Toll route. Other options should be considered
- They need to widen the road but not toll it
- There are no I-205 problems only state funding problems. I think this approach is short sighted. The state needs to learn to live within a fixed budget like those of us on fixed income.
- it is going to negatively effect the local population, hitting the poorest oregonians the hardest. Tolls make everyone poorer
- See my comments in question 3. above.
- This is just another way for the state to richen the coffers...why should we be paying to use our own roads that we paid for.
- Xq pagamos taxes a LA ciudad
- COVID-19 has shown that these assumptions have changed quickly. Purpose and need appear designed to get to the pre-determined answer.
- Toll bridge is not a good solution

- tolls will not reduce traffic
- People will not be able to pay, Many of them do not work or have health issues.
- People pay taxes and fee for roads and car insurance
- People pay taxes and fee for roads and car insurance
- People pay taxes and fee for roads and car insurance
- Local residents are being charged to fix a regional problem. It will impact income and neighborhood livability.
- tolls will not reduce traffic. it's just another way to tax the public
- Because the traffic is caused by growth in Wilsonville and nothing in this plan addresses the real cause of the congestion. You can build it, but doing so won't stop more growth and more congestion in the future. Places to work and places to live need to match up. I lived here when we built this hwy. It was going to solve all our congestion problems. But all it did was permit a huge surge in growth in Wilsonville and Troutdale. The same is true of this plan
- Because the traffic is not bad in this area. It only has minor congestion during a small window of time in the day. True congestion happens consistently on I-5 in portland.
- Stafford 的路段堵塞, 应该由那部分的受益人多付钱
- 疫情加上低收入家庭, 每天都要收费, 負擔不了
- Tolling a two lane bridge makes no sense at all when there are no other alternative routes to take. Move the toll down to in between Powell and Glisan which is 4 lanes in each direction and give people a choice of having to pay the toll or not by using alternative routes already in place. Holding hostage the people of West Linn Oregon City Gladstone is just not right!!
- Siempre que imponen un pago lo primero que hacen es darse los trabajadores publicos un aumento salarial y bonificaciones como occurring con el impuesto hace tiempo en el condado de Multnomah del 1.5% de impuestos por la construction del puente. Por eso uno paga impuestos y cada 2 años se renuevan los stickers de los vehiculos.
- I already explained why in my previous responses.
- Porque yo uso mucho el I-205 y no gano suficiente como para estar pagando todos los dias
- This is not the best way to go about raising funds for this project. It unfairly targets the West Linn community and the surrounding areas.
- A substantial number of pre-COVID commuters will NOT be returning to their ordinary patterns of travel, and it is foolish to claim that congestion can be predicted absent additional data.
- It's obvious to disagree. Especially when an alarming number of people disagree. We get taxed so much for road work already. This project is unnecessary. There are other things to worry about before being worried about being in traffic. There are many potholes and damaged roads that can use the help. All roads matter.
- It's obvious to disagree. Especially when an alarming number of people disagree. We get taxed so much for road work already. This project is unnecessary. There are other things to worry about before being worried about being in traffic. There are many potholes and damaged roads that can use the help. All roads matter.
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worry about before being worried about being in traffic. There are many potholes and damaged roads that can use the help. All roads matter.

- This project is not designed for people with modest means and it will not fix the problem of traffic on 205
- I use this highway every day. How much will it cost me daily then? I can't imagine. THAT's why I don't agree with this idea.
- It will bring congestion to the side streets and the other West Linn/Oregon City bridge.
- See above.
- we do not experience congestion on I-205.
- I live in the area and do not see congestion as a problem.
- Disagree strongly. Tolls just add congestion as people have to stop and pay.
- A toll is going to set a precedent. So many can't afford a toll. It's getting harder just keep a roof and gas in the car. Too much is happening now to implement a toll. Loss of jobs, due to COVID-19, loss of work due to fires, smoke etc. the government needs to be helping not adding to the burden.
- Taxpayers already paid to build this road, now its being used as a cash cow for pedestrian, bicycle and transit projects.
- See above. I do
- Some revenue sh go to underserved populations in region. OR express bus lanes on I-205.
- Some revenue sh go to underserved populations in region and to express bus lanes on I-205.
- I do not disagree with the need for a better bridge. I disagree that it has to be a toll bridge.
- Because of covid there will be a new normal - more people working from home on a permanent basis so congestion will no longer be a problem.
- Just tolling will force people back to I5 or into the neighborhoods of West Linn and Oregon City. Just Toll the I-5 and I205 bridges instead.
- It's criminal that the government wants to steal more money from citizens.
- all of 205 should be tolled
- Tolls is not the answer.
- Tolls do nothing to lower traffic congestion. They just create new choke points. Spend a weekend in the Bay area of California or Rush Hour on the toll roads in Dallas Metroplex and you would understand.
- No, you make no mention of how tolls will decrease congestion. Only more lanes and more ways to get places will decrease congestion. It is the only way forward. More Lanes, More Briges, Stop the wasteful spending on bike lanes and Max Lines.
- No, you make no mention of how tolls will decrease congestion. Only more lanes and more ways to get places will decrease congestion. It is the only way forward. More Lanes, More Briges, Stop the wasteful spending on bike lanes and Max Lines.
- 不应收费!
- 不应收费!
- All you're doing is re-routing poor people! Pure BS!
- Tolls (tax) will not solve the issue - it never has
- I don't think it will solve the problem, but will only create more other problems when people redirect the traffic around into the neighboring streets

- Adding tolls to existing roads is punitive to the communities/citizens along this stretch of road. There are much more equitable ways to address the existing traffic congestion. Your current plan deteriorates the livelihoods and access of the communities and citizens who live along this stretch of I-205. Let the local citizens who live along this stretch of road vote about these tolling plans and uphold the democracy we want to live in.
- You are just moving the traffic to already crowded roads.
- Tolling isn't the answer. Try more freeways or highways or bypasses.
- Чтобы не повышать налоги
- "Congestion relief"... I would believe it more if our DMV system could relieve congestion in their offices. Over the years, the congestion there just keeps getting worse but prices are still going up. The wait to renew a license or register a car should not be 4+ hours long on any given day. I think we should focus on the smaller project of solving the traffic inside the individual offices before we start touching the roads. Please prove to the Oregonians that something can get fixed before starting to charge for something that most likely won't fix the problem but will take away from families
- Make a state budget that allocates money without tolling.
- Traffic won't slow due to the toll, it will greatly increase in neighborhoods and sidestreets causing a much larger problem
- I moved to Stafford Rd. in 1986...205 was a traffic jam then. Widen 205, the 2 lanes are a bottleneck. Tolls will not change a bottleneck. 2 lanes with trucks gearing down to climb the hill at 10th st. from either direction is the problem. Tolls are ignoring the real problem.
- TOLLS ARE A RIDICULOUS IDEA, THE ONLY THING TOLLS WILL DO IS SCREW OVER EVERY SINGLE COMMUTER. ALL PERSONS RESPONSIBLE FOR THE TOLL IDEA NEED TO BE FIRED!!!!
- I'd agree if there's alternative way for non-tolled driving routes.
- It's just another cash grab that will hurt people who have to go to work to pay existing taxes and fees. The term "equity" gets thrown around a lot, but nothing about this idea is equitable.
- With covid creating more jobs working from home the roads are not as congested. We do not need to toll federal highways.
- GET THE FUNDING FROM THE FEDERAL GOVERNMENT ! It is an interstate Highway !
- Elected officials are just looking for more money that they can waste without improving any road.
- Oregon has proven time and time again that they miss money funds in the ODOT department.
- It will only make things worse in that area and surrounding areas
- The purpose of the I-205 Toll Project is to manage congestion on I-205 between Stafford Road and OR 213 and raise revenue to fund congestion relief projects--- in the same area as tolled ---- through the application of variable-rate tolls
- Your statement is a compound statement likely to confuse folks. It really provides you with no data insight. Good job
- Your statement is a compound statement likely to confuse folks. It really provides you with no data insight. Good job

- This would send THOUSANDS of cars on side roads and streets in communities not meant to handle that traffic. Tolling is irresponsible, criminal, corrupt, and dangerous.
- We already paid for the roads! You get plenty of gasoline taxes to maintain them
- Rolling is the wrong solution.
- NO TOLLING NAZI'S
- tolls will only serve portland.
- Mismanagement, wasted funds, and poor leadership are responsible for traffic conditions in the Portland metro area.
- Tolling will not solve the problem.
- No
- It might address these issues but causes a bunch of new problems elsewhere
- This is a reflection of a need the city has. Expand our freeways and bridges. Do not add tolls.
- Traffic concerns for other towns/roads
- We could make other improvements to roads without tolls. Another cost not needed to families
- Their needs to be improvements made to the current i205
- Number of cars traveling won't decrease, they will only cause traffic problems in roads not made to handle such large amounts of traffic.
- TOLL TOLL TOLL, YOU'VE GOT YOUR MIND MADE UP
- NO. Just another tax. Cut some trees and let them pay for the roads like they used to.
- NO TOLLS
- Many problems can arise and I wouldn't feel safe.
- Mismanagement of existing revenue streams is not a reason to punish citizens who already pay fuel taxes and higher registration fees.
- tolling will force drivers to find alternate routes to avoid toll which'll clog up side roads through town. I agree the problems listed are problems but do not believe tolling is the solution.
- Again, tolling 205 to reduce traffic on 205 is insane. The traffic will just route to already congested alternative routes.
- Tolls are another way for governments to suck the tax payers wallets
- It'll only cause more congestion on I-205 and the roads people would use to bypass the tolls
- It'll only cause more congestion on I-205 and the roads people would use to bypass the tolls
- I don't use that much of I-205 maybe a mile at best, why toll this road when it will just add congestion to other roads in the area. If you're going to toll a road make it in Portland not the out lying communities
- It's ridiculous and Unnecessary.
- Your argument is tautological - we need the toll to manage the congestion that the toll will reduce depending on how much we collect. The cost/benefit ratio seems to be skewed. I believe the cost to implement and collect will exceed the benefit.
- Если увеличился рост населения то увеличились и таксовые ресурсы
- Because tolls are an unfair way to raise revenue in Oregon. Making Oregon City less livable. The whole of Oregon should pay a little so we who live in Oregon City

- The tolling of the freeway will harm my business. It will also reduce the likelihood that I or my employees will travel into Portland to work, shop or visit.
- No tolling!!!
- This is a ridiculous project. Why on 205 in this location? There are multiple places all over the state That are busier and we have never had tolls on it!! Disgusting to try to put this into effect while we are going through everything that we are in this country. Bad idea!!
- As listed above. The government does not need more tax payer money, they need better financial advisers that prevent the excessive spending on random bullshit projects and few government contracted agencies need to stop abusing the governments money.
- ODOT plans to raise revenue for capacity increase. Manage freight mobility with designated freight lanes and population growth with active transportation & transit-only facilities and inline bus boarding.
- I feel the money would not help and would be directed elsewhere.
- would favor a SW I-5 Corridor Tolling Project to exclusive fund a SW Corridor Light Rail Transit Project, where NO money comes from our State of Oregon Transportation Dollars and Federal All Purpose Transportation Funding from Washington DC. If that funding method was selected Metro - TriMet should return all of the Federal Highway Dollars that they have been taking which might represent close to one half Billion Dollars that they have already taken from Federal Transportation Allocations. The cost of Urban Construction Highway in developed area's is ten times (10x) more expensive
- Rolloffs will not help our area traffic! More freeway lanes will!
- I don't agree this will solve the congestion problem because it will just divert traffic to alternate routes (side streets) and this is not being addressed.
- 'Congestion relief projects' sounds like a euphemism for highway widening. We need to spend the money on infrastructure for other modes of travel, that needs to be explicit in the statement. Prioritizing other modes is the only way you can reduce congestion.
- no tolls in oregon
- This is a ridiculous project. Why on 205 in this location? There are multiple places all over the state That are busier and we have never had tolls on it!! Disgusting to try to put this into effect while we are going through everything that we are in this country. Bad idea!!
- Delay project until COVID threat is over, then regroup with new data. There might not be a need for tolls and you'll be wasting my tax dollars.
- This is not the right solution to the problem. Road expansion and seismic upgrades should not be tied to tolling. Rural communities within the affected area should not be expected to shoulder the majority of the financial burden and negative consequences.
- Expand roads.
- It will affect local businesses . I will quit going to the dr that I go to because he is on the other side of the bridge. We already pay enough taxes.
- Those of us on the unimproved section of i205 are being asked to sacrifice the livability of our city unfairly.
- Roadway capacity in the Portland area is 30 years behind what is needed to keep up with growth. Instead the political leadership has been siphoning off roadway funding for alternative transportation options for a very small percentage of the population. Per a study

by Seth Wynes-University of British Columbia in Vancouver and Kimberly Nicholas of Lund University in Sweden, it is population growth itself that is the dominate factor that contributes to climate change.

- I should not have to pay to visit my mother in happy valley
- I feel we as tax payers pay enough in taxes as it is. (Gas tax, income tax, property taxes) You say population has increased so in my mind so has your tax revenue.
- This will impact too short of an area and adversely impact Oregon City, West Linn, Milwaukie and Gladstone. The impact on these areas makes us pay in many ways for problems that occur on the entire freeway system.
- Congestion can cause delays why not increase the lanes to 3? Tolling will only push people to side streets. 99e will be packed!
- Tolling is not the solution and unfairly impacts those of lower income. Higher income workers have options to telework and adjust schedule that are not open to service employees and those in lower compensated positions. You are just making the working poor, poorer.
- How about we start with using taxes where they are supposed to be delegated and not divert elsewhere
- This is just another "tax". We already pay a large tax with every gallon of gas we purchase. Stop trying to squeeze more money out of Oregonians.
- Because the roads I live off of are going to be grossly backed up and impossible to leave where I live...
- Don't toll the bridges, Oregon takes enough money from SW Washington residents
- the cause of the issue is growth, what fees do cities and new business parks pay for their contribution to the congestion? and if there was a fee where did it go the general fund? If you are going to use or toll than toll, no changes no variation none of the two sided talks to make someone feel good,
- the cause of the issue is growth, what fees do cities and new business parks pay for their contribution to the congestion? and if there was a fee where did it go the general fund? If you are going to use or toll than toll, no changes no variation none of the two sided talks to make someone feel good, The problem is people live one place and work is someplace else allowed by cities and state. No central work area, where public transit goes at reasonable timeframe and routes.
- The proposal will essentially be a tax levied disproportionately on lower wage workers who do not have the option/ability to work from home to avoid traveling on the highway.
- you will increase traffic to 205 from people who don't want to pay for the short cut. you're not thinking of us, you're thinking of the money.
- I'm already paying taxes for roads. Either raise the tax, or better manage the funds period. It seems that no matter how much you pay, it's never enough.
- This is about Greed nothing more!
- I don't feel like we should have tolls why should I pay a toll fee daily to just drive to and from work. We already pay road taxes in our water bill. Stupid no tolls!!!!
- A toll is not the only - or best - way to address these concerns. Make trimet more accessible and appealing so people *want* to use it, instead of trying to force them into it by making

other options cost prohibitive. This will clog up OC streets, hurt home values, and damage access to downtown OC businesses.

- The greed around here is out of control! Tolling bridges that have been here for years is stupid and will further degrade our communities by preventing movement to and from shopping areas and small businesses. Get an EFFIN GRIP OREGON! The LOCALLY OWNED business I support for getting groceries is on the "other" side of the river. One of my tours (I own a local tour company) is on the "other" side of the river. Tolls will further erode the economy on both sides of the river and are unwarranted! Balance your budget and stop trying to destroy our small towns!
- Doesn't need to be tolled
- you just want more money
- No tolls in Oregon
- Because you leave a third lane of I-205 out of the options.
- No toll bridge!
- Many people won't avoid being able to use 205, even with the toll. OC residents often HAVE to use 205 to get to surrounding areas. You are placing the burden of resolving congestion on a non-wealthy community, and you will provide economic hardship because people will want to avoid coming to OC, despite the many revitalization efforts occurring. Perhaps consider a toll at the intersection of I5 North and 205 North, or one at I84 East and 205 South. These locations may more broadly distribute the financial burden over a wider population that can afford it.
- draft purpose and draft need reflect problems in the I-205 corridor, BUT i do not think that is reason enough for moving forward with this project.
- Keep I-205 like it currently is
- See above.
- It does not reflect traffic coming off the corridor to avoid tolls
- A toll is not going to address ANY of the needs/problems you identify. Congestion will not "disappear" because of a toll ... those traveling on I-5 between Stafford and 213 will still have to go that direction ... they'll just clog up other routes. Whatever money that is raised through a toll will not cover the cost of expanding existing alternatives or building new ones.
- We don't need a toll.
- There are much easier ways to solve problem. Enforce laws and curtail the trucking pattern
- My bank (a small local owned bank) is in West Linn, I shop at Market of Choice but I live in Milwaukie! Two LOCALLY OWNED businesses will lose a lot of business if this happens! Not to mention the wineries and small shops in Willamette and the fun events there at the park. The small restaurants and shops in DT OC will lose business too. This is a STUPID IDEA!
- it wont help traffic
- Please don't use climate change and freight movement as anchors for tolling the roads. What are these critical projects to manage congestion. Fuel taxes pay for roads and their construction. Population growth is caused by local governments increasing density housing. This is not Portland. This is Clackamas County. If you want to toll, do it at the

205 bridge to Washington and Oregon. No exemptions for government vehicles or elected officials.

- Adding a single toll point will not greatly effect freight movement. There are bigger congestion points along 205 and I5. I'm not sure of the logic here. Also, the pandemic has & will continue to change the nature of work. Many people will continue to WFH or work an alternative schedule. So do we still need a toll to manage congestion? The traffic studies should be redone now that there has been a monumental shift in how & where people work. I also don't see anything in this statement about managing the effects on small businesses & communities that will be most affect by these toll.
- The proposals will contribute more to traffic congestion in adjacent streets and highways making any benefits to proposed purposes negligible.
- Again, tolling will only increase congestion on side streets, defeating the purpose of having a highway. The state already has the revenue, and is not applying funds appropriately.
- tolls would drastically affect Oregon City in a negative way.
- tolls would drastically affect Oregon City in a negative way.
- Mismanagement of funds
- It will lead to even more congestion on the roads
- Will increase congestion
- Because people's salaries are small
- Congestion relief is indirect. I suggest real mobility and opportunity access. Don't show reduced congestion, especially not for people and firms who shouldn't driving so much anyway.
- This is the opposite of equitable. Why are you tolling southern 205 and i5? Those are the only freeways in the metro area that don't have light rail to divert to. 84 has light rail, 26 has light rail, northern 205 has light rail. It seems to me that you are putting the knife in and twisting it on those who have to drive this route and pay the tolls. Why not toll those freeways instead since they have options we do not have. I will divert to local streets instead and just cause more pollution.
- Tolls are not equitable. Other freeways 84, 26, northern 205 have light rail to divert to And won't get tolls but i5 and southern 205 don't have light rail and get tolls. How is that equitable and fair? I will just divert to surface streets and cause more pollution and eat more gas.
- A tolled road will not help with congestion.
- Data for this project is all pre-COVID. Commuting patterns have changed, at least long term if not permanently.
- Limitating freedom
- This does not address the greater traffic issues in the metro area.
- ODOT should have expanded 205 to 3 lanes both ways 10 years ago. Poor planning and poor administration is why you don't have the money to fix the traffic issue.
- There are other ways to decrease traffic in the region. Creating tolls is shortsighted and easy for ODOT, not for the community who will suffer its consequences.
- It's not going to be fair to West Linn Oregon city or Gladstone. It's not an appropriate place for a toll. Oregon city and Gladstone are going to be the ones that suffice.

- Tolling is the wrong approach
- I have lived here 30 years. i feel this will be detrimental to our way of life, cost and small town life style
- I205 has for years been the encouraged route to avoid downtown traffic issues. So now the people in the community are expected to pay for the needed use of the road that is their only alternative in the community.
- We've never had the need to toll before so why now? It's not going to change anything on I-205 but piss drivers off!
- Tolls will be terrible for residents
- This will create more traffic congestion on the local roads. It is just moving the problem elsewhere.
- The toll won't fix any of the issues stated for this project. Have freight trucks travel at off peak hours to avoid traffic, SF does this. Tolls freight trucks only, make the tolls so high during peak traffic times that they use off peak hours. How will a toll discourage population growth? You do realize people already live here and a toll won't keep babies from happening. Tolling at the bridges between OR/WA is a far more effective strategy for funding construction projects.
- The problem with the 205 is delayed expansion as population increases. Furthermore, the plan to toll a road with little to no alternative routes while making area changes that will force people to use it is unacceptable. The purpose of a toll is to pay for an ALTERNATIVE option from the main roadways. The purpose of our taxes and forward planning is to fund such projects. As a resident of West Linn I will hold the city leadership financially responsible for any tolls on their citizens. This is a hostage situation created by poor leadership, budgeting and planning.
- We need to find other ways to increase revenue to deal with traffic
- People will gladly wait in traffic to avoid tolls. Seattle is the prime example. Side streets will be even more impassible. Current transit wait times and prices make transit completely unusable for suburbanites. Tolls will not reduce driving.
- A tolling project does NOT solve the I-205 congestion issues and is NOT a reason to trick people into agreeing to tax people using the roads.
- We pay plenty of taxes to fund additional lanes on this route. Demanding we pay more is greed due to mismanagement
- tolling is unnecessary. Federal funds and gasoline tax receipts should pay for this project
- This will create more congestion. It will be expensive for families to travel between Oregon City and West Linn. It will impact businesses in both WL and OC as people
- It only gives me the choice of "strongly agree."
- The toll will not help reduce congestion. If people had alternate routes, they would already be using them to avoid the time and gas wasted in traffic. There is no clear use planned for the money collected. If there was information about what it would fund, a specific start and end of the tolls, and a measurable outcome, it would be different. As is, it is too vague and just feels like a punishment for needing to use a freeway.
- If you manage your agency's funds better this would not be needed.

- It impacts those who live there more than others. It will also divert traffic into neighborhoods.
- Tolling will not solve any congestion. Other states have proven this unless it is on a brand new freeway built with funds from those who wish to use it. We already paid for the existing freeways with bonds and fuel taxes. Spend more money in highways and less on light rail.
- We have already payed taxes on our roadways! This project is utter and complete nonsense fueled by greed and misspending on the part of ODOT! I will never pay a toll for a roadway I've already payed for as a taxpayer!
- Cost users too much, adversely effect nearby neighborhoods, and overall will not work!
- Cost traffic
- This is not the most congested freeway or even section of the 205. This would directly impact all West Linn residents on a daily basis.
- No Tolls Ever!
- Need wider freeways rather than tolls
- The draft doesn't take into consideration the affect on residential roads in the area. It also doesn't take into consideration people who live in the area who use that section of 205 on a daily (multiple trips) basis for work and school.
- The bigger problem is with how taxes are already being spent. I don't want to give one more dime to a government that is so inept in how it spends our tax dollars.
- While you may revenue, but seems to only make the congestion worse or unmanageable in the future.
- It is a problem in the section of 205, but tolling and causing traffic through neighborhoods is not the solution. Instead build a wider bridge and make 205 at least 3 lanes+ in each direction.
- I am against any tolling. If there is a toll it should be ended when the extra lane and earthquake work is done being paid for. All the taxes on the gas can take care of the congestion thou out Portland
- See above
- I live next to I 205 and rely on being able to travel without a toll.
- I live next to I 205 and rely on being able to travel without a toll.
- There should be No tolls on I 205.
- Tolling will not solve the problem.. If you do toll, the funds should be used exclusivly to solve the traffic problems, that include all groups.
- The draft purpose has no mention of implementation and ongoing management costs for residents. Therefore it misses the mark on a huge element of purpose.
- See above comments.
- It won't help the traffic
- Stealing more money from the public will not resolve any of the problems.
- Do NOT implement a tolling scheme! WE DON'T want it!
- Tolling will induce unacceptable levels of diversion traffic to local streets.
- Drivers will just use I5 more to avoid the toll. The issue of congestion is not fully Population. There is a significant Truck traffic that moves along the interstate in this area. If

freight wished to use this area conveniently then travel at night. This can be done with a high toll cost by day for freight traffic, and a low or no toll in the evening. There also should be a significant toll by day for users that are from out of state which use the roads to avoid Oregon Taxes by living in Washington, or low cost counties So start the Toll at the Washington Border..

- Tolls are just more taxes. The fact that there is no option in your proposals that does not have tolls indicates that you've decided stick it to the working people rather than working out how to use existing revenue responsibly.
- Toll I5 first
- I do not want to live in New York or Seattle. No tolling! It will be on ever major road once it is started.
- Tolls are not the answer, use the gas tax money for what it is intended for, roadways
- Tolling this section doesn't make sense to me
- NO TOLLS
- I believe the taxes we are already charged both at the gas pump and the extra fees and licensing our vehicles should be able to help with this problem
- Read previous comment.
- No
- No more taxes
- In a time when we are loosing money without any help from our government the last thing we need is an increase in spending and barriers to get to work. We are already taxed and pay and our money is not always divided well. To take more money out of the pockets of hard working people in the middle of a pandemic is problematic.
- The I-205 toll project is NOT going to solve the congestion problem on I-205 and it will create another problem for the neighborhoods where this is proposed. People will divert their route through my neighborhood via Roots Rd.
- Infrastructure budgets should be built into taxes and properly allocated. Tolls aren't necessary if taxes are allocated and used correctly.
- There is no reason why you need to toll the freeways. You need to just expand them, that will decrease congestion. If you toll the freeway, it will just move traffic onto the surface streets and cause places like Sellwood to become a permanent parking lot. I know that I would rather drive an hour out of my way, than pay tolls for roads my taxes have already paid to build. Double taxation (gas and tolls) is immoral, and it should be illegal. I am completely against this idiotic project. Expand the freeways like we've been asking you too for over a damn generation now!
- Our taxes should pay for road improvements-NOT tolls!
- See. Above statements. It is not just Clackamas problem. The entire metro area effects all issues stated above
- I don't think this justifies tolls.
- NO TOLLS
- Tolls affect low income people disproportionately
- I am fully opposed to the entire project.

- I disagree with the concept of tolling people for driving on roads where our taxes already support ODOT. Use our money efficiently and you won't have to keep asking for more of it.
- Public highways need public funding. Taxes are more fair than tolls for this project.
- Public highways need public funding. Taxes are more fair than tolls for this project.
- Tolling this section of I-205 will cause unnecessary hardship on those who must use it as there are currently no viable alternative routes. Because there are no other driving options for commuters or through travelers the toll will not result in decreased congestion. The toll will only further burden the good, hard-working daily commuters who use that roadway because they have to.
- #5 single toll: Don't need gantries at all on/off ramps – be strategic. Build across all lanes traffic (both directions); beginning, end, middle of Abernathy bridge & 1 spot anywhere between Willamette Dr & Salamo Rd. Then it's 4 (not 8) points to build. This toll stretch choice is awful for surrounding communities. Extend it from 5/205 split at Tualatin to 212 (keep 212 freely accessible). Traffic will exceed capacity in PDX metro for a long time, if not forever. Don't pussyfoot around it. If you truly can't fund it otherwise; extend the start/end points to not utterly destroy towns up/down 99
- We shouldn't need additional taxes to fund roads. The current money should be used more effectively.
- This is the worst idea ever, it will create more congestion on side roads and alternate routes
- If you put tolls, the drivers will exit 205 at stafford and wind around through old Willamette, continuing through to the 205 entrance at the next exit. Or take the Oregon City bridge and reconnect to the 205 at McLaughlin. This will dramatically impact Willamette. How could you even begin to limit traffic diversion to adjacent roads and neighborhoods?

Questions 6 & 7. Please indicate your level of agreement with this statement: “The project's draft goals are right for the I-205 Toll Project and they describe the desirable outcomes that the project should strive to achieve.” If you selected “disagree” or “strongly disagree,” please tell us why you feel this way.

- If you selected “disagree” or “strongly disagree,” please tell us why you feel this way.
- Goals are too generic to be achievable.
- Willamette Falls Drive and Hwy 43 are not equipped to handle all the increased traffic if 205 becomes a toll road.
- It will reduce economic growth and kill it in some situations a business cannot grow if no one wants to pay to go to it. Everyone needs to go to work in the morning charging people to do this will not reduce traffic at peak times it will just make those that travel for work suffer.
- Other transportation and routes are not a viable option. There are limited ways to traverse and bus and light rail service are not suitable alternatives.
- Again a money grab to gain more tools on all roads
- This is all set up as a pre-ordained outcome. If all the time and money that has been spent trying to come up with ways to further tax the people were spent on pavement and concrete there would be no reason for this conversation.
- The state already takes too much of our money and does not provide quality services to the TAX PAYERS!
- Tolls will push cars onto adjacent roads. Many people have no choice as to when they drive and mass transit does not provide efficient substitute for cars in many instances.
- Surface road congestion will increase
- Kg co đồng ý đóng lệ phí
- Ko tien tra
- Nên sử dụng ngân sách phá đường nội thị để tăng lane cho xe đạp làm vào việc này sẽ tốt hơn !
- Reducing congestion without offering usable alternatives does not reduce congestion, but just moves it to off of 205.
- Bỏ mẹ đi
- Tui không muốn trả thêm thuế.
- Rất vô lý. Chúng tôi đã trả thu phí cầu đường trên phương tiện đi lại cũng như thuế' đi công cộng.
- Why is the toll being proposed for West Linn? Why not where 205 starts in Wilsonville? If you're determined to have a toll - which seems to be a foregone conclusion - why not at the junction near 205 and 5? As for air quality - tolls screw it completely!! Don't even think that tolls will help it in any way. I lived in CT for 29 years - the areas around the tolls were horribly polluted and there were extensive accidents as well. Tolls are not sustainable - they are dangerous and unfair. And, they were finally removed in CT after many air quality report and horrific truck/car accidents.
- They are not right for the area. It has nothing to do with congestion and everything to do with making money. The road isn't going to improve. It's not going to get wider or have more lanes. People will start alternate routes like Ek road or hwy 43. But traffic isn't going to

get better- be honest and say that nothing really will change except now drivers have to pay a fee to use the same road they have been using for years with no upgrade.

- Given the societal shift to telework which will outlast the pandemic, it would be worthwhile to take a step and consider who will be traveling and why. Professionals and highly skilled will largely have the option to work from home all or part of the time, and when they do drive, their travel times may shift away from a traditional AM and PM peak scenario. Service, manual, and other lower paid positions will still be reporting for work and punching a clock. Are we still gaining improvements in congestion? Who is paying for it? Do those paying receive an equal share of the value?
- will cause more traffic on surface streets to avoid tolls.
- What about "reduce congestion"?
- I think tolls are themselves a bad thing, so preparing to add more tolls in the future is also something I think is bad and not helpful. You do not provide an alternative 'do nothing'
- Low income not enough for livings
- Keep your hands off of the interstate highway system.
- Same answer as #5
- No tolls should be considered
- No, your goals are wrong.
- Tolls are a very bad idea.
- Again, a cash grab to fix the problem is an unfair strategy.
- Read answer #3 above.
- These are not "Desirable" for any citizen I know of.
- Again, there should be a toll on the whole freeway not just West Linn Portion.
- There are no "equitable benefits for all users" This is a financial punishment for all users. It does not support multimodal transportation choices. It punishes the people who have already paid for the road. How does a financial punishment "support economic growth"? It is a financial punishment. That is the opposite of growth. We do not need "future toll systems" We need to end misappropriation of fuel tax revenue. Put it to a state-wide vote of the people
- because it will cause additional traffic diversion from I-205 to adjacent roads and neighborhoods
- The project is very good. Tolling is not the right approach.
- Implication of future toll systems assumes too much.
- Tolls are not an equitable solution.
- No tolls should take place. It will be a net negative for all facets of society.
- If you were concerned about air quality you would just build more lanes instead of putting more cars onto city streets. Our lack of action building a freeway system for easy travel has caused this mess. Toll roads are a bad idea.
- Your most favored plans (3 and 4) do not limit diversion onto Stafford, Skyline Drive or Arch Bridge. They also do not address the hill climb that slows traffic between 10th Street and Hwy 43.

- TOLLS ARE A RIDICULOUS IDEA, THE ONLY THING TOLLS WILL DO IS SCREW OVER EVERY SINGLE COMMUTER. ALL PERSONS RESPONSIBLE FOR THE TOLL IDEA NEED TO BE FIRED!!!!
- Oregon decided to use their tax money for other wasteful purposes instead of expanding the road network where it was needed. Two examples 1) the fact that Oregon paid someone to do a survey that tells them they have the best roads (bull. Same as others). 2) The Dundee-By-Pass that accomplishes very little, has very low use rate, and does not add to the road network positively.
- No to any tolls!
- There is no guarantee listing where the money will be spent, how long the money will be collected or how this will benefit the people paying the most fees. You will see a reduction in traffic because the work force will leave your State followed by business. Good luck supporting your giveaways to the un-motivated with the continued loss of business in the Portland Metro area. Creating fees on roads already paid for by those using the roads long ago, never improving those roads to allow for current traffic levels makes little sense. Represent the people, not the special interests!
- On the ballot!
- Oregon will misuse the funds collected on other things besides road improvement and alternative transportation. You can bet on that.
- Adjacent roads and neighborhoods will be adversely affected by either cut-through traffic or whatever roadblocks ODOT puts up to discourage cut-throughs. It is not fair to the homeowners and business owners in the Willamette and adjacent areas. It will adversely affect home prices too.
- limit traffic diversion...all that means is to take out exits and make it so that you have to back track on roads to get to your destination vs having an exit at the main roads
- Quit ramming your socialist plans down our throats. I won't ride a bus or bicycle. Time to push back hard on ODOT and Metro. Protest and shut the freeway down every day Push Back for equality in transportation!
- We don't want tolls now or those future ones you just spoke of in that statement!!
- Tolls aren't the answer
- Didn't get to vote!
- Again, trying to use a hammer when the problem is not a nail
- FUTURE TOLL SYSTEMS??? Not an option!!! Diversion to other roads needs to be maintained at all costs. It will not be acceptable for you to FORCE drivers to go only where the tolls are.
- People will always figure out a way around having to pay a toll and just find back roads and neighborhoods to cut through and reduce the amount of time in the freeway causing city maintained roadways to deteriorate and become congested. All that has been happening already. Adding a few miles of a couple of lanes won't do anything and should have been done when making the exit only lane for Stafford Road. Does anyone ever sit there and watch the traffic during peak times?

- People will not use public transportation or carpool because of the tolls being put in place. It will put more of a burden on people who have to travel to work and truckers providing goods and services who in turn will pass the price increases on to the consumer.
- I disagree that tolls are the way forward.
- Cut ODOT employment by half! Use the money saved to repair and improve the freeway system. Don't waste these savings on bike lanes, light rail, etc. which only a very small percentage of the public use on a regular basis.
- The goals are missing anything about reaching a seismically resilient bridge. The project information page discusses seismic resiliency but the goals are missing it.
- NO TO TOLLS!!!
- As stated above, disproportionate burden to local residents of Oregon City and West Linn
- I don't want equitable benefits and I do not care about climate change.
- See above comment.
- If you want to do a fast lane toll people might support it, but there is no way you can achieve the above by tolling all lanes. I know from experience with tolling in Seattle,
- The draft goals presume a toll-based solution as an outcome, rather than non-tolling alternatives to mobility.
- Transit is a failure. The trip times are so long it is unreasonable
- It is not equitable to toll travelers from Oregon City who do business in West Linn. Please establish a viable alternative prior to redlining the surrounding neighborhoods, as the Abernathy Bridge is the gateway to South East Portland
- "Maximize integration with future toll systems." This proves you just want more money when people can't afford to pay your high taxes already. You are going to keep adding fees and tolls until you get what YOU want!!
- The Metro area multimodal transportation has thus far been insolvent. Don't add more light rail to suburbs until light rail can pay for itself.
- These are sales pitches, not goals and certainly not plans. How does us paying more improve air quality?
- This doesn't address local resident's use
- Widen the road
- same answer as above
- You can't provide equitable benefits as you will always charge someone, you can't limit diversion we will do it anyway. you reduce safety by causing people to divert to other roadways, you won't improve air quality as people will travel further and longer to avoid the tolls. During covid we are not supposed to ride the bus so what are you trying to do get us all sick?, In essence you want to know how to plug this in to other charges so you can have more tolling toys, in essence this is a very bad idea.
- Tolls aren't needed never will just a tax
- So many untruths -the people are not stupid
- lack of alternative route
- NO TOLLS
- Just build more lanes. and stop punishing people for driving cars when the regional transportation system (Tri-Met) is so inadequate and never will be adequate.

- I feel it's discriminating those that use it for work daily !!!
- Find another option
- This will not reduce congestion. People have no choice to get around then 205. It will just be as busy and now expensive.
- I am against implementing tolls
- This is being pushed on us against the will of the voters. This will come back to haunt you come election.
- Better to float a bond and build more roads.
- No toll
- Bicyclists, and non car drivers benefit from this work how? Serving people in the community with mass transit would help more.
- You are not building the road any bigger. So you will have the same traffic and traffic jam. You will still only have a two to three lane federal highway just now charging people to sit in the traffic jam. More people will just use the residential two lane roads around 205.
- Look above
- "Equity" means punishing success and hard work and rewarding failure. Government is not qualified to create equity and it goes against everything this country stands for. We deserve a level playing field and a chance to chase the american dream. Transportation is a responsibility of government and you have failed and it's not due to a lack of money. Please don't do this! Everyone benefits from roads, but only a small number of people benefit from the projects you have wasted our money on over the last 30 years.
- Except for the last two goals about integration with future toll systems, these goals are just generic goals for any roadway and infrastructure project. We want all roads, highways, bike lanes, etc. to have these characteristics (safe, open, well-maintained, etc.). There is nothing unique about these goals compared to any other roadway system in the state. Why wouldn't we want every road to support transportation choices and economic growth?
- No tolls.
- The outcomes are essentially taxing people who cannot afford to live in portland and/ or don't have any alternatives to get around. You are terrible. Especially Don Hamilton dry self.
- No tolls
- DO NOT CHARGE A TOLL< WE WILL NOT PAY!!!!!!
- No tolls period. It just a funding bucket to slide in to Tri-Met which is a bottomless pit.
- NO TOLLS IN OREGON
- 1 - THis would not provide equitable benefits. 2 - It would not limit people from using other routes. 3 - How does this support safe travel: That is not the purpose. 4 - Air quality in OR is not an issue. 5 - Other modes of transportstion are currently unavaialble in that section of 205
- NO TOLLS ON OREGON ROADS
- I already pay for these roads in total. Go back to your budget and stop stealing from oregonians.
- Bad idea
- I think transit is a better option than tolls.

- We do not want tolls because they would unevenly impact Washington drivers who work in Oregon
- No tolls
- Reconfigure the budget and find a way to move forward with no road toll.
- I oppose all tolling
- Half of the traffic is from the westside trying to get into Vancouver. Build the 3rd hwy, westside bypass I-605
- We do not need a toll
- There should not be tolls on these roads.
- It's like Trump governing from the golf course. Words. Just words. To be forgotten and filed away.
- This state has mismanaged fuel tax funds and we will not pay tolls to make up for that
- The goal is to make money. Bullet points and fluffy words. That's all this is.
- Not spending wisely
- Same as above. Huge negative impacts on local communities. A small number of citizens in the local area will be paying for most of the improvements of 205 where they don't live or travel.
- Nothing good but another additional expense will come of this for those who have to use this interstate for work
- See above -- variable rates are regressive and do not equitably serve the community
- This is an evil, corrupt, tyrannical, greedy and Marxist way to try and 'solve' this issue.
- It won't serve the community of West Linn. It will increase off road traffic, isolate the community, and drain the city of valuable personnel leaving to work in Portland or elsewhere.
- You need more lanes. Add another lane.
- Taxpayer money isn't properly used for maintaining roads.
- I do not see where tolls will accomplish any of this. It all sounds nice, but taking people's money will not achieve any of the goals.
- Bike transportation and walking are not appropriate for 205. Trucks may leave I5 at Aurora and use 99E or Molalla Avenue to avoid rolling. Too many trucks on Molalla Rd. already.
- The diversion effects would be more than "average" for the West Linn community. West Linn already sees congestion around rush hour around other backgrounds (for instance, Willamette Falls Drive.) This will not help.
- Our state generates millions of dollars in revenue and has yet to operate inside a budget. Taxing Oregonians more isn't the answer.
- I fail to see how you will be able to divert people off the highway.
- I pay taxes for road ways, I would like to see my tax dollars better managed before you take more of my already taxed paycheck so I can drive on a road I already pay for. It will not reduce usage, and the side streets around this area are too small to tolerate a mass increase of traffic using them to get around the tolls. Again, our tax dollars are poorly managed, so reform should be done before you charge us more. This should be brought for a vote, this is a form of taxation without representation. Shame on all our elected officials for allowing this to move forward without a vote.

- No options for low income commuters serving people along 205
- again you will be punishing the citizens or O.C. and Westlinn. Are you even from our community or is this a metro idea
- This project should be funded by taxes put upon items like liquor, cigarettes, luxury cars, boats etc....
- This is ridiculous idea. Oregon is one of states that has high tax rate including property tax. Living expensive is way higher than other states that marks Oregon to the least state to retire because state keeps find the way to rip people off everyday.
- Don't toll our freeways or bridges
- There is nothing equitable about these plans. You are targeting certain areas because you believe that is where the money is at.
- I do not want a toll road. This is my daily commute and it would seriously impact me financially.
- Agree but see no plan for achieving these goals in this proposal
- NO MORE TAXES AND FEES ON US
- Again, it doesn't solve the traffic even if you are adding more lanes to the current freeway. The only way to solve the traffic is to build a different freeway system and apply the toll fee there.
- if you manage your funds you will be able to expand capacity without tolling
- I do not support tolling I-205.
- See above
- I don't see how imposing a toll road will actually address any of these. The metro area thinks they can change commuters' behaviors. You can't. You need to adapt the infrastructure to how people use it.
- Raising taxes (tolls) won't fix anything. Just hurt commerce and make surface street traffic worse
- My community will experience gridlock when you toll the only access across the Willamette. My property value will decrease due to this shortsighted plan. This burden must be shared over the entire Portland freeway system. Not just in West Linn!!!
- A toll is not going to stop people from driving on 205
- No toll roads
- Tolling is going to be detrimental to our household.
- We have other options you just want to take the easy way out.
- You did not lay out clearly why it is necessary.
- Again nobody wants tolls!!
- I fail to see the adverse economic and financial hardships tolls will pose in several communities listed anywhere. Instead, it reads like, "We're going to do this, regardless of whether it hurts you or not, and you just have to deal with it." Shouldn't there be a priority to ensure low income communities in this region that is already buckling under its high cost of living, housing crises, food insecure populations, and more be considering those populations a whole lot more when deciding on these goals?
- People don't want this toll on their freeways..period.

- Money Grab!!!! There should be no tolls on I-205 at all. And we just passed a huge carbon tax!!! Isn't that supposed to quote on quote help with air quality?!?!?!?. How are the tolls going to help with economic growth? If anything it's going to help with economic problems. We don't need future toll development plans keep them to yourself thanks but no thanks.
- I see the tolls going up, wanting our opinion is mute
- Toll Washington!
- Because what you list is impossible and the money will go to the general fund or pet projects because the government could care less about traffic, or damage to surrounding neighborhoods, no matter how "nicely" you phrase your objectives!
- Bỏ ngay những ý tào lao bắt chúng tôi bỏ tiền ra đi.
- No new taxes or tolls needed.
- Tolls should be used for more lanes on new roads. Not to punish people that have to drive
- See explanation for question 5
- You guys think if throw a bunch of positive sounding bullets in your draft, that you'll get people to think the toll will help All of these false narratives. Bullet # 2 for example, told will not limit additional traffic from spilling over into adjacent roads and neighborhoods. It will do the exact opposite. People will avoid the toll and take route through side roads to avoid the cost. Tolls will not push people into alternative transportation. We don't live in NY or LA where subways are a necessity. We're to spread out
- Get a bond, build a new road, then change a toll on the new road until it is paid off. That is how a toll is supposed to work. Not to raise money for "alternative" transportation on a road already paid for by tax payers.
- Moving forward to socialism america is not socialist yet
- See above
- Vấn đề ra đường nhiều hay chọn tuyến đường để đi ở giờ cao điểm gây tắc nghẽn một phần là do dân số ngày càng đông nhưng đường phố thì nhỏ và do ý thức của người dân khi tham gia giao thông, nên việc thu phí sẽ không thể thay đổi được gì. Các loại thuế và chi phí sống ở Portland hoặc tiểu bang Or đã quá cao, thu thêm chi phí đi lại như vậy sẽ ép người dân phải rời khỏi thành phố hoặc tiểu bang vì không đủ chi phí sinh sống.
- Again, I have no problem paying more taxes for things like healthcare, education, and roads. Now, we just need the wealthy to pay their fare share.
- This only hurts a select few, it will make other roads overpopulated/used then we'll need to repair those roads. You're already talking about future tolls before this one is even going. Use our tax money more wisely
- put the toll north of Oregon City
- No tolls.
- N/A
- Same as above
- Same as above, Oregon does not need tolls
- Just another way to tax an over-taxed population
- By using time dependent tolling you are ceding the point that some people must drive at certain times of day. Thus this is a punitive tax. Traffic will divert to alternate routes including I-5 which will increase congestion there as well as smog along that corridor. Gas

taxes are perfect solutions to reduce emissions as they encourage purchase and use of more fuel efficient vehicles that emit less pollution. You don't need a toll to reap this effect.

- If I lived in the neighborhoods I wouldn't want more traffic going past my house because people should have to pay to drive to work
- See comments above
- I do not agree with tolling public roads. They are already paid for with tax money.
- Same as answer above
- Oregon has a proven track record of raising money for one stated purpose, but spent on altogether different things.
- see above
- Toll roads are double taxed roads, NO NEW TAXES
- people drive ridiculously! And now you want to take them just on the roads so when they don't leave earlier like they should and are stopped by numerous lights they driving even more aggressively
- This is all talk, once the state is collecting their money they won't care about the neighborhood streets
- It is absolutely ridiculous to introduce tolls here. Oregonians already pay much more in state taxes than the inhabitants of almost every other state. Most people are already struggling with finances as is, so introducing tolls would be an unnecessary burden on many Oregonian families! If you are going to introduce tolls, then it's only fair to lower taxes as we already pay an exorbitant amount.
- We don't need this
- Nothing equitable can be found if you plan to toll elderly and poor people.
- Taxing small pieces of a public system is prejudicial against locals.
- NOT NECESSARY. PENALIZES WORKERS IN THE METRO AREA. TOLLING WHITES AND ASIANS AND NOT TOLLING BLACKS, HISPANIC, NATIVE AMERICAN IS DISCRIMINATION. TOLLS WILL FORCE DRIVERS ONTO ADJACENT ROADS AND INTO NEIGHBORHOODS. TOLLS WILL NOT IMPROVE GROWTH OR SAFE TRAVEL.
- Adding the 3rd lane will not have a strong impact on traffic
- Figure it out
- Again you have enough money to fix and make new roads. Use money wisely. Your department gets enough money through DEQ.
- Same as above. Don't agree with a toll in anyway, shape or form. And I would guess that most hardworking people don't either.
- No tolls are needed and place too much burden on an already overtaxed population. More lanes are needed instead
- if you want to reduce emissions then extend the max all the way to tualatin and up in to CCC in oregon city!!!
- Tolls are a scam on the public. It tells us ODOT doesn't know how to use tax payer funds well. Learn to manage the money you get from taxpayers first. I lived in a state with toll roads and they do NOT become less congested. They just steal more money from hard working Americans. Keep the roads "free" and open. People can figure their own

alternatives home. Stop the abuse and misuse of taxpayer funds. Climate change isn't real science.

- Tolling will not fix congestion.
- Your goals do not achieve your outcomes. This is not equitable for all users. If you give a discount to any group of people it is not equitable to all people. This definitely will increase traffic diversion, not limit it. This will take poor air quality and shove it in these communities instead of on the interstate. This does not support regional growth. This would actually be a hindrance to someone choosing to live in the effected communities. This is your way of screwing people out of their money in the name of climate change and less traffic, but people will still drive, they'll just divert
- Again, you lost me at climate change. But also, right out of the gate at "equitable benefits for ALL users" - more cost for residents is not a benefit! Nor are limited traffic diversions to adjacent roads. Also, agree that no one wants to ride public transit. It's often filthy, dangerous (the people who do ride it) and takes FOREVER to get somewhere with all the stops. Also no more "future toll systems" either. None of this works at a normal person's level.
- Tolls are charging the tax payer twice because government officials couldn't be bothered to get the budget right! If anything toll one new lane. Over time it will pay for itself and new projects. Don't toll all lanes! You're needing with something you don't understand, you greedy crooks!
- Regional economic growth will be road blocked by new tax on freight deliveries.
- See above, it's nothing more than a cash grab.
- No Tolls!!! Taxpayers pay you guys to spend our money wisely! Do it and quit asking for more!!
- No more me asked , it is a nightmare to cross a lane . Fel like I'm being forced into a toll freeway.
- The taxes I pay give me the right to use this road without extra charge, at any time.
- 2. I-205 is way less congested than I-5 2. By placing tolls you slow traffic even more, this is a dumb idea
- Stated above
- As a hospice nurse that is required to drive, I shouldn't be penalized (in addition to already paying taxes on that freeway already). This simply opens the door to other toll roads and more fiscal irresponsibility on your part. This should be illegal.
- It is impossible to support all of those goals in one project.
- Not sure how many more times I can say that the toll is a bad idea, and simply another way for government to take money for pet products that don't help the people.
- Complex issues don't get solved by simply charging money for it. Reduced traffic on 205 will be less fuel efficient on an alternate route.
- Tolls are never the answer
- It's "blowing smoke".
- Need to define what LIMIT means when addressing the use of alternate routes.
- Toll is a nondesirable outcome. We already pay road taxes and our licensing fees just got jacked through the roof. Figure out how to widen the road.

- I agree that you put some good goals there, but is a toll bridge the way to achieve that? Why don't you make public transportation from OC to Wilsonville more attainable? Or add more bus lines so we can actually take the bus there? That would achieve most of the goals.
- We pay for our roads via taxes. I am opposed to tolls, especially for roads we already paid to build. Management companies take a lot of the money, so it doesn't even all make it to maintenance. This will divert drivers to local streets which creates a myriad of issues (increased hazards for pedestrians and bikers, wear and tear on local roads burdening local governments)
- We've already paid taxes on these roads, we continue to pay gas tax which is supposed to be used for the roads. Now you want us to pay to use the road? ENOUGH!! We don't need tolls!!
- Maximize future integration with other toll systems? You're joking, right?
- No more wasting our money
- More taxing of those people who have to use the road.
- Don't want a toll on 205.
- Strongly disagree
- Your "draft goals" needs to be re-written in MORE understandable English - it reads like double talk! Toll roads ALWAYS cause drivers to find other roads/streets to their destinations! Toll roads in this area will make now less traveled roads/streets in this area have MUCH more traffic by commuters. Toll roads ALWAYS cause new "short cuts" around toll roads making neighborhood roads/street busier with at least double the previous traffic.
- multi modal transportation isn't a viable option for families living in the areas being tolled and commuting into the city
- Same reason as above. If you have toll I-205, you should toll the whole extent of I-205 and I-5 from Wilsonville to Columbia River crossing.
- Because fish gotta swim, and a birds gotta eat. It's not going to reduce traffic. You're just taking money out of my pocket.
- It's all bullshit
- It will financially harm many families. Why have to pay to drive to work.
- See my previous statement
- Build more roads this isn't going to help traffic and you know it
- People already pay taxes on roads what the hell have you been doing with it.
- You keep looking for ways to say, our our plan to cut off blood to your brain will promote increased health and brain activity. Do you believe the blood cutting to brain health = good is a good description for this project? None of your goals are being helped by cutting off blood to the brain. None of your stated goals are accomplished by adding a toll. These problems are the designed effect of the toll.
- Your goals are contrived to justify raising money and restrict traffic. Your goals will not be met by imposing tolls.
- Theft from people of this state!
- I don't trust that the use of toll money will address these concerns. We'll just end up paying money for the current system.

- You've proven, repeatedly, you are incapable of managing money and projects. Resign.
- The best way to mitigate air pollution and climate change is to have less congestion. Vehicles sitting in traffic put out more emissions than cars traveling at speed.
- People will avoid the tolls and use other ways no matter
- "Limit additional traffic diversion from I-205 to adjacent roads and neighborhoods" is the opposite of what will happen if there is a toll on the main way across the river!
- The toll project should be sent to the voters. Toll roads are being proposed without voter approval. This study is WRONG and should be stopped before it wastes any more money. Tolls roads are inequitable, will increase traffic diversion, will decrease safety by moving traffic to less traveled roads, will hurt air quality due to more congested side roads, will block multi-modal transport by clogging side roads and taking funding from expanded rail, boat and bike projects, hurt regional economic growth by increasing the cost to do business through tolls, and encourages future tolls.
- No tolls on I205
- Tolls and taxation are theft
- Money grab
- The state should provide roads for everyone from current taxes and eliminate special interest programs and spending.
- You need to focus on vehicle traffic. This will cost more to administer than to put into use. But as usual, you will not listen to people that actually live here. It is far more important for people from other states to come here and try to make Portland another San Francisco.
- You can't stop people from having to drive by making it expensive to drive, it only means that workers will live paycheck to paycheck even more than they do now. You can't ride a bike from Canby to Portland, you can't WALK from Oregon City to Wilsonville. I take the Max for some of my commute but the line doesn't run anywhere near where I live, so I have to drive to it. I have to drive. All of the people around me have to drive, it's that or starve, and this only makes it harder for me to eat.
- Nobody wants your fucking revenue pirating scheme defrauding Oregonians out of thousands of millions of tax dollars you already get from fuel taxes. You want to roll us? Drop ALL our state fuel taxes.
- Previously stated
- The traffic isn't going to improve or go away. Your job is to expand to accommodate higher levels of traffic. Not grab cash.
- Your making people pay for roads we already paid for. People should have a right to travel in cars with out being penalized
- stupid idea
- dont like pushing more money grabbing ideas onto oregonians
- Your philosophy doesn't help people that need cars back and forth to work. Focus on cars, not empty buses and more bike lanes.
- Oregon elected officials cannot be trusted, Any proposal shall go for VOTERS APPROVAL, Your goal is to harm and destroy citizens of Oregon to make the original pioneer familys leave why ask anything your wifi project is almost complete elected officials got what they wanted AGAIN !!!

- We are adamantly opposed to this toll business. On top of it not being citizens fault that traffic is an issue, now you want to double down charge us for YOUR negligence? Population growth is NOT the problem, over development is! On top of it, as born and raised Oregonians, we can't remember when money meant for something was ever used the way it was meant. This toll business is asinine and a money grab pure and simple.
- The goals are ignoring the needs of the local communities.
- Well that should be obvious , the counties made the problem by poor planning in the first place and air quality a toll booth will not fix that with all of the businesses that have never been made to change the way they do business for better air geez , noise pollution in the actual city of Portland has never been a good place to try and go down there never can find a spot to park and when you do it is so expensive to park there , a toll road isn't going to help anymore than the overcrowded transit system did when they put that in. They thought that would fix a lot of problems well that didn't
- I'm sorry, you didn't understand. NO TOLLS!! This has been attempted before. The ONLY gain here is revenue. Oh and control implemented upon the people because that seems to be a goal here too.
- You are crooks and have stolen enough of our money from us period.
- Cause your trying to profit off all the traffic by ripping them off.
- This is another funnel for getting the rest of us still working. Its just gonna go to more ammo & equipment for PPB bet.
- Tolls are terrible!
- liars and thieves
- its not going to fix pollution but increase it else where.
- No need for any toll systems
- No TOLL. Oregonians are already greatly taxed by the politicians. stop this now. No more money to the pockets of the politicians. Why would paying a toll help traffic. Update roads. Stop this. No alternatives.
- Same as above
- All this is, is a way for the state to rob more cash from the public. It will not fix anything and should go to the public for a vote.
- Stop the hidden taxation
- Do not toll. These are already tuff economic times and Oregonians cannot afford yet another costs.
- The reason funds are needed is all all the people moving here. Apply an out of state license surrender surcharge instead of making us pay to use roads we have already paid for and continue to pay to maintain. Alternatively, add additional lanes and toll them only.
- See answer for question 6
- No more taxes!
- Sounds like a lot of big words that make no sense.
- I don't need the government deciding what is "equitable " , repair the road and build decent infrastructure for vehicles and get commerce moving in this state again and the rest will fall into place. No more taxes/tolls.

- same reason as above more will take alternative routes that will negatively impact local communities
- Put this to the voters as states in the Oregon constitution
- just another damn money grab by elected officials who have no idea how to manage money.
- Variable rates sound like a good way to RIP people off. You won't know how much they charge until you see the bill and then some people might not have enough money for essential things like food for their kids.
- Cash grab
- Money Grab
- This sounds like marketing fluff.
- You know my opinion at this point.
- I do not agree that this project should open the doors for more tolling projects.
- We don't need any tolls
- Money grab
- This should not require an additional tax to make happen
- it should be free at all
- You are not addressing regional growth.
- ODOT will say anything to collect more taxes.
- NO TOLLS!!!!!!!!!!!!!! STOP adding more fees and taxes on top of more, Oregon is taxed WAY too much!!! This will create congestion and problems not fix them! NO, NO, NO!!!!!!!!!!!!!!
- Because charging someone to drive on the only road you could take on doesn't reduce congestion. If they drive on the side streets, you will have more accidents.
- what the road needs is drivers who don't have their phone glued to their eyes, a driver that pays attention more to driving than the devices in their vehicles. lastly maybe drivers who need to stop being jerks to one another.
- Tolls never fix the problem!
- NO TOLLS!!!!!!!!!!!!!! We do not want this!! STOP TAKING OUR MONEY, we never see what it is supposed to help, just another money grab! SO SICK OF IT! This is a BAD idea! Congestion, slower traffic, hardship on citizens!! NO TOLLS
- Your outcome is going to have a lot of businesses losing income
- What is the plan if you spend all this time and effort on a toll road system and it doesn't work?
- The draft does not ensure any of the GOALS in this project. It "may" solve a couple of them- but not well enough to move forward.
- I agree that those goals are good. But I do not agree with the project unless the goals are achieved
- This is a bandaid to a real situation. I do not feel this is the right way to remedy it.
- Too many other transportation options are on your list and it will not happen!
- It's run by the liberals and Democrats
- This sucks ass
- Stop taxing us to death

- Alternative travel doesn't always start at your home, it's dangerous to walk to a bus stop on a road with no shoulders, and the Trumpet system never paid for itself.
- Find other ways to fund without tolls like gas tax and registrations of vehicles
- Again, just another way for the state to take money from Oregonians
- You're grabbing money from people who can't afford it. Glad I'm moving away.
- NO
- no tolls
- Oregon does not need the roads tolled. It just hurts those traveling to work
- does nothing for the community or oregon
- Getting any positive results from this project is a pipe dream. Does anyone seriously expect air quality to improve from one toll road? People will find a way around it, crowding other streets or highways. Commute times will increase, on 205 and side streets. People in our area aren't frustrated and angry enough already? Seen the riots and the crime rates lately? You're living in a fantasy world if you think this would have any positive effect on anything but some big shot's paycheck.
- There is a need for expansion of the I-205 corridor, but that does not mean there is a need for all-lane tolling which would negatively impact the local communities and transportation systems.
- the issue of tolls needs to be taken to the voters for them to decide. this is America
- go drive in the eastern part of the country, horrible traffic, lots of toll roads
- DEFUND THE PROJECT!
- Get over yourselves
- again I hate tolls
- No tolls!! 😊
- It's not that good of all, people of a certain income bracket always get brakes on everything in the seems like only certain income bracket class pays for everything. If you're going to charge people, I want to see everyone get charged equally. I don't want to see people cry about the fact that they don't make very much money get away with it. They have a car, they're driving, they're using the road, therefore they need to pay the same amount as everyone else or look for alternate Transportation options. If the whole point is to get less traffic, everyone needs to be charged equally.
- The main goal should be "Project will not impose additional costs on drivers in any way" as the number one goal and "avoid a toll at all costs" as the number two goal
- I can't believe how stupid y'all really are... that or y'all think we are.
- I'm sure that they are worried about pollution, and have this pie in the sky view of nobody will drive on surface streets, but that's not reality.
- I already pay for the roads with my taxes. Tolling is a scam.
- Just another way to grab tax dollars and create more taxes
- No tolls!
- Read number 6
- Tolls are not the answer. We already have road taxes being collected. Figure out how to utilize the taxes collected already to take care of existing roads, add more roads, and widen

existing roads for cars to travel on. Reducing cars during the Pandemic did not significantly improve air quality so tolling will make less of an impact than the Pandemic did.

- Tolling unfairly taxes the poor
- Because we already paid for this and continue to pay for it, stop this insanity. How bloody much more are you all trying to take? Stop it.
- This project is not needed and I do not agree to fund it.
- You need to add a Lane in order to charge a toll
- The system continues to want to develop this area and to get the residents to agree with this when we do not want growth here.
- Oregonians pay too much in taxes already!
- See above comments
- Some of the goals do not seem realistic to be measurable.
- The current draft goals don't take the toll area far enough both northbound or southbound on I-205.
- There are no guarantees and a poorly managed and excessive General fund. No confidence in Oregon state government money management.
- No way of achieving a perfect outcome and more issues will arise
- There is no longer congestion due to telecommuting
- see my previous statement
- Oregon bureaucrats are ass holes. This is just the start. Fuck you
- The only objective I agree with is to support travel demand and feel strongly that a toll is not necessary or a good solution to this challenge.
- I believe that Odot would like to see all of this happen, but the actual goal of this draft is double taxation for the drivers in this corridor, and circumventing ballot initiatives.
- They say one thing. Do another.
- You mention integration with future toll systems. Just as mentioned above, determine a comprehensive toll system which is valid for many years (like 50 years) instead of changing the system 5 years from now. p
- It is impossible to mitigate traffic increase to local roads. This is why tolling should not be considered.
- Do not understand how a toll will limit traffic diversion to adjacent roads & neighborhoods. The use of local & neighborhood roads will increase to avoid paying the toll.
- it won't help traffic. People will just avoid it and make I-5 worse. It was put in to relieve the traffic on I-5 so why don't they state that it's for revenue not to relieve traffic. Why make I-5 worse. We already have a problem there
- You won't be able to stop people from using alternate routes.
- Tolls do not solve travel demands only hurt the economy. They do not SUPPORT regional growth only hurt regional growth
- We already pay taxes for it.
- Future toll systems? Are you kidding?! We have very high gas taxes and other sources of revenue that are supposed to eliminate the need for tolls. Where is the money going from all of those other revenue streams that was meant to build and maintain the roads. When the price of crude oil dropped in the negative range, I still paid high gas prices in Oregon

because I believed those taxes were used for good things, but if the government can't afford a road project without collecting even more money from local citizens, I seriously question the ability of those handling our money.

- Why don't you create one lane that is tolled, that way people have a CHOICE if you want to pay the toll or not.
- Take people's money, and nothing further will happen.
- freeway has already been paid for by tax payers
- No tolls needed.
- How exactly are you going to minimize the use of adjacent roads by drivers bypassing the tolled section of 205???
- Hate the idea of getting charged every time getting on the road you have enough cops doing that already friken
- Climate change is a hoax, the social justice crap is communism
- We don't need tolls. We need street and highway development and less housing construction.
- NO TOLLS!
- The question calls for an all or none answer some I agree some I disagree. The 20 spaces I can see when typing further demonstrates you don't really care what I think.
- See answer above
- You will be dividing access from one side of the river to the other if you toll the Abernathy Bridge. We need an option to cross the bridge only toll free.
- Same as above
- You mention "Integration with future tolling systems" indicating this is likely a revenue generating scheme & not an intentional application of public finance.
- Be honest. The true goal of tolling the freeways is more money.
- Tolling low income households does not help any of this. Instead, you should tax people who can afford to pay it.
- The long and short goal should be to use the money to plan for the continuing growth not quick fix that fix's nothing just wastes more money on projects that move the mass's.
- see above
- A toll to travel a necessary freeway is absolutely wrong. I can not afford any more taxes!
- Incompetence of revenue management is poor excuse for tolls.
- Tolling will create more problems than it fixes.
- it's not going to limit users. People like me who live out in rural area have no other mode of transportation. You can support all you want, I don't think it will fix the issue,
- Are we going to become like it is out east with all the toll roads. I live here because there are not the toll roads!
- Drivers will congest side streets and freeways to avoid paying tolls. Defeating the purpose of putting a toll up in the first place. I would rather have congestion on a 8 lane road than a 4 lane road. Seattle has tolls on all major highways , doesn't stop their traffic on bit. And their roads are trash so the money isn't going there. This is just another way for Oregon to suck money out of its citizens. With how many taxes there is already Oregon should be the most improved site already, but it isn't. So where's the money go?

- The state is not managing what it already has.
- I don't deny some of those points. But no way we should be dinged for mismanagement of our excessive tax dollars. And again, isn't this toll proposal violate regulations for using tolls?
- This is a money grab
- SAME AS ABOVE
- Toll roads in other places in the us have shown that they disadvantage lower income people and the wealthy are rewarded because they are not INCONVENIENCED!!
- If you exempt all the drivers who are most sensitive to tolling, then you won't cure traffic. If traffic is really cured, then full-speed freeway driving becomes the draw to keep cars off neighborhood streets. As long as the project is about revenue, then money will corrupt all engineering decisions, undermining any hope for real traffic relief.
- Tolling 205 would make horribly increased traffic on surface streets in area. It would be a nightmare.
- Federal and state taxes already pay for roads and bridges
- STUPID IDEA, BAD SOLUTION TO PROBLEM
- We already pay a ridiculous amount of taxes. Learn to live within a budget like the rest of us do
- The entire system must be tolled in order for these goals to be achieved.
- Oregon is trying to push people into using mass transit, rather than convincing folks of it's advantages.
- This will not change any congestion as there are no proper alternative routes.
- You want to tax drivers who already paid gas taxes to build the roads. Make the benefits to those drivers and not to other transportation modes. Stop wasting money on light rail and buses when the driver-less car will totally change the transportation options for everyone in just a few years.
- A burden on people with limited incomes.
- The goals are not addressing the need greater access when it is needed.
- Traffic will divert to neighborhoods without alternative ways to travel safely throughout the region.
- It seems to me that while the goals of the tolls are admirable, the end result will be a significant loss of income for those who can least afford to pay. I know that for myself I have not received an increase in pay for the last 7 years. I also know that my employer is definitely not going to reimburse me for tolls. I am struggling to make a living now. How much worse will it be for me and my family once the tolls are implemented?
- The plan does not seem well suited to address the outlined goals. Many with schedule flexibility already attempt to adjust drive times to avoid congestion, variable tolls as incentive will not noticeably affect congestion. People who cannot afford extra cost will divert onto local streets creating congestion in communities. A better option is a toll on an express lane only and improved public transportation along I-205
- see above notes to you

- No toll is needed you will put undue stress on side streets even with your over-educated attempts to mitigate people circumventing the toll. There is plenty of money in the gas tax and other taxes you just miss spend it.
- See #5 above
- This is not a fair solution and I am punished a middle class citizen who can barely afford rent, let alone have to pay to drive to work
- You can't even tell us what the cost is for the toll. If there were continued improvement over the last 40-50 years, you would have already had this done. How long is the toll scheduled to last?
- None of these will affect traffic. However it may cause people to use 99 and flood Canby and OC wit even more traffic which solves nothing. It will cause more traffic on Sellwoid bridge and also divert traffic to I-5. I think your draft team are idiots and puppets to even agree to this. Who's planning this? Who's pushing this?
- If you think people will bike or take mass transit because there is a toll you are kidding yourself. People like their own cars and like to drive.
- Should be gas tax
- Forcing people to pay to travel on publicly funded roads is never equitable to all users, it takes money out of the pockets of those who work and live in the area and significantly impacts middle and lower income families. There are no traffic diversion options for a bridge. Safe travel would be a bridge re-alignment, the toll proposal does not "fix" existing road conditions, it adds infrastructure, confusion, and additional distractions to drivers on an already dangerous road alignment. Travel demand management is not being applied to this proposal. Use studies from Asia for ref.
- Put on paid as soon they cross the Oregon brig
- NO TOLLS. Quit spending money on failing mass transit projects and put it into the roads. Do not use Climate Change Tactics and narratives to scare people into providing governmental entities with more of our hard earned dollars. Re-organize and utilize the MILLIONS of dollars to fix the roads and pay workers instead of the inflated salaries of government agents and bureaucrats.
- There's no climate change... this is just a way to manipulate and control drivers!! No Tolls No Tolls!! We pay enough taxes!! 😊
- the main thrust of north/south travel should be I-5. These bridges and roadways have been paid for by tax payers like me. Now in our golden years we are being asked to pay for them again while many of us are on fixed incomes. at least give us some "senior" hours during low use mid-day periods. That way we can get groceries without undue financial burden.
- SAME REASON
- Goals are meaningless without specific measures. How will we know the goal is achieved? Identify key metrics, baselines, and targets. Without including those KPIs in the goal statement, they are meaningless.
- I don't support tolls.
- The primary goal is to tax lower and middle income households who dominate our freeway usage. 80% of region commuters utilize authomobiles to get to work. The most "equitable" solution would be to go back to the legislature and have them fund the project.

- Stop reducing freedom and increasing financial burdens!
- Oregon DOT cant be trusted
- Future Toll systems ... it appears that you plan on a lot more tolling. General public CANNOT AFFORD MORE TAXES IN THE FORM OF TOLLS.
- money should not be spent on more freeways
- Read above comment!
- It only pushes traffic elsewhere. It does nothing to support the volume that will continue to go up
- see above
- See question 3. Only the rich will have ungestoned roads while low income who are forced to move farther out from the city will pay the brunt of the tolls and tax's. Tolls a anti-american of the freedom to travel the roads they already paid for!
- See above coments
- Not equitable, does nothing to curb the rich driver who does not use public transportation and puts on more recreational miles. Nothing in the plan to "support" multi-modal travel or regional growth or any other stated "goals."
- I would consider a "metro-bypass" that would convey truck traffic and "non-local" inhabitants from North of Vancouver to South of Wilsonville; in other words a "metro-bypass".
- same
- We already pay road tax.
- see above
- Just widen 205 at staffers road to the Abernathy bridge. Problem solved
- the only thing that needs to be done is to add lanes!
- This project should be scrapped
- I don't know how you are going to keep the side streets congestion free.
- I am against tolls on this freeway. I will move if they are implemented
- Taxation is theft
- Have you ever heard of the NO BUILD OPTION?
- I think you will go ahead with this project despite what the community says. I think this survey exists solely because it's required administratively.
- This assumes tolls by stating "maximize integration of future toll systems". I would like to see us move in some direction that is not toll related.
- WE DO NOT WANT THESE TOLLS! FUCK OFF!
- Wont work out the way it is intended, usage, population is going to continue to grow
- Unrealistic goals for this kind of project.
- See statements above, they apply here as well.
- I fail to see how tolls will achieve any of the goals stated.
- I do not believe that tolls are an appropriate method to reach the goals and outcomes desired.
- Unfair to local resident and seniors who must cross the river for services or personal ri
- Same as above

- I do not trust that the overflow traffic issue on my road in front of my house will be resolved
For those of us that live in my road
- Doesn't matter. ODOT has no right putting in a toll for a freeway that's already paid for.
- Living in Washington DC they added the Dulles Greenway - a new road which was easier and left the existing roads. We need an outer beltway here.....and get Hillsboro to I5 south connected.
- I do not agree with the project at all. It's being crammed down our throats. Let us vote on it.
- See above. You are not fooling everyone. These funds will not be used to pay for increased capacity. You should come right out and say so but you won't because the tolling would be outright rejected.
- How will surface street usage be limited? I thought alternative routes being available was a deciding factor when selecting the location. These two statements are contrary to one another. Regardless, there are no viable surface streets, except the two lane, already badly congested WFD.
- I am not for toll roads
- Your list of items is nothing more than feel good and have no factual basis. In fact many studies have shown that you're reason is not accurate nor truthful in any form.
- There is a toll
- People will go around toll roads which will increase travel on lesser roads and will not reduce smog.
- I think the goals really don't address equity. Forcing low income people onto mass transit in this area just increases their expenses and travel time.
- Enough with the constant taxation
- Not realistic - I will just use side roads
- The people paying the tolls should get the benefits, not all these other supposed stakeholders
- Build another toll road... don't toll what you already have! Y'all need to interview truck drivers who have real ideas of fixing problems.
- No tolls
- NO TOLLS - this is not a solution, use the money you have already overtaxes Oregonians.
- Same reason as above
- No More Taxes!!!
- Will also cause more street traffic as people try to avoid tolls
- don't toll our freeway!!!!!!!!
- Project goals should be to alleviate car congestion by widening roads and take money from light rail that us taxpayers have already paid you for road improvement
- You are just waging a war on cars. STOP.
- You odot people are way out of line. Find another way to fund your fucking pets.
Unbelievable. ☹️
- Please see my prior note. Same reasons mentioned above.
- It's not a solution and moving traffic elsewhere is just going to cause more problems there and not fix 205 any

- I don't believe this will be equitable or limit traffic.
- Add more lanes...
- Tolls promote traffic diversion, which increases congestion, accidents, and pollution on the diverted streets. Freeways are safer and more environmentally friendly per mile than other roads.
- The goal should be to expand capacity. Period.
- All of the alternatives outlined did not say traffic would get better except for one. Isn't that the whole point? To reduce congestion? And only one of the five alternatives claims to do that? This is a money grab.
- Tell us exactly HOW you are going to accomplish these goals???????
- Tolls are not the answer. It's a bandaid on the situation. Expand I205 to 3 lanes through the whole corridor.
- The emphasis on "multi modal transportation choices" together with "integration with future toll systems" suggests that equity will not be extended to private vehicles or freight.
- Already covered this
- Shove your money grabbing.
- People who have to get to work who can not afford paying tolls.
- No more taxes
- I am selfish, see #3
- People aren't going to stop driving because of a toll. A toll doesn't support economic growth.
- Drivers will find an alternate road as a go around.
- This will create huge congestion in neighboring side streets with people avoiding a new fucking tax.
- The goals sound great....except that you are attaching them to a toll project which immediately counters any and all of those goals. The answers to these goals need to be found in other ways.
- They are the right goals, however tolls are not the way to do it. They will only make all of these things worse
- No tolls
- It is never equitable for all users. People will benefit in other places and not the road you tax. Let's just call a tax a tax and stop playing feel good games.
- What happened to all the Federal funds Oregon receives? Between those funds and Oregon's high gas taxes there should be enough funds to alleviate congestion with additional lanes instead of holding drivers hostage to Tolls!!
- No tolls.
- see above comments. 50,000 cars will pollute on the freeway or on the side streets. Mass transit projects with flexibility would help people leave the car in the garage and travel by transit. I live off Central Point Rd. For me to take a bus I have to walk over 2 miles to catch one. That is not a good option for a 75 year old woman in the heat of summer or in snow and ice. Then take several buses to get someplace -- takes all day!
- I will NOT pay additional money to drive on a road I already paid to build and maintain.
- Tell us exactly HOW you are going to accomplish these goals???????
- Because the toll is not the answer anywhere in this state

- Tolls will not solve these issues
- Same as #6
- I think you're trying to figure out how to get more money without calling it a tax
- Fake reasons to steal more money- climate change, multimodal transport. It's just a bridge, not a righteous cause to save the world. Also, multimodal transpo means more of the homeless problem from 205 making its way down to west Linn and Oregon City.
- See above
- 205 is for cars and trucks. Multi modal transport is trying to achieve something that will not fit. If people want to bike or walk, the highway is not the place for that.
- It will affect the poor unfairly. Those with money will continue to drive whenever they want.
- see above
- see above
- Again no place to say strongly disagree.
- Well already paid for the road and continue to pay for it with our gas taxes!
- Stealing money
- Good way to get some change. Make it cost .25 cents and you can donate that to the local downtown businesses
- Same as above.
- No toll!
- Tolls make surface streets more crowded. Very unfair to the rest of us.
- Money grab.
- If the toll is on cars, than the funds should only be used for vehicle transportation projects.
- NO TOLLS
- Proposed tolls only punish low income users who don't have alternatives.
- I don't see how this won't negatively impact existing traffic on side streets which are already very congested and won't make it worse. Also, why can't bridge improvements and widening be paid for with state money and taxes or bonds like every other ODOT project? I feel like people should only have to pay extra for tolls on an express way, or a toll option that gives extra value to the user.
- Same: The driving public has already paid for the interstate freeway system. Apply the tolls only to new lanes and not the existing ones.
- This isn't the solution. People will still take to surface streets to avoid the toll.
- Not sure toll collection will help maintain roads any better than they are maintained now...how was this area chosen for tolls?
- Don't toll.
- We already pay taxes, and specifically road taxes. Demonstrate you can use the money appropriately. This will increase congestion on alternate routes which are also already loaded up during peak commuter times. This will do nothing to solve the problem. A fallacy for this scenario is that people have the luxury to determine when they commute. They don't. Use patterns will not change appreciably and I don't trust the people collecting the revenue to use it wisely. I am adamantly opposed to implementing additional taxes.
- Công bằng thì tự bỏ tiền ra làm rồi thu phí

- The proposed toll area will force drivers into surface streets in West Linn
- Paying for non 205 expansion with 205 revenue does not make sense
- While I agree that improving air quality is definitely needed, the fact that "Maximize integration with future toll systems" is included in this list is not very comforting. Does this mean that there will potentially be even more tolls that I would have to pay just to get to work?
- No es bueno para mi
- NO Fraacking tolls!!!
- It's not going to make a difference
- This sounds like social engineering...just call it restriction if free choice.
- Tolls are NOT right. We do not want them
- It's not equitable if you live in West Linn, how it affects the environment is not at all clear as it's just making more room for cars but not reducing the numbers. The one thing it does that you said you want to do is "maximize integration with future toll systems" which I read as "increase tolls however and whenever we want with zero regard for residents".
- Should find other payment models. Should focus on providing non-tolled efficient roadways as alternatives.
- NO TOLLS!
- Transit is grossly underfunded to provide adequate service. A higher amount of money should go towards transit.
- The toll is not necessary
- Let us vote on it
- No new taxes
- It wont do anything but divert traffic to community roads. I know how to bypass 205 and do does everyone else
- Quit trying to toll roads we already pay for.
- Are you planning to increase highway capacity?
- ODOT's goal is to extract money from people to feed an incessant desire for more money to satisfy salaries and pensions of employees who do nothing to actually build and improve infrastructure in Oregon.
- THE WAY YOU WORD THIS IS COMPLETELY DISHONEST
- As stated above I believe short term taxes should be used to improve I-205 with additional public transportation options providing a long term solution
- Tolls are not a solution. They abuse poor people and have literally zero impact on wealthy people. Just tax that money directly away from them without the toll system.
- I pay gas tax and Oregon income tax already to fund roads
- I can't afford it.
- Again read above. There are other "more equitable" ways to secure funding for this.
- see above
- The goals do not coincide with the proposed actual outcome. Dreamworld.
- Tolls create more car air pollution. Build more lanes so cars can pass thru at their most efficient speed. Which is 55-70 mph

- Tolling drivers will not promote economic growth, nor does rolling people seem to me to "maximize interoperability with other transport systems."
- Again, through the proposal it wants to toll lanes which are already paid for. Toll lanes that add capacity. This would allow for lower cost groups, local traffic and more to move without additional cost if cost was a concern
- There isn't currently enough side street capacity between Oregon City and West Linn to handle traffic pushed off of 205 by tolling all lanes of the bridge
- The primary goal for a freeway is to provide fast efficient travel for cars and trucks. All other goals are secondary to that primary goal.
- The government has enough money. Get it from somewhere else if you want it. We have no more to give you.
- See above
- not needed
- There is only one interstate that travels north/south through east PDX-metro. Rolling this only places more financial hardships on drivers that do not have another realistic route of travel. Add another lane that is toll only, or a HOV lane. Provide another highway in the area. All of these are common sense approaches rather than rolling the ONLY way through.
- They won't work. Check out the ring roads in Houston.
- Once again, this is more about increasing revenue than it is about reducing congestion. If people avoid the tolls, other roads become more congested and ultimately the environmental impact is negated.
- There are no benefits to users, its just another tax by the state. It will limit traffic, but everyone will now drive through the cities, using the back way to their destination, so it will jam up adjacent roads and neighborhoods. What multi-modal transportation choices? Your going to put bike lanes on the freeway now?
- I don't see how you could reduce traffic except to divert onto side streets that are not meant for excess traffic. No public transportation comes close to my house, and trying to cross Willamette Falls Drive on foot to walk to Oregon City is taking your life in your own hands. I already try to time my trips outside WLHS start/release times. It feels very discriminatory to those of us that live within the toll boundaries.
- This will have a large negative impact on local communities and neighborhoods as they will become busier and more dangerous than already are due to even more increased traffic from drivers avoiding the Highway as there are no other highways as alternates or bridges.
- The stated goal is an untenable panacea of wonderfulness. Just be straight, we need to raise revenue.
- They don't address the issue that there's not enough roadway to accommodate the traffic - until you address this issue you are just wasting taxpayers money and time that could be put to really addressing the issue
- Who wants these "goals". Does anyone involved in this sham live in West Linn?
- Just another way to tax the citizens.
- Congestion pricing is a regressive strategy punishing low wage earners
- This is not fair at all.....not fair...BS to you

- This is a highway. Multi-modal transpo, equity and safe travel "regardless of mode" are inapplicable
- Toll the west side. They can afford it. Not the East side.
- Toll the west side. They can afford it. Not the East side.
- Tolling is not the answer per above. This is obviously all about benefits to businesses and corporations passing through, not the quality of life for local citizens and taxpayers.
- see comments above
- Tolls will drive diversion to surface streets by nature. Many of those that commute on I-205 do so for work and have limited flexibility, therefore demand management is moot for many. I do not support tolling in general and would prefer ODOT utilize existing tax mechanisms for efficiency and transparency.
- It doesn't solve the problem of reducing the number of vehicles. It does not give details on how the toll roads will accomplish the goals.
- dont try to copy east coast ideas here.
- While the goals are desirable, the method of applying a toll will not achieve these goals. Transportation infrastructure should be funded by all taxpayers, without unfair burden to local residents next to the tolling area.
- I don't think tolling is going to drive (pun intended) the expected behavior and dissuade people from traveling at all. I think it'll drive more traffic to the non-tolled options and drive up congestion along those routes and negatively impacting those local areas. Tolling is focusing on the symptoms and not the cause, population growth. That said, I don't have a solution to offer for population growth.
- People cannot control their work hours. People Live in West Linn or Oregon city should not be disproportionately penalized for A poorly designed highway system. Address the lack of lanes in the bottlenecked at the bridge at Abernathy presents before disproportionately tooling the citizens of the communities that live near this corridor. There is a lack of alternative routes to avoid tolls that makes sense. Why not consider a state wide tax or a metro area tax instead of having the citizens of these communities disproportionately penalized. It is going to make it horrifically expensive for people to go to work especially those who cannot control their work hours. Also, some of us commute for school because we do not have school buses and we cannot control the times of these commute either.
- A so-called "equitable benefit for all users" would literally be scrapping this horrible toll idea. If no one is impacted by paying tolls, it literally is equitable. It doesn't get any more equitable than that. Whatever money was blown on these studies, meetings, focus groups, applications, and surveys could have easily been rolled into an EXISTING project or need, instead of asking for (once again) more money from the taxpayers. If you overspend your credit card, they don't give you more to spend. Government agencies such as ODOT need to learn how to budget and be judicious.
- Does not maximize integration with future toll systems. See below re how CA did this and go look for yourself.
- I would like to point out also that the safety concerns listed in the goals would be better addressed by enacting mandatory safe driving courses for anyone getting a license. Having lived here for a while I have noticed that the aggression and speed that a majority of drivers

use while on the road are a big cause of many accidents and unsafe situations. I know that because of the rapid growth of our city and outlining areas, the need for traffic control is great. However, I feel like many of the drivers here are needlessly reckless and that is a problem.

- this is a new tax.
- No tolls!
- no toll
- Should be no tolls
- I don't want tolls period
- This project has not explained how this project will be equitable. It's also unclear how ODOT will stop excessive traffic on side streets when commuters look to avoid tolls.
- Same reasons as above.
- Most of the goals are too broad and require a more specific definition. For example, what are "equitable benefits to all users?" How does the project specifically "support regional economic growth"?
- this is another tax
- I don't think I-205 should be tolled.
- If you add a toll road people are going to divert and put more stress on local roads and county routes. Also it will make living in Oregon less desirable.
- Mismanagement
- Why the goals are laudable the manner in which you intend to take them is despicable. It will not achieve the overall goal of less traffic congestion and more money for roads. If your accuracy will inflate upon itself and only feed the bureaucracy not the residents of the community
- Nothing good ever comes from giving the government more money
- See previous responses. Although the stated goals are laudable, agreeing with the above statement may come off as an unintended endorsement of this poor plan of action.
- no tolls
- \$\$\$\$\$\$\$\$\$\$
- Already said what I needed to say in the above comment
- see above
- Don't mispend the money we already give you. We pay exorbitant taxes.
- Tolls on existing roads are a bad idea. You used Oregonian's taxes to build them many years ago. Tolls on existing roads as a congestion strategy, is actually punishing commuters and commerce traffic, for using the public roads they paid for. At best it will send traffic to the city streets. Tolls on NEW ROADS would be acceptable, and would also reduce congestion. Why do I have to drive 217 N to get to Hillsboro? A west-side bypass is many years overdue. Does ODOT even know what a new road is? Other states have kept up with their growing populations. Why can't Oregon?
- I already paid my share when built!
- ODOT will toll Clackamas County. Your Input Needed. THE DIRTY LITTLE SECRET IS, TOLLING IS ILLEGAL, unless approved by the Federal Government and that hasn't happened yet. According to law, tolling is reserved for NEW INFRASTRUCTURE ONLY,

not for improvements to existing roadways. A seven mile stretch on I-205 at Stafford to OR Hwy 213 will widen the freeway from 2 to 3 lanes is in the crosshairs.

- I do not want 205 to be tolled
- There is no equity in diverting traffic onto the side streets of those residences and businesses along and near the bypasses. Toll all of I-205, that's equitable, otherwise you're just targeting West Linn, Gladstone, and Oregon City
- By widening I-205, you will limit the traffic diversion through West Linn. By adding tolling, you shoot yourself in the foot and encourage traffic diversion to side streets in the very area you are trying limit that diversion. Maybe implement tolling at on the ramps so there is no advantage to diverting to side streets. Or put toll closer to I-5, West of Stafford Rd
- No tolls
- one big mess
- Tolls would further degrade the transit experience of oregon drivers while failing to measurably decrease congestion or proactively improve traffic infrastructure.
- The I205 improvements should not be the financial burden of local residents. It is widely used by state-wide travellers, and this toll would unduly tax locals.
- Goals are like good intentions. They mean nothing without proof of what is being done to actually accomplish them, as well as plans for what you will do when they turn out to fail.
- Once again, there's plenty of money and it just needs to be spent more wisely.
- No tolls
- I thought it was illegal to have toll fees.
- Tolls don't lessen traffic, they divert it. See Seattle.
- tolls will NOT reduce traffic usage
- I do not think it should be done.
- This is not real, this won't happen but will make our lives more challenging economically.
- NO TOLL!!!
- No
- There is no way a Toll plan of this nature can be made equitable. "safe travel regardless of mode" ??? Bicycles on 205?? Having integration with future toll systems makes clear the goal is a toll system not addressing seismic or congestion
- A toll isn't equitable unless it is based on income. If you add a toll, people are going to use neighborhood streets. If you do something to prevent that, you prevent people from being able to get to work in a reasonable amount of time. Maybe work with Metro to route extend the Max green line down I205 connecting with the WES.
- Can't afford it.
- Use our tax dollars wisely and this wouldn't be necessary
- I'm not convinced that a toll road provides equitable benefits for all users or supports economic growth. It prices people off the road and thereby limits economic growth.
- Public transport does not work for people who have more than one job. This is getting to be ridiculous. Use the funds you have --- don
- Stop With the multimodal nonsense. This is a highway project for cars. It also will not be equitable if local residents do not receive a greatly discounted rate.
- What part of double taxation is illegal don't you understand?

- Not equitable at all. Some of us are barely scraping by but do not qualify for assistance because we are slightly above the poverty line.
- I don't believe tolling is the correct way to go about this, It is inherently inequitable. High income people will have better drive times and minimal impact to their expenses while low income people will lose money and/or time.
- Again a toll on I-205 is not a good idea,
- see other comments.
- "Toll Project" already describes a decision made that doesn't seem to be explained as to why the above goals lead to a toll road.
- tolls are WRONG!!!
- Air quality will suffer in the neighborhoods. Improvement to air quality could come from other means such as reducing or eliminating personal burning in Clackamas County or striving for more affordable, higher range electric cars.
- Collecting money is not the answer
- we can't afford anymore monetary burden during this time
- This is NOT equitable as explained before.
- The area effected is not very amenable to multimodal transporation choices.
- No fkg tolls!
- I already pay a fuel tax.
- stated in #3
- Toll not necessary if public monies were spent more wisely and the pork eliminated.
- Tolling is taxation
- No toll roads
- use existing gas tax revenues
- California has toll roads, they are just as congested as the ones that arent.e
- Already stated - not a good idea - we need better freeways, more lanes and new roads
- See comments above.
- These goals are not equitable as there is no way for residents who need to cross the river to take alternate routes or public transportation because there are not any. This will increase traffic diversion to adjacent roads and neighborhoods. This does nothing to eliminate the safety issues of trucks traveling at high speeds along this stretch of 2 lane highway.
- How does a toll encourage economic growth?
- It will do the opposite of what is listed above. I only have 600 characters, so am silenced.
- Again: you have no understanding of human needs or behavior. Build another bridge.
- NO TOLLS
- No new taxes, fees or tolls
- No toll
- Tolls are not the answer.
- No Tolls period.
- How is it that Phoenix AZ has many more cars and people and yet if you go down there it is 6 lanes in both directions and traffic moving just fine and no it's not polluted. The problem isn't too many people , it's how you manage the usage. I have not heard a PORTland

politician ever use the words "let's lower taxes" or what's a realistic solution. we aren't the problem, YOU are the problem!

- See #3 above
- This question presupposes that tolls are the only option. Preventing diversion isn't something that the state can actually do anything about and providing safe travel should be prioritized to those using the highway, other modes who don't use the highway are outside the purview of this project.
- Bullshit. Tolls are the wrong approach to solving this. Tax people and use that money. Everyone pitches in.
- Assumes tolling directly supports these goals and that tolling is the only option
- No tolls
- Future toll projects? Utilize monies already collected for their designated purposes, not the general fund.
- Future toll projects? Utilize monies already collected for their designated purposes, not the general fund.
- No tolls in Oregon. Taxes should be used for the project like the taxes are supposed to. If it's costing more because of poor management, that's not the public's fault. Pay for it with our tax dollars or stop road taxation.
- We pay taxes.
- Build a new bridge
- I do not believe this will reduce congestion, though it may move it to surface streets not suited for the volume. I do not see how a Toll is going to encourage Multi-Modal transportation, particularly in that specific region, nor how it is going to "maximize interoperability with of transportation systems". People drive that section of I-205 because they need to get from point A to Point B and other than Driving to Aurora, or over the Oregon City Bridge, there is no other option to cross the river in that section of the metro area.
- Let me count the ways.....tolls impact workers more than anyone else. We do not choose start or end times for work. Why are you making workers pay for this dumb idea?
- A toll road is one of the worst of regressive taxes against those least able to pay for the cost of transportation to and from jobs. Many people with lower incomes rely, for example, on construction jobs. There will be no way for these workers to avoid the toll charges. Furthermore, I remain unconvinced that a toll road will, in any meaningful way reduce three effects of climate change.
- No to toll
- toll would be appropriate to place on a new road or lane added to current system
- The purpose of Tolling should be to make freeways functional and to sharply reduce VMT as we transition away from this deadly, costly infrastructure toward mass transit and rail.
- Not legal
- Tolls are illegal
- Again read above
- Taxes in Oregon are higher than anywhere else put the money where it needs to go in the 1st place and stop taking money from the people who need it most.

- "reduce contributions to climate change effects" is unnecessarily obtuse. The goal should be to reduce transportation-related GHG emissions.
- I don't think they will be able to accomplish the things they set out to do. Tolling should not be the way to raise money for this
- No Tolls
- You have lied about increasing the lanes for at least two times when money was allocated. You will waste the toll money on other social causes.
- bad idea. It wont improve air quality since more cars use neighborhood roads. I don't see any good reason that you change the status of the I205 to Toll other than you get more money from us
- It will only punish the working class.
- Won't help. We create more congestion
- No tolls. Ever.
- It seems the cost for the local citizens far outweighs the benefits to get commercial traffic through quicker
- It's a slippery slope to more toll roads.
- No toll for reasons stated above.
- Because a toll is not going to solve the congestion. There needs to be a new bridge over to Canby.
- Blaaa blaaaa blaa or lets not forget the buzz words used. This is because you can not stay in your budget so lets tax the poor.
- Sounds like the people using the roads once again have to fund the construction and use of alternative methods of transportation.
- this is not realistic and won't help to improve anything
- Build an alternate N-S route bypassing Portland
- See above
- You already tax citizens. You cannot ethically charge them to use public roads that they have already paid for. Stop stealing our money and then wasting it. "Revenue" collecting in any form is evidence of extreme mismanagement of what you already have taken
- Recall Kate Brown, she is destroying Oregon
- The entire rest of the state has free access to the roads around where they live. I'm at a loss for how it is fair that the people of Clackamas County will have to pay to use the freeway.
- This will not reduce traffic, it will just add to more congestion on the side streets and generate revenue for the state, that is being mis-managed to begin with!
- Waste of money
- Please use existing funding resources
- find another way to raise \$\$
- Do not put any toll roads in Oregon. Tolls discourage drivers on a daily basis. Use taxes already taken from Oregonians
- Adding a toll will only contribute additional traffic in neighborhoods
- tolling is a negative tax, disproportionately affects the poor
- no tolls
- Same as what I wrote above. It's common sense.

- local impact on side roads
- Again, the whole idea of a toll is b.s.
- integration with future toll systems, seems to mean, more tolls coming our way, which is not fair to the public. Taking more money from the public, is not fair.
- It is a bandaid. You can't just charge people for using roads that taxpayer money paid for, when there is NO ALTERNATIVE. The alternative has to come first.
- Once again, people will get off the freeway and drives through West Linn, making it even more difficult to drive down town West Linn.
- Not equitable for the residents of west linn
- There are no other systems of transport across the Abernathy bridge. The bus system is not viable from West Linn. We have no area to park to catch a bus, limited busses, no max service, and no alternate routes due to the river. Your list of benefits looks like a creative writing project and is insulting.
- Because I cannot afford to pay this daily.
- Tolls are not the "fix all" solution but an easy \$ grab.
- DMV and DEQ dollars are for the roads, not addition tolls. If those dollars aren't didn't right, how well you possibly spend the dollars in the right way?
- Your goals are going to be difficult to achieve, especially limiting impact to adjacent roads and neighborhoods. Freight trucks often use this route because their destination is further north on 205. I am a single, school teacher mom of 3 teenagers. ALL of our jobs and school are north on 205. I am very concerned about being able to afford living in West Linn if this goes into effect.
- Words that look good and "right" on paper, but have serious doubts they will actually be implemented. Find a different solution other than tolls.
- This is an attempt to privatize road use and dissuade people from going into the major cities. Instead of tolling people your efforts would be better suited holding the State accountable for funding, upgrades to roads have been long overdue. State and Federal authorities need to be held accountable for funding this.
- See above
- Unfairly target the residents of West Linn
- See above
- The impact this will have on the local streets of Oregon City and West Linn will negativity impact the community and drive up congestion. Also will negatively impact Willamette Falls bridge and the traffic surrounding that area (which also includes West Linn high school traffic). Purpose you move the toll to I-205 and I-5 interchange so that less chance of avoidance of toll and will help reduce the traffic between 205 ramp and Stafford
- Again, see concerns related to how this project disproportionately negatively impacts residents within the bounds of the toll
- While I agree with many of these goals, I don't agree with a TOLL being the only way to fund achieve these goals.
- Majority of people use private cars and TriMet is showing less ridership in spite of population growth. It (the plan) doesn't reflect reality of the average working man.

- The financial impact on an already struggling economy and Society. added pollution from the cars that will now be idling on side streets, extreme congestion on back roads and alternative routes. added danger to walkers and bicyclists as commuters clog those streets. The impact on businesses whose clients don't want to pay a toll or are stuck in traffic on the side streets . . . This is a bad idea. it's time to take a look at all the waste and spending and use the money wisely
- The only thing this project will accomplish is taking more money from the working people, this is a route that is not easy to find a way around and it is not fair to the community around this area to take away their normal route if they can't afford or don't want to pay your additional fees. If you want to move forward you need to find a toll area that has other options for travel rather than making people have no choice.
- ODOT's priorities are upside down. You should be severely taxing the giant SUVs that so many love. You should charge registration fees by weight of the vehicle and gas consumption, not age of the vehicle. You should put punitive taxes in place to discourage purchase of large gas-guzzling vehicles, and incentives to people who buy smaller, more fuel-efficient vehicles. That alone would reduce congestion. You also need to work with the idiots in city government who want to continuously increase growth and density, which is basically what is causing the problem. Too many people on too few acres.
- Again I do not agree at all.
- My daughter-in-law has to drive this area everyday to get to work because she lives in Gladstone area. The closest route to Beaverton area is the I-205. She does not go to work or fun but because that is where her job is and it is a much needed job, so now you are taxing someone to get to a job they NEED. How do you justify that? Not many well paying job in Clackamas county so she has to travel outside the county. We are just trying to make a living and now this? Where is all the money that is being taken from us going? What about accountability/transparency to the people of Clackamas co.
- toll systems ?
- Knowing how tolls work, the toll will begin reasonable and then escalate through the years to an unreasonable amount therefore forcing only the elite to be able to use the 205 and the majority to use any possible backroad they can find. No equity in that!
- Work on the roads,(widen ect,) there will always be population growth. Keep it simple and focus on what is needed and what you are here to do.
- To toll the I205 corridor at all in any location is a poor choice.
- The ONLY worthwhile goal you mention is to "support regional economic growth"; the others are typical PC nonsense. Your mention of "future toll systems" is particularly disturbing, as it implies that you intend to expand this money grab, and your "support multi-modal transportation choices" is clearly just bureaucratic double-speak for more MAX lines, all of which are HUGE money losers! Get a life...
- I think it is ridiculous to believe that adding tolls will reduce the amount of diversions to adjacent roads and neighborhoods. I for one would be much more likely to use adjacent roads to avoid tolls. And I know Google maps and Waze both give route options to avoid tolls. So this is clearly a popular option that many will surely implement. And again,

charging tolls is NOT equitable. Tolls have a much larger financial impact on those with a lower SES, those who have almost no choice in when they have to commute.

- One aspect of the goals assumes that tolls are the only solution to the congestion issues
- Because there is NO WAY you are going to avoid congestion on the arch OC bridge and The obvious congestion that already affects main st in OC and the traffic by the 76 gas station in West Linn. It will absolutely make it worse
- These goals do not make sense to me. Why are we being forced to pay for something we have never had to pay for? This will significantly lower the livability of West Linn. It is another way to squeeze money out of hard working citizens. It is actually unbelievable to me that you are even proceeding with this. I think you should all be ashamed of this farce.
- I do not believe a toll should be in place where there is no alternative route over the river.
- NO TOLLS!
- Do not do this, please. Let people travel free
- See above
- You will not achieve this by tolling. This will only generate revenue. Demand of the roadway will continue. But I am sure you are counting on that.
- Placing tolls on 205 is a terrible idea that will only increase issues. Instead the current funds could be better managed and not wasted on useless things. Take the needed money out of our bloated police budget.
- Same as above. If you found money to improve 205 from Hwy 213 North; you found money for a 3rd lane for the Stafford - I5 section, find the money to correct Gladstone to Stafford!! Or toll all of 205, not just this section!!!
- Your goals are good, but your solution sucks
- As above
- only goal is revenue
- See above. You deserve no more of our hard earned money until you stop wasting what you've already taken from us!!
- people don't want limited access to their hwy...they want to be able to transport themselves and their families to their desination without having to worry about another tax obsticle in the middle of their trip. I stronly dissagree with the draft goals and object to another from of taxation
- You will just divert traffic to alternative roads there is no way to avoid that with a toll.
- For all the reasons stated above in my previous responses.
- According to OHP Policy 1A the primary function of an interstate is to "provide connections to major cities, regions of the state, and other states." The purpose, needs and goals all appear to address local issues. I suspect that the source of the congestion is local traffic. There is little evidence that ODOT has considered input or needs of through drivers. Advance communication measures need to be implemented so that through drivers are aware that they will have to pay to get into or out of Oregon so that we can pay for problems caused by local traffic.
- see above
- Don't agree with future toll systems.
- It will put more pressure on neighborhood streets

- Tolling only 1 area of metro traffic is extremely disproportionate and unfair! If we can use gas tax, ODOT, and federal funds to pay for all other State of Oregon transportation initiatives then we certainly can do so with I205. Be fair, Be consistent.
- Toll systems are inherently disadvantageous to those who live near them.
- No tolls
- Tolling is not the right solution.
- No tolls. Legalize gambling and prostitution and use that money
- Economic growth will raise taxes and just create more congestion.
- people will still use other routes to get around the toll area.
- Again, we who live in Oregon City and Gladstone should not have to keep paying more and more fees for roads. I own a house and between schools (I have no kids in school) and roads, we are being taxed out.
- Tolls will not resolve these issues and in addition to additional financial hardship will create unsafe roads and wear on surface streets
- Oregon revenue scam
- Tolls will increase congestion on other routes. Additional travel lanes are the best choice.
- The goals are unattainable. Traffic will divert onto adjacent roads and neighborhoods. Multi-modal transportation choices do not exist. Residents of West Linn must use 205 to get to the nearest max station and the nearest bus depot. And, residents of WL and OC will be inequitably impacted by the tolls.
- Other tax sources not considered.
- literally no one wants this. so many people commute through that short area. i can't afford to pay a toll to get to work unless the mining wage gets raised and that's not anytime soon. it's really really really discriminatory towards people with low income. to avoid tolls they have to take a longer route, using more gas and creating more CO2. this isn't what we need and this isn't where we need it. put it on the bridge into washington. this is wildly irresponsible and honestly y'all should be ashamed of yourselves for discriminating against lower income folks.
- I feel strongly that a bond should be raised to cover the costs of this project so that local traffic will not be impacted by those seeking to avoid the tolls on I-205. I am not in support of ongoing future tolls on our roads.
- See above
- Should have not wasted the tax revenue you've been squandering for 2+ decades to pay for expansion.
- People are going to drive whether there are tolls are not - Oregonians have to work and unfortunately there is not a good mass transit alternative at this time.
- Tolls just make people look for free alternatives and cause more traffic in non toll roads. You will overwhelm road around the area as drivers try and avoid the tolls. You need to enhance the bridge and lanes so that traffic can flow across the willamette river
- These goals are just a smoke screen. Limit additional traffic to adjacent roads (ha) it will do just the opposite.
- You are adding a big burden to West Linn residents.
- you will make the traffic problem much worse by adding tolls to the highway

- How will you limit diversions? How does this promote safe travel? Interoperability with other transportation systems?? What the heck is that?
- The same as above. The desired outcome will not happen because none of the problems are being addressed that a toll road brings. Having commute lanes are the better choice.
- Will strongly impact the locals in the area
- This whole idea is ridiculous. Clackamas County has been a horrible steward of our money already.
- see #3
- Not limit additional traffic diversion but eliminate it altogether. If you do not accomplish this hol, you will have failed
- Same as # 5
- You are finding nice language to hide the toll.
- I think the tolls target people living along the 205 corridor and will result in increased traffic on surface streets.
- We get taxed enough! No tolls!!
- We get taxed enough! No tolls!!
- Over taxed already
- we are not on the east coast and don't need tolls. We need to look at using the taxes that are collected correctly. This will not solve or help with air quality. The people already use the neighborhood streets when it is busy, they will use them to avoid the tolls, can't stop that from happening! Tolling is gonna make more people unhappy with the states continued stupid decisions, let us vote on it (all neighborhood
- You are failing to look at the local situation and seems raising money s more important!
- same reasons as above
- That hurts the economy especially the smaller businesses and all of the related industries
- Tolls are only supposed to be implemented for new construction, not improvements on existing.
- Should be achievable with current paid taxes
- It's getting to expensive to live here. Wrong time to consider this when people are struggling so much.,your priorities are screwed up
- No more taxes. A toll is a tax. Oregon has a super high state income tax. Stop wasting our money.
- Given how ODOT has not listened to folks re the Albina project, I wonder how this one will be different
- Yes, these are the goals that we should strive for and make sure are kept in line.
- I would hope this is not a permanent toll program, therefore no need to maximize integration with future toll systems.
- How come there isn't an alternative 6 ? NO TOLLS !!!!!
- Will create surface street congestion
- A money grab instead of using your budget effectively.
- In your statement (We'd like to see) who is we, and why hasn't this been addressed to us citizens. This is Oregon, not concrete California

- Tolling this area will negatively impact the residents of West Linn, because there are limited options for leaving the area. It will also increase congestion on surface roads which are already over capacity.
- Again, I do not agree with a toll road in Oregon.
- We are stuck having to cross one bridge. It is very unfair. No Tolls !
- Tolls will not support travel demand management. People need to get to where they are going despite the time of day and the tolls assessed. To think that higher tolls will change how people use 205 is delusional. Additionally, those who can least afford it will be impacted the most while those with money will be unaffected. No toll is best, find other sources of revenue for road improvements.
- See previous comment from #6
- it's all platitudes
- This implies tolls are the only option and is flawed
- see above. Plus the fact that many of the people that live in Canby are already at their budget limits especially with covid stopping most all work!!!!
- This project provides revenue to state, but does not meet any of the other stated goals. Especially the air quality and local road congestion.. The only alternative route would be over 8 miles of additional driving on roads such as 43 and 99e and Sellwood bridge do not have the capacity.
- Zero interest in multi-modal transportation. We live in a rainy place. The practicality of riding a bike to work for most people does not exist.
- Typical mumbo-jumbo. The goal should just be to cut traffic.
- In my opinion tolls are not the solution and I can't imagine this will not have an impact on our local streets.
- I don't disagree with the goals of reducing congestion and raising revenue for road maintenance and improvement. However, you are offering us the same situation at an increased cost, with the disproportionate burden borne by those least able to afford it.
- We already paid for this road
- No tolls
- No toll roads ...
- Project goals are lies and will not work and will never be met.
- There's nothing anyone can do to stop the problems listed above. Overpopulation is the root of all the above problems. Cut down on births, and you'll soon see a vast improvement.
- The draft goals express exactly what is intended: maximization of tolls. The goals are yet another attempt to extract money in the guise of reduction of "climate change." The options do not include solutions without tolls. Another fait accompli.
- You eliminate congestion by making it so people can't afford to drive on the road. That is stupid and unfair. Don't sugar coat this with the word "support." It is a tax, plain and simple. It will cause people to use neighborhood and arterial roads that will become more congested and dangerous rather than having through traffic stay on the freeway where it belongs. Widen I-205 to handle the extra traffic and the congestion problem will go away.
- We should not have toll roads

- Instead, this toll will only make it harder and more expensive for working people who must drive and can't just up and change their schedules to get to work. It is a ruse that will transform our roadways, which are supposed to be public goods paid by public dollars, into special pay for play zones, where full access and use will be restricted to the economically privileged of the public who can afford to pay more.
- Tào lao . Lại muốn kiếm tiền của người dân cho chuyện không đâu. Chỉ cần cho tăng tốc độ tối đa lên tới 70 Mile thì tránh kẹt xe như tiểu bang Cali hoặc Washington
- Businesses are likely to move from Portland - which will reduce traffic.
- NO TOLLS! It's crazy talk.
- Take out the "could, would,should" and replace with "will, shall, must"
- All of the options described sound good but why not just raise taxes and try and make them a reality
- It's not right to start tolling on I-205. It is a public freeway that has already been paid for. Now you want us to pay to use it? Ridiculous! How about you find some prudent stewards to manage public funds. People that will maximize the value of every dollar. It is well known how much waste is part of every public construction project. We joke about the eight workers standing around watching one guy do the job. We drive through construction zones where there are only flaggers and nobody working. You paid someone to sit at the Tong Rd. crosswalk for months while no work occurred. Be better!
- No tolls
- There are no park and rides, no bicycle lanes, no max lines, and very few buses here. What is the alternative? There is none, so you are basically charging low income individuals a fee to get to work in the morning. There is not enough info in the plan on future integration with other systems..
- NO TOLLS
- A toll is just another tax which will not reduce any traffic and only create a financial burden on the community. Allow citizens to vote on this. Stop the dictatorship here in Oregon!
- I do not think current roads should be toll roads. Our past taxes have already paid for our use of these roads. If there are toll roads, we are being double charged, and should not pay taxes for the roads.
- Need to provide more public transportation options, like more max lines and/or more bus service.
- no tolls. need to shift traffic different way: boost freight rail, public transit, etc. Give people better options before screwing them over on the only one they currently have
- Oregon has done very little on the freeways and hiways.all talk, all take no improvement
- This will create a side street nightmare
- find a better way
- This is horrible for West Linn residents.
- Tolls do not provide equitable benefits for all users. Lower income users would have to pay a higher percent of their income than higher income residents. This is far from equitable.
- Tolls don't increase safety - they increase the cost of living. The cost of living is already to high. Public transportation lessens traffic but is the least safe option out there.

- You are punishing people for using the roadways they are already paying for through gas tax, which is way too high. Not sure you are using the money you do get the best way.
- Freeway system has been grossly underbuilt and should be a minimum of 5 lanes in each direction for the population and the through interstate traffic.
- See above
- You disregard the amount of traffic that will divert from I 205 as a result of this. Anybody with Google maps or Waze can figure it out. THIS will result in serious safety as well as liveability issues in neighborhood surrounding this.
- Tolls are unfair on an existing roadway. FIND ANOTHER WAY TO RAISE REVENUE!!!!!!
- Tolling is not the answer
- Tolls don't work.
- The goals are wrong. This corridor should be for increasing traffic through the metro area by reducing congestion on I-5. This project reverses a 40 year plan that has worked. Widen the freeway in this area to 4 lanes each direction. Stop all overhead electronic sign projects. Revisit the goals written when I-205 was originally planned and consider their meaning. I'll be there was nothing in there about restricting traffic so it has to go elsewhere.
- We do not need a toll!!
- Toll roads through this area will have more negative impacts than positive on local residents.
- How can you make these claims with a straight face. Air quality will deteriorate as traffic congestion caused by tolling will INCREASE it.
- We are spending billions of dollars on various initiatives in the Metro region in an attempt to make housing more affordable. Exactly how does the I-5 tolling initiative support that? It doesn't. It will make housing closer to employment centers even more expensive.
- Not a way to take money from us!!
- Just widen the darned freeway
- All this will do is clog other streets. I.e. Old town West Linn
- What roads are you going to divert traffic to?! You're truly magical.
- Tolls are just another form of tax and we have the right to vote on this, let the 'Owners' of the road vote on tolls!
- bad timing for extra costs during covid
- Do not put a toll in
- Yes traffic sucks, but asking people who travel this every day to make a living and barely get by is unfair. Ask the politicians to make less or ask the state for more money. The tax payers shouldn't have to bear the brunt of ODOT's lack of funds.
- We're better off without the toll.
- It's a freeway, what other safe modes of travel are we talking about? I love bikes but they don't commute well in winter for the typical freeway user.
- The toll project should not be approved unless approved by the voters. All drivers would be charged one standard rate of \$1 for crossing and would not be charged when crossing the other direction.
- Build another bridge- no tolls
- toll move problems to other locations

- I disagree on a toll cause I'm already paying tax on using our roads!
- Common sense if you want a diverse community. If you are aiming for those that have, and those who serve those who have, then this fits. Assuming everyone is abled body to bike etc. The reason traffic would get better is because only those with \$\$\$ could drive. Nice one.
- You have no master plan, only to penalize those whom work a set shift, AS stated previously an engineer did not even understand shift work, where hours are set. Citiies have allowed buildings and businesses to go up with no regards to traffic issues, or parking issues only looking short term. Politics rule, not data or facts, Even your own studies are not reviewed to understand patterns again you all assume that one can go to work when one wants, or take a 2 hour bus ride to get to a destination when in fact if one did drive even in traffic it is 1 hour and typically 35 minutes, i
- No tolls
- No toll
- keep it no toll
- Being familiar toll roads the congestion will just be diverted to other non tolling roads. It will be in my opinion a nightmare. It should be a voters approval to move forward.
- Too many conflicting goals. Just eliminate congestion.
- No tolls!!!!
- We already have your first point. The second point should have been addressed and handled by your county. Third point is just a filler point to pad out this draft. I dont have the time for that.
- Tolls discriminate.
- Tolling will not accomplish your goals.
- Stop paying idiot employees so much. One guy to a shovel instead of 20
- A toll isn't a right fit for I-205.
- We've already paid for the roads once in our taxes, don't ask to pay for them again!!!!
- Its my way to work through all the planned toll zones. If you toll it Willamette drive and hwy 43will be overloaded adding an hour just to get out of west linn
- There is no problem. If area is congested, so be it.
- You all produced 205 in the first place and did a good job of looking ahead except for the
- Gas tax is simplr
- Tolling residents of West Linn would amount to holding us hostage unless we pay ransom to the state to leave and enter our home.
- You are going to destroy our property values! And cause lower income folks to move where they can afford to travel to work.
- Raise the Metro Area gas tax to pay for the project, DO NOT create a toll to raise funds
- This will not help the traffic at all are freeways should be bigger and more lines this will help are freeways
- toll roads are not the answer! They are just another money grab
- Inhibits fair interstate commerce and travel.
- Your goal is to get money. You found a spot where viable alternative routes are not available and chose it.

- The people of Clackamas County DO NOT want Toll Roads in our county. We want alternative ideas used in other cities tried first. Other counties also reject toll projects. Traffic Tolls slows traffic down causing more pollution. NO TOLLS!
- There is no equity in off-loading traffic from I-205 to local streets.
- The concept of a toll will not help locals
- Being from the Midwest and driving both tolled and non tolled freeways there's no difference in traffic or accidents. Because of inappropriate use of funds that continues to happen in this state this will become nothing more than another money grab to fund non road related items.
- Stop with the cash grab!
- We need to fix issues not make them worse by charging people
- same as above
- "Provide equitable benefits for all users" - disagree. This project needs to focus on the people that use this freeway every day, and be tailored to their needs/impacts, not try to make it "fair" for those of us in West-side suburbs who barely ever drive 205.
- OK, how can you disagree with the statement which is so carefully worded to allay my fears?? How exactly are you going to "limit additional traffic diversion"? Sure, your draft goals are well thought out and it would be great in a perfect world, but please, please do not think small. Toll the entire road if need be. Don't ruin the neighborhoods with the traffic jumping off. If the entire road was tolled with a smaller fee, but more cars paying, the effect would be more efficient. Coming from I5 you must not start the toll at Stafford. It would be disastrous for that neighborhood.
- You people do not understand, keep out of state traffic off Oregon road.
- Reasons stated above. NO TOLLS!
- This state government and its agencies are unable to be objective in the assessment of what is equitable. They let Portland burn, restrict police action required to maintain the rule of law and that is the opposite of what is equitable and safe.
- Porque los peajes ya los vemos en otras ciudades y nada de lo que mencionas ha mejorado, la poblacion va en aumento y con ello sus consecuencias, el peaje solo es un gasto más al bolsillo del ciudadano que para poder seguir su vida diaria se ve obligado a pagar estos peajes pero no ve los beneficios de ese pago.
- Liars, cheats, and thieves, all of you.
- I disagree with the "support of multi-modal" choices. The mass transport systems all have separate sources of funding and if there is increased ridership then those systems will meet that need within their funding streams.
- See my previous comments. The priority of gasoline taxes is for those who pay it and not "all" users. This is an unacceptable idea especially with many businesses already struggling with the shutdowns and gross receipts taxes and the cap and trade mandated illegally by the governor without legislative approval. I am pissed.
- I'm concerned that economic growth is a euphemism for "build more highways."
- don't put tolls
- \$\$\$
- i don't want Toll Roads in Oregon. You get enough money for roads!!!

- It is UNFAIR and not a good option.
- Read the previous comments!
- Stop wasting fuel tax dollars!
- We don't need tolls
- No Tolls!
- You should not toll that area at all.
- NO TOLLS period. No
- It will impact low income families more than others. It will not "improve air quality." It will add congestion through neighborhoods in an effort to avoid the tolls. Sellwood and Oregon City's traffic will worsen. This was proven when work was being done on the Abernathy Bridge.
- Horrendous proposal.
- Same as above.
- Again. Bad idea!
- Provide equitable benefits for all users is not what equity means. Equity means providing equitable benefits for those who are currently underserved.
- No toll. Raise my taxes, add gas taxes. No toll. I will avoid places that require me using a toll,road.
- Because by doin this there will be no changes in the amount of congestion or traffic and will just cost the public more money
- Limiting diversion traffic is not enough. Allowing any diversion traffic will significantly impact me as a west linn resident.
- FUTURE toll systems??? See you are planning more taxes and theft, and making Oregon no better than California, Illinois.
- moi chiec xe da phai tra tien thu phi trong 2 nam la \$ 160 thi tai sao khong lay khoang tien nay de sua chua .
- Again, the project shouldn't exist. You failed to establish a need. And you failed to demonstrate that you've done due diligence to find funding in the already bloated budget. This is on you, not the taxpayers. Do better or get replaced. Tolls are a gift. They have never worked, and they have never been removed after the work is done.
- Stop buying static mass transit. We have enough MAX/WES tracks
- The draft ignores the real needs of families.
- These are fantastic goals but I would prefer that they are addressed without tolls.
- See above
- None of these are specific as to the reasons for a new tax.
- See above
- I strongly oppose tolling
- No!
- More lanes are needed, not tolls.
- Just tax millionaires
- I agree with needed improvements to I205. I disagree with the "toll project" as the only way to finance it. The draft purpose presumes that the improvement project and the toll project are one and the same.

- I agree with needed improvements to I205. I disagree with the "toll project" as the only way to finance it. The draft purpose presumes that the improvement project and the toll project are one and the same.
- I see nothing in your plans that determines that tolling is the best possible way to find money to build more traffic lanes.
- Will not be equitable for all users. Residents of West Linn will be hostage to paying tolls and dealing with the influx of traffic on surface streets.
- I don't agree with paying tolls
- ODOT should have anticipated future growth and useage and initially built 5 lanes EACH direction. Now, because of their flawed foresight, WE THE TAXPAYERS have to fund their stupidity?
- NO TOLL ROADS
- "limit additional traffic diversion" is not going to happen.
- This is social engineering, pure and simple. We already pay enough taxes for transportation. These funds have been WASTED on stupid things like the electric signs on the freeway that say "slow" or advisory speed. They merely increase the carbon footprint and contribute NOTHING to safety. In fact they are a distraction from driving.
- You can't be successful in limiting people to Not use local streets so will destroy living conditions just to raise funds to study the options? Really? No tolls on I5 and how many projects to analyze congestion over last 30 years with no new bridge or moda center area relief? Just not happy with outcomes although you are stuck with density and problems only getting worse!!! But this area of town for proposal has fewer and not easy mass transit options.
- No toll... argonians have funded the Sellwood Bridge and now the Burnside Bridge when is it going to stop
- Gladstone and OC are not wealthy areas. Lumping their residents with West Linn/Wilsonville seems unfair. Trimet coverage is a joke and adds hours with undesirable folks to commute.
- Additional costs to taxpayers
- How will this manage the traffic to the OC bridge? I know I will be using that instead.
- See reasons above.
- These goals are short-sighted. You do not mention the resulting increased side road congestion, the potential lengthening of commuter trips and the consequent increase in pollution
- Oregon has a long history of miss managing funds and taxes. I have no faith that this will be any different. This is nothing more than a money grab and the money will be redircted and not used for any of the goals stated above.
- tolls do not limit traffic diversions, but encourage them. People travel by car because they have to, not because they want to.
- NO TOLLS... This is only TEMPORARILY allowed because President tRump waived a long standing law.
- See above, NO tolls!

- There should be a waive or reduction in the toll for those who live within a certain distance of the bridge who cannot escape traveling over it
- Do not toll existing infrastructure. Create additional toll lanes
- Put it on hold! Work with employers to have as many people as possible work from home or alternate work hours. Oregon anticipates loosing \$125 million in fuel taxes between March 2020 and March 2021 so that's an indication of less travel.
- goals note nothing of utilizing existing tax funding.
- This would be a nonstarter if the traffic was diverted to Lake Oswego not Oregon City West Linn and Tualitin.
- This is not a viable list of goals without first building a light rail line along the I-205 corridor.
- Nearly the entire stretch of I-205 is wide enough to open more lanes...instead, you razed the area and installed wires for the rare event of a vehicle crossing to the wrong side. ADD MORE LANES, NOT TOLLS
- There are no desirable outcomes with a toll.
- Same as above. Find another optiopn beyond charing individuals more money to drive.
- There are better ways to finance these needs without heavily impacting the local residents along this section of I205
- It's not equiable at all to simply charge people for the pleasure of using infastructure. Tolling does not 'support' different transportation choices, especially when there is no viable alternative to using a car. I cannot pick up my child from daycare on a bicycle.
- toll bridges suck.
- add lanes of travel from West Linn to I-5
- See above.
- Tolls will not promote equitable benefits for all users, and will increase traffic diversion. While the goal is laudable it will not be achieved.
- Again, no more taxes. NO TOLLS! find the money from the unnecessary wasteful spending. Have a citizen review for the state budget then you'd have to abide and survive without the waste.
- No toll.
- Rather than resolving the issues, tolling will just exacerbate them.
- I am against tolling in all circumstances
- Same answer like the above
- we already pay road tax. Any other tax on roads is theft
- this project is fleecing the middle class!!! build a new lane
- If you stop spending billions on lightrail that 3% of people use, you will have a lot more money to fund road projects and no need to further tax vehicles.
- No Tolls!
- A toll road on I-205 is a terrible idea. It will make congestion worse and make the commute time longer.
- we do not need a toll
- why 205? there aren't many tall bridges in Portland area?
- Can be done without toll

- I disagree that it will limit travel onto adjacent roads and neighborhoods as a person that has seen the impacts in their own neighborhood from a road modification. Also, there are limited transportation choices for some--especially during and post pandemic where distance matters and can be life of death.
- You have too many goals and they conflict with one another.
- Traffic is not bad, no alternative route, expensive to commuters.
- Equity is pie in the sky thinking. No tolls and thus no need for limiting diversion or integrating with future tolls systems. "Interoperability"? Not in my dictionary. Come down to earth, folks.
- Again, a bandage rather than a tourniquet followed by surgery. Create another source for those needing to travel from East/West/West to East. fo
- fix the off and on ramps
- New roads are what is needed. A person living in Gresham that works in say Tualatin Sherwood cannot use another choice in transportation. You will only be putting another burden of gist to get to work on that person.
- Add extra lanes on Abernethy bridge. Of course there is going to be traffic when 3 lanes merge in 2 lanes.
- See previous answer
- I don't believe a toll is the solution.
- NO TOLLS
- I am 100% against tolls
- Sounds like you have already mad the decoision to put the tolls in and are now trying to justify it.
- N toll at all is better. Once they are in place it won't end. And yet another way to trace movement, of population
- No tolling
- I do not want a toll system, and I think we should allow for traffic diversion to manage congestion.
- Improving air quality should be restated as to consider impact on air quality in the south metro region.
- same as above
- Toll has never been necessary ever since the interstates were constructed. They should not be considered necessary now. NO TOLLS! Taxes are already taken from the People. Stop wasting it and use it on interstates. I learned when I was a young child to use money a lot more wisely than elected officials do.
- NO TOLLS - NO CLIMATE CHANGE - BAD PLANNING & POLICYS BY STATE OF OREGON
- Not sure the goal will even close to being reached.
- No tolls
- Unfair cost shifting to actua residents alig or near 205.
- Building high speed travel to the area
- more bs from you to justify another source of revenue.
- No tolling, see above

- Tolls just divert traffic to roads less capable of handling congestion, and place the cost burden on the county rather than ODOT.
- The problem with 205 and lack of funds is bad leadership and the high cost of labor that is caused by prevailing wages.
- Tolls are not needed and should not be implemented
- Once again, we already have taxes that cover our roads. We do not need more taxes or tolls!
- NO Tolls!
- we should not toll - we need Clackamas County to grow and this will prevent this long into the future
- This is NOT the way to handle this!!! Our little neighborhoods will suffer. It's ok to force them off the freeway into our neighborhoods!? NO!!!!
- Tolls in this area are UNFAIR, not enough alternate routes. No end date that I see, once added revenue source, greedy government will not stop this form of taxation.
- Could use way more evidence
- This is not taking into account the financial impact on struggling families
- we want to vote on this
- The goals to grow the 205 corridor are ok, but the funding mechanism is way off base.
- NO Fuckin TOLLS!
- Tolls do not fix those goals!
- QUIT TAXING US ASSHOLES!!!
- See response to #6
- Again, a tax on poor people.
- Remove deq and then u can discuss tolls
- You are overriding the votes of the people to steal
- See item 5 response. I can travel the side roads and clog them with the rest of the drivers.
- I do not think tolls are the answer, we pay enough property taxes to have our roads maintained if the funds were managed properly.
- no tolls
- Equitable benefit is ridiculous phrase
- Because you want tolls before building more lanes. ODOT takes forever to make even a simple repair. How can we honestly expect lanes will happen quickly after tolls are placed? The answer is that it won't. It's absurd.
- How anyone thinks less people will drive is ridiculous- it will just make it worse for West Linn citizens who have to drive.
- I oppose the use of toll funding, not the goals of the project.
- The tolls will be misused because that is what Oregon government is KNOWN for. WE DON'T NEED A TOLL
- This will not solve the issue of congestion, it will only slow traffic down and the funds will not go to the area of those most impacted by a detrimental plan.
- It will adversely impact Willamette falls drive and the old Oregon City bridge cannot handle that amount of traffic or that much weight going over it to avoid the toll.
- I strongly disagree with the plan to toll
- How are you helping local residents as you move out of town people along your freeways?

- See above. This will not reduce usage. It will just create hardship.
- There will be no motivation to climate change, down here we are still far dependent, there isn't enough public transportation
- This isn't the way to deal with the problem.
- No tolls
- We already pay enough in taxes. I have to use this freeway to get to work. We can't afford to pay more taxes. We already paid for this highway. I am absolutely against this Tolling.
- No one wants tolls
- Quit taxing us!!! Got the same paid roads
- NO TOLLS.
- Same as above
- Don't make it a toll road I pay enough gas taxes as it is. Maybe if you'd have spent them on the roads instead of bike paths and boondoggle bridges.
- It's a buncha mangled crap. Tolling is dystopian crap and you know it. Keep it out of Oregon.
- Unfairly affects local residents
- I don't think that expanding the road is the right way to go.
- Again, this is not an Oregonian thing.
- No tolls. Gas tax money
- By tolling 205 (and future roads I am sure are coming) you will simply put more traffic on surface streets. I want to know what "equitable benefits" are!
- People will use alternate routes, which is fine. Most states with toll roads have many options for people to decide if they want to pay to go the fastest route or take a different route.
- This will not make people use mass transit...Your transit system does not work for people who live on the eastside and work on the westside outside of downtown. Doubt this will support economic growth. You are taking more money out of our pockets.
- you are only looking for money
- Again, it will hurt the people that you are stating it will help
- I think I have made my point.
- See my response to #5.
- I do not support tolling of any kind as it is a regressive form of taxation.
- If the state can fund a 100Million dollaer design for a bridge that was scrapped, the state can afford to do a much needed upgrade to an area that should have been planned better at the inception of the road.
- There are too many people in the area which cause traffic. This is simply a ploy to get more government income and once again tax the middle class.
- Those goals are ridiculous and a lame attempt to persuade us that another tax is good for us, tolling will not solve the traffic headaches of 205.
- I do not agree with tolling any public highways in Oregon
- People will continue to travel and many will resort to side roads increasing congestion and poor air quality in local neighborhoods.
- Does not provide any real benefits to the drivers on I-205.
- multi-modal transportation is an expensive, unnecessary luxury. Not needed.

- What are the effects on side street infrastructure and limitations by the river? A toll doesn't address these issues.
- how do you resolve equitable downsides for residents around the toll areas? that does not seem to be included here
- regional growth is the problem.
- See #5 Response
- Shortsighted planning. Another bridge or a wider bridge should be built alleviating traffic build up on the OC/WL bridge.
- Because Toll is in the name of the Project, multi-modal Transportation means Taxpayer subsidized Transportation we pay more than enough.
- it's not fair to low incomes
- Adding tolls within the Portland Metro area is misguided to begin with.
- There's no guarantee the money collected will pay for more traffic lanes.
- Your delusional and fooling yourselves.
- see my issues stated above
- You already know that 205 has a traffic flow problem. Why are you spending time and money or should I say wasting time and money on an issue you know already exists and never should have happened had appropriate planning been used when originally designed. Again TOLLING is another form of taxation which we have said no to over and over again. We can't even get unemployment right I can only imagine the mess with trying to collect tolls. Look to our northern neighbors...their toll roads don't work.
- you need a keep 205 clean bullet point
- Tolls won't solve overcrowding.
- Spend the money you already collect wisely and we wouldn't need "new" goals.
- See above. LAY PAVEMENT! Use tolls to pay for NEW lanes.
- Consider the fact that many do NOT have a choice of when we have to be at work, and tolls would be expensive for ALL people, underserved or no. Many would use alternate routes to avoid tolls, creating more dangerous traffic in residential areas as people rush to get to work when they have to take a longer route. Property taxes are so high I feel they should cover a significant part of the changes needed, and with COVID keeping people at home more tolling is ridiculous. Many will likely be able to continue working from home, making those of us who have tight work schedules the ones who suffer.
- Tolling does not seem fair, we have more traffic and need smart alternatives
- This will expand to include most freeways and hi-ways and the costs will skyrocket.
- This is a poorly conceptualized approach
- We are already taxed too much. This would absolutely destroy some families' income.
- NO tolls. We already have the gas taxes!
- Oregon City residents need the Abernathy Bridge more than any other community. Therefore, we will be tolled the most, and also impacted the most. There needs to be an added goal to minimize the impact to the affected local communities.
- so right now people divert through neighborhoods to avoid traffic, but that will probably increase with everyone trying to avoid tolls.
- I explained this in my answer for #5.

- I explained this in my answer for #5.
- Stop all toll roads in Oregon
- Eric in the use of federal money to do the real transistor doing the diamond lands they take the money and they put in the pensions
- DONT MAKE THIS TOLL YOU GUYS ARE SCAMMERS AND TOLLS DONT HELP TRAFFIC. EVER BEEN TO THE BAY OR NY??
- low income will be hurt
- NO TOLLS
- Because this is the way to grow your big government. o and you can bulid your buearocay
- There is no plan for the streets that will absorb the traffic. Stafford, Rosemont and Hwy 43
- For the same reason as in #5. You had your chance, now make citizens pay for your incompetence.
- Reconsider all of the Regional Transportation Priorities within ODOT Region One. The 2021-2024 Metropolitan Transportation Improvement Program-Plan priorities funding needs have to be adjusted to result in the elimination of congestion on our roads and highways. We cannot continue to justify at this time the SW Corridor Light Rail Project as it has very limited if any, positive effects on reducing racial inequities, congestion, and Carbon Emissions in the I-5 SW Corridor. All funding for that project including all monies that have been set-a-sides in funds should be redirected to the funding out of the Stafford to Oregon City I-205 Corridor widening project, and associated improvements to the Abernathy I-205 Bridge. If we truly want to solve Regional Transportation problems, we must put our all-purpose Transportation Investment Dollars where they are needed the most and justified within Critical Thinking and the greatest Return-on-Investment. Ridership has been falling on TriMet's Light Rail Transit System for the last 10-years. Growth in Regional Metro-Portland Population has increased and so has the daily "Incidents of Travel" and the marketplace reflects that TriMet's Light Rail Transit System is not what the Marketplace wants. We are running greater and greater losses as the cost of providing this transit option cannot now be justified. Creating the planned SW Corridor Light Rail Transit Project, with even greater losses, that require more and more subsidises cannot be justified. When compared with the results of doing whatever is necessary to create a Free-Flowing, high-capacity corridor without tolling is very important in its benefits. This will result in diverting traffic away from using the SW I-5 Corridor and have a greater effect on eliminating SW I-5 Corridor Congestion than an investment in creating a new SW Corridor Light Rail Transit Project. This also provides the greatest Return-on-Investment (ROI) in how this will induce incidents of travel away from using the congested - urban - SW I-5 Corridor. There are many very important benefits that result in reducing the levels of congestion and their negative effects on society. A key example is found within the discovery of "The Cost of Congestion" and Benefit Analysis and positive and negative effects when comparing all benefits of the two choices of investing in the SW Corridor Light Rail Transit Project and solving the un-bearable growth in congestion in the I-5 and I-205 Corridors to investing approximately with one costing approximately 2-Billion Dollars and the other costing 4-Billion Dollars. The citizenry of our region has voted in their choice and

use of the different multi-mode methods of transportation they want and need. It is not Light Rail and even Bike Commuting has greater acceptance than TriMet's Light Rail Transit. The SW Corridor Light Rail Transit Project is not justified within virtually any benefit analysis. It does not move people from using all other modes of transportation to a degree within Value-Based Criteria to where it can be justified. It has limited positive environmental effects with reductions in Carbon Emissions when compared to eliminating significant congestion in the I-5 and I-205 Corridors. All regional - Metropolitan Transportation Improvement Program-Plans should at this time reflect making investments where they solve the highest and greatest needs. We have for multiple centuries underfunded our roads and highway and Value Pricing access to our Roads and Highways only makes things worse with the negative effects of inflation. Our economy, our regional businesses, all interstate commerce, this movement of all goods and services will be negatively affected. Metro/Portland TriMet Light Rail ridership has fallen to a point where any future investment in the Light Rail Transit mode of Transportation is not justified at this time. Incidents of travel on our roads and highways have been growing in double digits annually and compounding. Let's solve problems not make greater problems.

- s
- See above
- "Limit additional traffic diversion from I-205 to adjacent roads and neighborhoods." You've given no EXPLANATION on how you will do this. The purpose of tolling is to divert traffic from a main artery into other areas to relieve congestion. You aren't being forthcoming about how you intend to impact neighborhoods along the tolling area.
- Have you ever driven Oakland Bay Bridge and waited to get through! If you collect tolls they should only be used for highway transportation.
- How about support local economic development and minimize costs to the local community. I really think this option is way to slanted already to "regional" interests while screwing us locals
- Charging a toll on a small section of one interstate will not ease the overall congestion or traffic - it will only divert it to other highways, I-5, I-84, local streets. The tolls doesn't solve that problem, it just moves the problem or spreads it out. Resoluton to the growing travel traffic needs is a new highway or interstate, depending on location and connections.
- Will divert traffic to Oregon city and thru west Linn. It won't solve any problem, only create more for the surrounding communities
- SCAM
- No mention of climate change
- It's risks and overall affect it'll have on the community far outweigh the "benefits" of implementing the tolls.
- This is a bad idea. instead of causing more congestion and widening the rich to poor gap we should look at private/public funding of a regional rail from Salem up I5 and 205. I would take the train as i did on the east cost every day if one was available
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- No tolls. Lottery money or marijuana taxes should be dedicated to more transportation projects
- This project considers only the people traveling the I 205 as being benefitted by the tolls. Everyone in the state benefit by the movement of goods and services on the freeway. All taxpayers should be helping to pay for the bridge upgrade and economic growth. These tolls affect only those who drive the freeway. Also, the people who live very near the bridge are most heavily affected no greater benefits.
- All it is going to do is make the side roads more congested
- Duh! Fucking retards.
- To Whom It May Concern: The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents: The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion <https://steelinterstate.org/projects/oregon> + Higher Performance Rail Service for the Oregon State Rail Plan <https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf> Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public? Best Regards, Robinson Foster, Western Affairs Steel Interstate Coalition fosterr@comcast.net call/text 503-781-9339
- No tolls on 205. Period.
- I strongly disagree. Those goals should be the blue print for ODOT, regional & state governments goals
- Tolls are not the answer. Address the current gas tax problem.
- I don't see how it is possible to reduce diversion to the surrounding area with negatively impacting residents and business in said surrounding area.
- There is no effective way to minimize the additional traffic that will pour through the neighborhood streets of West Linn.
- Add new lanes that are tolled. DO NOT TAX ME to use roads I've already paid for and currently pay to maintain just to support the influx of Californians. I propose a license release and vehicle registration fee for transplants.
- There are other ways to reduce traffic congestion on on 205
- I see nothing that would make this transition easier for our most vulnerable citizens experiencing poverty.
- No more taxes!
- No one wants tolls ! Get that through your head !
- Porque no estoy trabajando y es mejor buscar otras opciones de cómo llegar al trabajo porque vivo en Gresham y solamente utilizo la I-84 pero puedo usar otra calles
- Fix the I5 bridge! Duh.
- Isn't equitable to all drivers.
- Nowhere in your stated goals is there a mention of reducing traffic congestion, which I believe should be the primary goal of any project -- and I don't see that tolling is the answer.

This administration is ONLY interested in increasing taxes in every way possible. We need an additional lane.

- NO TOLLS. I-205 is already paid for.
- Traffic diversion is unavoidable. I can't afford to pay a daily toll in association with my commute, nor can my co-workers.
- Electronic tolling is an invasion of privacy and an abuse of state power. Please identify alternative funding models for infrastructure improvements.
- tolling will cause traffic diversion. Oregon is taxed enough per chance have a tax on electric vehicles so they pay a share of road costs too. Then you would not need to toll
- Tolls become a regressive tax on low income and underserved populations. Someone of low income does not drive less than someone of more means. A toll disproportionately affects the people who need to drive to work; and may live further away from their place of work in order to afford housing.
- I do not support tolls
- See no way it helps air quality as people will just divert and congest other areas. Does not support economic growth as it reduces a free route option and could become cost prohibitive depending on fees.
- Read above statement I left. I feel the exact same way I said earlier on the toll fees and project reasons
- I will not use the highways.
- If the tolls encourage the purchase of electric cars, it's maybe the only thing that would improve air quality. I don't think people are willing to get out of their cars and switch to buses or light rail. Our region isn't set up for that.
- I strongly disagree with the project and I do not believe these are your goals.
- see above
- Tolling at West Linn will have zero desirable outcome for the local communities.
- This is a good list, but equity needs to be defined. There should be fewer goals because how will decisions be made when options for tolling may conflict within the goals? Where will solutions to these goals be addressed? Will the goals just be used for alternative tolling decision-making, or will we have solutions at the end of this study?
- Where do the tolls end the state can't make good on the taxes we already pay so we have to pay more at what point does it end and we work to just pay taxes the state needs to be held accountable for its spending
- I have explained previously.
- The draft goals are not likely to be accomplished with tolls.
- You need more lanes for traffic, not taxes. taxes never fix anything.
- What happens when the people have no money left? Look at the city of Portland!
- Just not on board with whole project.
- Tolls would severely impact and further congest local roads
- To continue from #5 above, how much money is being spent on this study & implementation to figure out how to get more money, than just using that money for road projects to begin with.
- A toll is not the solution, it is just another way for Kate Brown to rob me of more money.

- Tolls are not a way to reduce traffic. People need to get to work, and not everyone can ride a bike or walk, or take mass transit.
- Our tax money should already be going to this.... the toll is just another tax placed on middle class cause upper and middle "management" cannot budget appropriately.
- This will cause a financial burden on the people of Oregon city. Oregon city will also see a rise in traffic on all of the side streets and downtown area as people avoid the toll. All this will do is cause more congestion in the city and cost the people living in it more time and money. This is an absolute awful plan.
- You are trying to fix a problem by adding tolling. This will not fix it. It will add a financial burden to low income people and to those who live right here that use the bridge many times a day. It will benefit the rich who can easily pay the toll and not force them onto crowded surface streets to avoid the toll rather than feeding their family. This just wastes gas and adds to the pollution issues.
- See above comments.
- As stated above, I think this will disproportionately affect low-income drivers and working drivers who may have no other choice but to use the road at those times. These are the people on tight schedules. Those with the luxury of flexibility to either take a longer route around or to delay their usage of the tolled section will not be paying their fair share, especially given that they are likely at a higher income level compared to those who will be forced to use the bridge during peak hours.
- Let the people VOTE on this!
- "Maximize integration with future toll systems" says it all. True to govt form you just want to implement a toll system so that you can expand it. My wages have not even begun to keep up with the increase in cost of living and the cost of housing. How much more do you think we can take?
- There are no alternatives getting to Wilsonville, Salem and Tigard this will just cost money, and lead to more money.
- The toll would in no way be equitable or have equal benefits. It would have undue hardship on a select few. I would love to see traffic reduction but this is not a proven solution. Increase public transportation budget. We pay taxes for these roads. Do your jobs and use them correctly.
- Again...West Linn does NOT want tolling
- I don't think tolls are the right way to manage traffic or pay for roads.
- There are no alternatives getting to Wilsonville, Salem and Tigard this will just cost money, and lead to more money.
- Additional lane(s) should be added and THEN charge a TEMPORARY toll to pay for it.
- The toll idea is aggressive and it is too broad, more than just addressing the traffic congestion.
- we dont want tolls on the US highways. it restricts travel and will impact the economy by the cost of transportation going up.. balance your budget and stop trying to fleece americans
- I am strongly against any additional taxation (toll)
- See my message above.
- It's all BS, tolls will not help in any way. Only negative impacts on West Linn residents.

- Fuck tolls.
- Again Climate Change is not a priority.
- Without concrete information on how you will mitigate traffic in the neighborhood, we will just see major congestion in our neighborhoods.
- The toll on the Abernethy bridge unfairly burdens the immediate residences and businesses on both sides of the bridge. Obviously those who came up with this idea don't live in this area.
- I finding it interesting that in your survey you create a nice text box for considerations but on blank box for disagreements...bias much? I fail to see how this will be able to limit traffic diversion when Stafford is the last free exit...both roads already back up during rush hour in West Linn without people trying to avoid tolls.
- As a tax payer I vote for not doing this!
- This toll road will be the downfall of Oregon and turn it into California
- No tolls. Tolls aren't the answer.
- Support raising revenue this way.
- It won't be equitable to those living in this area
- The only way you will "make cleaner air" is by getting cars off the road, or by adding more lanes
- Go back to the drawing board. Your timing is out of touch with the priorities of daily life in The metro area of Oregon during Covid-19.
- Again, I would strongly suggest you look at other highly developed cities and learn how their planning has worked and not worked with regards to tolls. Tolls do not limit traffic, nor necessarily improve air quality. That one bullet point sounds more like a wishful selling point to those that are environmentally conscience rather than something proven. If the city is serious about this, do your homework. There's a difference between what works on a computer and paper, and what reality will look like. Talk to cities like Houston, TX.
- I think you are reacting to Clackamas County's refusal to pay for the Sellwood Bridge. This is punishment, not good planning.
- Same answer as above.
- You are not making the needs of low income a goal, let alone a priority. Low income people will not be able to afford additional tolls and you will isolate them further.
- See above...NO MORE MONEY!
- toll are nothing but a tax , we already paid for this , the planers and goverment has under built and let develament get to big
- tolls are not needed for the roads. Build new roads or expand the ones we have. That is called growth.
- I don't agree with tolling roads and certainly do NOT agree with the need to "maximize integration with future tolling systems." Actions like this make we want to move out of this state.
- These goals set bad precedent for any future tolling projects. Obtaining funding from registration or at the point of sale is more equitable.
- Freight mobility should be added as a goal
- Just another money grab and we've already paid for the I-205 stretch

- I don't see how tolling this section of the 205 would accomplish a single thing on the list above. How would this support growth of our area?? How does a toll improve air quality?? Where is the plan for traffic diversion?
- It is not fair for the onest that live near the freeway and will see an increase of traffic on local and alternat routes. There is no realistic way to limit diverted traffic. Air quality is not going to be reduced by shifting around traffic patterns. It may inprove for the freeway corridor but not all the outer routes that will clog up with traffic.
- This project hurts gladstones access to I5 south.
- This project hurts gladstones access to I5 south.
- see above
- Concerned about diverted traffic to Willamette Falls Drive
- I pay enough to live here.
- Abernathy Bridge is not the only problem area
- Stop taxing us!!
- you are making neighborhoods worse
- The toll will create diversion onto country roads where motorists resentful of the toll will speed. The toll will cut off local business from residents. The goals that you are striving for are best achieved with the creation of a new toll road- perhaps from clackamas to woodburn
- Same as above.
- See #3
- This will never be equitable, the poorest drivers will suffer the most financial hardships. The n by closeing the surface streets, you will effectively isolate regular people.
- See above comment
- Tolls cost unneeded money to travelers.
- There is no rail considered.
- Just not sure how you can achieve all that unless you limit access on side roads to local residents. But not sure how that's possible..
- I do not agree that toll systems should be an ongoing strategy in Oregon. FIX the funding prblom through existing taxes. We already pay a state income tax - why is this additional taxing system required?
- You need to emphasize the "no toll" choice.
- We need more lanes and a bigger bridge. You allowed the housing to be built; traffic is to be expected. But don't try to push a toll off on us when NO WHERE else in the area has a toll. Traffic has been historically bad on I-5 between Hazel Dell and the Rose Garden for over a quarter or a century - why no talk of tolls there? Not fair to punish those of us in south metro, and that's what this is - a punishment.
- how is a toll road going to improve how does tolls support regional growth? Bad, Bad -- NO tolls please. So this is a penalty tax!!! air quality?
- These sound good but unfortunately, the emphasis seems to be all on raising money by tolling. Benefits Portlanders but not SW county. We live with the pollution, over legal limit decibels for noise from trucks on I-205 near 10th street and Abernathy (ODOT refuses to ameliorate this issue - at least they could plant trees on the banks!!! if they won't put up sound walls!). Many of my neighbors have given up even commenting and are turned off

from commenting. I hope that at least one voice rings through and some consideration is given to people, many elderly in Willamette.

- How would this toll limit traffic diversion to adjacent roads??
- See above
- This is an expensive, and somewhat inconvenient [from a transport standpoint] place to live. Tolling is making this worse. Portland continues to upcharge its citizens, but cannot be bothered to fix a street, let alone actually ease traffic progress. Instead, it's more bike lanes downtown and more taxes for no tangible improvements in quality of life. What a boondoggle.
- These 7 outcomes can not be achieved with this overall approach. Only a Western by-pass will get the desired results.
- Drivers will find a way to avoid the tolls.
- Tolling is wrong, fins alternatives.
- As above.No.Toll.
- You never gave the alternative of no toll.
- adding a toll will not make people not travel during certain times. if they're flexible then they'll avoid traffic already!
- People flexible with travel already try to avoid traffic jams. Just another tax!
- All you are doing is forcing people to pay for a road they have already been using free of charge, with zero added benefits. This is unfair, unjust and won't work. You need to build a new road or bypass and toll that road to pay for it. It will only add to the I5 congestion, which gets worse year after year and will just be the same issue a few miles over. It won't help!!!!
- See #6
- See item 5
- We live here!!!!
- Money grab
- Because you are idiots
- No tolls
- Dumb
- See statement above
- It will improve air quality as it is just providing larger roadways for more cars and will encourage more cars to use the new and improved routes to speed up their commute. It will be a nightmare for the whole area of old town Willamette.
- Just another TAX.
- A toll road will not accomplish any of these goals.
- How about those of us who will no longer shop in the area?
- I-5 should be the focus.
- You need more roads not toll roads.
- A toll will provide a unlevel advantage to the rich o ly, the disadvantaged and retired will be unduly taxed.
- tolls are not the correct solution.
- tolls are not the correct solution. put the financial burden on a few.

- See above
- Pay with taxes for Portland residents instead of tolls
- see above #3
- these are public roads and should not be tolled as public dollars from other states were used in their construction
- All goals are good, but no prioritization reflected. Should be.
- need highway and bridge improvements and demand management
- no to tolls
- Tolls bad casinos way way better
- All of your goals are to fix problems you created. Leave us out of your problem. Us, as in those who pay your salaries.
- Raise the speed limit and widen the bridge. Oregon has had decades to figure this out. Failed leadership and current leadership incompetence is not a reason to toll I-205 or I-5.
- The draft is just trying to justify charging us more for the "problem" they are trying to convince us that we have.
- You want too much control on this one, the types of cars? Really???
- Charging the public is not always the only/best solution. We already paid for the roads.
- The feel of this idea of tolling is nanny state, constricting the population; what you should be working on is ways to set us free, free to work, prosper and live our lives free of the burden the state wants to keep us under.
- I do not support the toll
- As per one of your goals--this is just the start of FUTURE TOLL SYSTEMS!
- These goals are too vague and will allow abuse of the monies and will cause Portland to become another Los Angeles with tolling based on traffic that disproportionately affects low income people who have to live outside of the city to afford a home. Also it will divert traffic that would normally go around PDX to take I-5 north.
- There is little option for minimizing the traffic diversion outside of forcing vehicles onto city/county/neighborhood streets and hwy 43 (which is already suffering from deferred maintenance). Also, alternative modes/multi modal transportation is not readily available as the service in the area for mass transit is minimal comparatively. Finally, at the outer borders of the UGB, bike transportation to and from the West Linn community is not viable. Residents will have to pay the toll multiple times a day if just to get groceries, doctor appointments, veterinary care, etc.
- I don't think a toll is equitable and will not reduce congestion.
- toll road is going to negatively impact the surrounding community and low income drivers
- Tolling will always lead to diversion. Diversion does not reduce congestion, which in turn does not reduce climate change effects. Third, there is no equity in charging for use of a road. Marginalized populations rely on this highway during travel times and cannot avoid them, meaning they will be more impacted financially by this project.
- Most of the goals are foolishness. The goal is to raise money. As one of only two main routes north and south people must use these freeways. In normal, non-covid times they are both nearly full at all times. Be candid about the real goals. Traffic does not have an option
- These goals should be in place now. These are SOP's in my mind.

- How does taking more money from folks encourage economic growth? You can't support multi-modal transportation choices without the infrastructure in place - which is long overdue, no one wants future toll systems so why would we support integration for them, haven't seen how you are going to discourage diversion, and if this was about the environment then you would allow 0 emission cars to drive for free and heavier gas only cars would have to be the ones who pay the tolls - especially if the truck is a commercial semi-truck.
- I fear that a Toll will contribute to heavy invasion on side streets and burden low income citizens
- Just start killing conservatives and put us out of our misery.
- There is no reason to toll. Build more roads instead of the criminal transport system, aka Max train.
- If you really want to limit carbon, add two lanes in each direction so people don't spend the next 50 years wishing they had more lanes and didn't spend hours in even more rush hour traffic.
- The reasons are unjustified for the new tax.
- Do not support integration with future toll systems - this seems to suggest further taxation of the travelling public. Perhaps how cities/counties are allowed to grow (i.e. expand into rural areas and not develop appropriate infrastructure) should be further examined?
- NO TOLLS
- What are the alternatives to a toll? This sounds like the decision has been made and that public input is merely being gathered to meet the criteria for moving forward. How are these goals going to be achieved? What is the anticipated toll amount? How will you prevent people from driving around? I know all of the back ways and can easily avoid the toll roads, I am assuming other people who live here also know these routes.
- I think the statement itself sounds great but is that what would really happen doubtful
- The draft goals are a vague collection of the same approach that created this mess in the first place. Multimodal transportation focus, and the distraction of chasing equity with a freeway improvement will only serve to put this in the same place as the Columbia Crossing and all the other vaporous improvements that simply wasted millions of dollars in planning for something that was never built.
- No Tolls
- None of the draft goals are really solved nor addressed with a tolled Abernathy Bridge. Stop lying to us what your "intentions" are.
- "Support multi-modal transportation choices": what? Are we supposed to ride a bus over the river? Maybe a max train that doesn't exist? Again, the incompetence and waste of tax dollars put into this proposal is astounding. This is not downtown Portland, public transit is not a reasonable option and doesn't exist. Also, ride sharing is not reasonable due to the relatively low population density compared to NE Portland.
- These are all good goals to have. I strongly disagree that tolls are a viable avenue to achieving them.
- Way too many people can not afford tolls. This just makes it harder for families that are already short on money. Stop this madness and put it to a vote.

- Toll roads will hurt a lot of people that can't afford more fees. Gov brown stain is taxing our gas and fuel like crazy to pay for roads. Where's that money? She's raising the registration fees for energy efficient vehicles because they don't use as much gas or diesel. Where are those finds going. Lining someone's pockets?
- More cars/trucks = more emissions. How will this limit diversions? It won't. Improve air quality? Maybe I don
- More cars/trucks = more emissions. How will this limit diversions? It won't. Improve air quality? Maybe I don't understand the question. Several of these points are counterintuitive.
- I want you to use the fuel tax money for roads only. We do not need more light rail in the area at this time. You already wasted our tax money when the took the funds away from the Mt. Hood freeway and started
- Done properly, both infrastructure and logistics, can be a very good thing for the people using I-205 on a daily basis, like me
- We have to think differently about transportation overall--this is not thinking differently....
- Freeways should provide fast transport from place to place.
- While I agree that it would be helpful to reduce congestion on 205, it creates an unfair burden to those who cannot afford a toll or do not have reasonable access to public transportation.
- this will not be a desirable outcome
- TOLLS ARE CLASSIST BULLSHIT
- And just how will you "limit additional traffic diversion"? I am not convinced this is possible and still haven't seen what the solutions will be. Until that time I'm not supporting toll roads.
- There is only one road that is possible to go on instead of the I205
- Congestion may be solved by either increasing the road service or by reducing the traffic. I do not think you have much considered reduction in traffic. This is currently happening with the covid19 lock downs. People are telecommuting. Cars are staying home. Businesses are adapting. One would think you would want to encourage this "new normal." But it sounds like you are planning the opposite. A return to congestion. You would be wise to look at this in a new light.
- Being tolled is not the desirable outcome. I know that I'll be trying to use the Old Bridge into Oregon City - along with thousands of others who will resent being tolled. Traffic may end up being better on I-205, but it will be measurably worse on both sides of the river.
- You will not eliminate traffic by tolling you are just forcing people to take side streets
- Again. There is no transit alternative in the corridor. That needs to be addressed.
- Buscar vías alternas de transporte, ejemplo transporte público.
- Draft goals should be around supporting regional growth as the main focus. The others are periphery. As the region surrounding this section of corridor has greatly increase, the roadway capacity has not.
- Se seguirá usando esa ruta a pesar de causar un gasto mas por necesidad.
- The goals are only agreeable if there is absolutely no other option but to toll I-205.

- There is no way to provide equitable benefits for those who live in the tolled area. There is not a viable alternative to cross the river. Community members will be hit with both the toll and the traffic that drivers trying to avoid it will create in residential areas. It's a loss all the way around for people who have lived in this area for many years.
- Everybody I know would avoid I-205 in the tolled areas and create more traffic in neighborhood roads. It will create more traffic surrounding neighborhoods.
- I think the tolls will introduce unwanted traffic and congestion problems for the Oregon city area as well as increase the congestion on I5.
- No tolls! Figure it out another way.
- Does anyone care that we already have a problem with overflow traffic on our surface streets during heavy traffic times?
- See statements above
- How is tolling going to help? You will force the traffic to adjacent roads even if you don't plan to do that!
- no tolls
- I just think that this aspirational but am not convinced that it will deliver the results intended
- I have not seen any evidence that the tolling will do any of these things without providing other transportation alternatives like buses and trains going through the corridor. I do not expect that tolling will control rush hour traffic in a significant way because the only commuters that will be aware of different tolling charges based on time will be local traffic and they will have less control over work commuting times than traffic coming through the area from outside the area.
- It will not limit traffic diversion to city roads.
- See above
- Adding more lanes will make climate change worse not better because it will result in more driving
- As stated above.
- It is going to push everyone away from 205 and onto side roads or different highways wherever possible. It will not reduce the amount of driving cars, just extend the time they are running and emitting CO. Economic growth is earned by supply and demand of consumers, not additional taxes. Adding a toll to "maximize interoperability" is not true, as any expansion project would no matter what be designed for "maximum interoperability". If the max is already an option for someone, the toll tax won't push enough new people to the max as those people have specially chosen to drive. Now farther.
- I do not feel the outcomes will be achieved.
- Because I don't believe you care about impact to local communities and these draft goals, like this survey, are simply boxes for you to say you checked before you do whatever you want anyway.
- There is nothing equitable about tolls.
- The cost burden should be distributed to current state Hwy taxes and fees. The Toll Concept will greatly affect Local Residents to the West Linn, Oregon City, Gladstone areas

more than distant residents and commuters - not fair or right. This is a bigger picture and needs to be paid from Stat Funds as it is a far greater reaching issue to all.

- No toll. Not fair to west linn residents
- Impact on West Linn, their roads and no study to be trusted including no study done on road impact on West Linn roads used by nontollers.
- People won't commute less as a result of tolls, they will simply find work arounds
- To avoid tolls, some will still take neighborhood roads. The tolls will not reduce traffic.
- The area affected has poor public transportation. Haven't we all paid for other state rd projects?! Start tolling at 1-205 interstate bridge.
- NO TOLLS!
- No tolls
- The plan doesn't work towards reducing surface street traffic caused by the tolls.
- Toll roads are unfair it is a double taxation. if you are toll reading new roads or highways that is more understandable but one that currently exists and is being paid for by other taxes, deq,dmv and other taxes is not okay.
- I do not think this will work
- You guys are going to waste 80% of the money these tolls generate. None of these goals address the fact that the road is too small.
- Will cause more problems with a Toll
- tolls are not a solution
- Common sense dictates placing tolls on 205 is going to cause congestion on side streets, slow down traffic on 205, and cuse more expense to the public
- Will the toll simply make traffic disappear? This is not in any way equitable for local residents.
- This is just a money grab. Improve exit lanes or just toll the exit ramp during peak times. put a cap on the amount of toll charged with a sunset rule in place. put it to the voters of area affected.
- I do not see how the toll plan supports any of those statements.
- Fix public transportation and homelessness instead of forcing people to pay money in a place they already live
- I don't trust the government taking my money and using it properly.
- tolls will make the traffic on neighborhood streets even worse
- Multi-modal transport helps locals, but not the folks traveling through from North to South or South to North. Allow that traffic to avoid the Portland Metro area, and we may not need to do anything else than what we already have.
- Trick wording to your questions
- i5 will be overflowed with transit traffic; local businesses will be impacted since lecc customers will be coming; public anger will be raised.
- Draft Goals are optimism at its finest. The entire area was built as a car use area and until gasoline costs escalate to a prohibitive level (\$25 per gallon), people are going to drive. The pandemic has demonstrated that public transportation is not a healthy or safe option for riders.

- Draft Goals are optimism at its finest. The entire area was built as a car use area and until gasoline costs escalate to a prohibitive level (\$25 per gallon), people are going to drive. The pandemic has demonstrated that public transportation is not a healthy or safe option for riders.
- Again, why is there no goal to keep costs low for residents? Where is the sense of economic/financial consideration in this project? Nowhere in these statements is there any consideration for the cost of implementation and ongoing burden, which is borne by the taxpayers funding the project and also paying the tolls!
- Это не решает вышеозначенные проблемы, а вводит фактически дополнительный транспортный налог.
- see other comments
- Бред. Город не знает как по-другому заработать денег?
- More congestion on side roads
- I do not agree with tolling. It creates hardships for low income travellers and local residents.
- ODOT does NOT have a funding problem, it HAS a spending problem. Not one person I have talked to believes ODOT/State of Oregon needs to TOLL I-205. The Legislature is being money hungry. I along with others will refuse to use I-205 causing traffic problems in other parts of the region. The State & ODOT can NOT TOLL their way out of over spending that they have been doing for years. Wasting tax payer dollars has been an ODOT problem for years. I've heard from current and former ODOT employees how money and time is abused.
- Remove: equitable benefits for all users, climate change effects, Support multi-modal transportation choices and integration with future toll systems.
- No tolls
- I-205 must be free!
- See above. The entire fails to take into account the impacts and needed responses to climate change.
- See above. Your goals are unrealistic. It's just a way to raise revenue and does not consider the negative impacts on the populace.
- Sucking more money from people who have already paid enough is what this is all about.
- You are creating more problems that you will solve. The only thing tolling will do is give Metro money. It will not solve the traffic situation as if a person has to get to work/school they still have to go. It's not like they can say well the toll is high at this time, I guess I will go at a different hour. Employers/Schools don't operate that way. So you are just basically diverting traffic from I-205 to the side streets and neighborhoods with schools, pets and kids.
- no tolls
- 205 traffic is nothing like Portland traffic and yet we are being subjected to tolls.
- Only reasonable use of the funds is to expand roads.
- There are no alternate routes in Wesr Linn, other than one lane roads that are already heavily traveled during commuter hours. Right now, even with many residents working from home the congestion on Willamette Falls and Borland Rd can be backed up for miles. For the neighborhoods that feed off of Willamette Falls it is now ridiculously congested aninthe notion that alleviating traffic on these and other residential roads by putting a toll

on Abernathy Bridge is absurd! Perhaps you have overlooked the bridge on 205 that connects to 84 westbound into Portland.

- See above
- ODT and the state of Oregon have for years supported and focused on MAX or other means of transportation in effort to change transporting behavior. TOTALLY neglecting road ways for years. It has been 80's sense a major road expansion in the metro area. What changes not other than more funds for other projects!!!
- While I see 'Limit additional traffic diversion from I-205 to adjacent roads and neighborhoods' I am not seeing the issue addressed in a satisfactory way.
- You are not providing equitable benefits, you are creating diversion through neighborhoods, not supporting safe travel as you are dumping freeway traffic on local roads without infrastructure to handle it, you will be destroying air quality in local neighborhoods due to diversion which will increase curing and air pollution. The local gridlock you will cause will all but guarantee that multimodal teams choices will fail, as will interoperability. I get that ODOT wants freeways to run unobstructed, it should not come at the cost and health of the local communities you are here to serve us too
- Again, broad but vague goals with no real specific actionable items.
- See above.
- No Tolls. Put it up for a vote
- Focus. The primary goal of improving traffic flow has nothing to do with 'equity' and should not even mention other transportation means. It is to enhance traffic flow on I205, period.
- Again see above
- It is not needed. State p, DOT, etc get tax money other ways.
- Audubon style corridor would create a tourist attraction to the area...
- Toll lanes and free lanes
- Limited traffic diversion? There should be NO TRAFFIC DIVERSION ALLOWED on side streets.
- Add a lane and toll it. Don't punish residents as they are the ones using it daily.
- This is a bad idea: It taxes use, will move traffic to alternative routes, creates more complications in life for families and business, adds people to manage that need pensions, salaries, and more - which means tolls will need to go up to pay for have the service. Therefore DO NOT DO ADD TOLLS. Find other was to grow revenue for whatever this pays for.
- Брать деньги за существующую дорогу - это мошенничество. Мы будем ездить в тех же пробках, только за деньги
- While I agree with the goals, they are not all 100% realistic or achievable. This project can only achieve a few of these goals and those left unfulfilled are what will hurt me and my community the most.
- La gente primero antes que el dinero
- ODOT should look to reduce noise pollution as well
- There should be no tolls. Find another way to fund it.
- No Tolls, Period. It will just create another slush fund, and is not needed.

- Bull shit politicians
- Focus should be on improving driving conditions on this section of I205 and not "other transportation systems".
- Again, there should be a toll on the whole freeway not just West Linn Portion.
- There cannot be "equitable benefits" when this unfairly discriminates against the working class.
- Oregon has one of the highest gas taxes in the nation, and if used correctly there should be no need for tolls on any of our roads.
- Build new roads. Growth has out grown existing roadways. The area NEEDS new roadways, toll those if needed.
- There are value statements relating to the type of travel. If tolls are going to be funding public transportation vs. fixing the roadways I say this misses the mark. Public transportation is not the answer, a better road without obvious flaws is a better way. Tolling the bridge will slow traffic down even further as people try to avoid it.
- Oregon should never become a toll state period. Again those of us who use it pay for it already levying an additional tax and toll is way too much. No will never support tolling period!!
- all of this sounds great, but until you can do something about the congestion none of this will happen. To reduce congestion you will need to expand the 1-205 freeway to 4 lanes at least each way.
- the toll project is not affordable for low income persons.
- I believe this will not solve the congestion in that area. I believe it will move further north and south initially and then continue to back up in the subject area.
- Tolls only cause hardships and inconvenience. Do not do this.
- targeting the abernathy bridge discriminates against locals
- You are already funded, use the money more wisely.
- The goals should more explicitly identify affects to vulnerable road users such as pedestrians and cyclists. Any negative impacts on them should be avoided.
- See the Clackamas County Coordinating Committee letter to ODOT, dated 8/13/2020. In addition, I-5 is the major north-south ground transportation artery along the West Coast of the United States. In the Portland metro area, I-205 is a key component of this transportation corridor for moving people and freight. Placing the proposed toll on a limited section of I-205 essentially taxes the local population for supporting the pass-through traffic serving the nation's economy. Tolling this section of I-205 will divert traffic onto surface roads not made for this level of service.
- I don't agree with the use of tolls as a funding mechanism. Don't agree with how light rail has been utilized within the multi-modal system.
- No Tolls
- Forcing people to use other forms of transportation is not right. Many of us use the I 205 just to get from WA to the I 5 to avoid the bad traffic on I 5 to head on vacations south. A toll would only cause more traffic on your surface streets to go around it.
- People will continue to use the roadways regardless of tolls without better surface street options. Not all commuters can use mass transit due to home/work locations. I live in

Oregon City and work in Lake Oswego. My only alternative to 205 is down Molalla Avenue through downtown Oregon City. That traffic is worse than sitting on 205 when not affected by COVID.

- Unless there is a way to make drivers pay the toll instead of diverting to Roots road, you are abandoning residents affected by the extra traffic. There is no other way for us to exit our street other than to use Roots Road.
- Negative impact on Oregon City businesses
- It is just a way to get the government's foot in the door to turn all our major roadways into government piggy banks.
- See above. Total money grab because \$ are not spent properly on roads rather than waisting \$Billions on light rail per mile.
- You want to lower the congestion. Please give me cited sources where tolls reduce traffic. Still same amount of cars. Just going to take another route and back up other streets. More lanes.
- Again, I don't think it will help relieve traffic and it will make it worse for towns and other freeways
- Tolls shouldn't be used for economic growth, which is not related to travel, unless it is with providing construction work for road improvements. I also do not see how a freeway could have interoperability with other transportation systems since the purpose of the freeway is to get people places as fast as possible with minimal interruptions for on and off ramps.
- Again, charging a toll will not help congestion or protecting arterial traffic. This draft will do more harm than good
- No toll
- The tolls paid should only be utilized within the rolling area. Rolling 205 to make a bike lane somewhere else because "it supports safe travel regardless of mode of transportation" is just ridiculous.
- This will create mass congestion in already affected communities.
- NO TOLLING
- Citizens work from home
- Same as 5
- Will cost us to much money
- See above. Additionally, surge pricing will only penalize those who must travel at peak times for work, etc.
- Transit options need to be fleshed out more. More public transit needed between Clackamas and Tigard/Wilsonville.
- Tolls not needed
- Due to how Portland metro areas are arranged, trying to cross a body of water by avoiding the tolls will cause more traffic at already high traffic bridges (ex sellwood and Ross Island)
- How does this maximize interoperability with other transit systems? Are we getting a transit train along there?
- I think it'll back up traffic with people trying to avoid the toll. This will put way more congestion in neighborhoods.

- This doesn't support regional economic growth, in fact it's pretty apparent that this opposes the goal entirely.. that is the opposite of what this will do
- The project is just a way to take advantage of the people traveling that stretch of highway. The money earned from tolling will not benefit anyone that pays. Odot is a useless agency that bleeds money and gets nothing accomplished.
- you neglect the impact on the poor
- No tolls
- outcome should not include tolls
- The entire idea is stealing more money out of the populations low income situations
- Who comes up with this fluff? Sometimes it's better to do nothing than invent reasons to charge Oregonians more money.
- Tolls increase air pollution due to people seeking surface road alternatives. There needs to be an additional loop that is tolled, like the major citiea you're modeling this traffic flow pattern off of.
- Your obvious one goal is scamming and ripping off as many people as possible.
- Tolls won't achieve any of those items to any real degree. You'll get my tax dollars and the road system will never change capacity. Populations change...road capacity hasn't. Stop pretending you can legislate away the use of roads. It won't improve anything but politician pocketbooks.
- Just another tax rewarding mismanagement of tax dollars
- NO TOLLS
- see above
- No more taxes
- A toll is not a benefit for the user
- Hate tolls
- Add bus service to reduce dependence on passenger vehicles that increase congestion. Our community is seriously LACKING in bus service.
- Because all people need to be able to have access to inexpensive transportation, not politicized jargon to fit some agenda, this hasn't worked in downtown Portland nor will it work for all of the citizens of the region. Half of this list is politically driven and doesn't belong in the discussion of our regional transportation.
- Stated above
- I feel that a toll is likely to increase traffic on city streets as people try to avoid the toll.
- Rolling will limit travel on 205 and greatly increase it on side streets as well as alternative routes. This will increase collisions on side roads and will not reduce pollution
- From your general statements/goals I do not know. I need more specific goals to make a informed decision.
- Tolls are In-Oregonian. We already pay a gas tax for consumption.
- Again, it's a revenue grab that will do nothing but agitate drivers.
- We don't need toll roads
- These goals are either impossible or at odds with the idea of tolling. Equitable benefits to all users? What benefit does a driver get from paying an additional toll?
- See above

- Whoever created the survey was an absolute moron. Ask for actual feedback rather than trying to force people to support what you've already decided
- Quit trying to manipulate people!
- Draft list of goals overly aspirational. Trying to solve too many perceived problems in one project. A single HWY tolling project cannot accomplish all the list of aspirational goals. Goals need to become more focused and realistic.
- no toll
- The state simply wants everyone to use public transportation.
- To eliminate the diversion problem, you have to toll a longer stretch- the longer the stretch the more it impacts area residents/employees- toll the whole freeway system through metro if you must and build up the public transportation options- a lot of people can't afford to live close to where they work, and this method just rubs more salt in the wounds
- Choosing just one area to toll (tax) is not a fair tax. Driving will not decrease, so climate change is not really a goal and picking just one highway doesn't support that goal
- the project does not allow people to easily go a different way to get to where they want to go..
- These goals don't even align with themselves.
- The goals are unrealistic. As I'm very familiar with the east coast, I've always avoided toll roads unless I really needed the time savings. And having been a semi truck driver I know freight companies dislike sending traffic through filled areas and I would expect the freight companies to increase their delivery fees to Oregon in order to account for their increased costs of doing business here
- Tolling a completed and paid for road system is one of the most ridiculous ideas I have ever heard. This is a terrible idea. Give the people what they want and improve and expand the existing roads to better reflect our current and projected population growth. Stop pandering alternative transportation options. Use current funds wisely and responsibly in order to make this happen. A toll will most negatively affect those already in poverty or close to it. This will hurt so many in our community who already have to closely monitor every dollar.
- While the purpose and need describe the problem, the alternatives considered will not meet the purpose and need. Tolling will not reduce congestion. If tolling was used exclusively to fund I205 widening, then that alternative may be viable. In the absence of improvements exclusively for I205 from I205 tolling, it is possible that funds generated could be used elsewhere.
- How do these apply to the plans of adding a toll?
- see # 6
- No tolls
- You are too late for a solution but you could use the toll to raise money to build more freeways or expand the lanes in the current freeways.
- Stop the project, do not proceed.
- By implementing more stopping points, it is enabling congestion and negatively impacting air quality by using more emissions than continuing without a toll.
- I think the goals are misguided and we need to seek out alternative options. Tolling is not the answer for Oregon.

- It won't do any of those things- there is only one bus route, one surface Street... I'm not sure this is anything other than a ploy to generate revenue. I've lived in DC and Seattle and both tried this- 60\$ peak to cross a bridge? With no other options? Horrible horrible to even think this is okay
- No toll
- Bad timing
- You can't justify this terrible policy approach. Fix the reason people are leaving Oregon and commuting back in rather than adding a barrier to public infrastructure
- None of these goals are realistic results from tolling. There is no equity in tolling. Traffic diversion to side roads will happen at Abernathy bridge. Tolls play no role in safety. Studies showed reduced traffic during covid had no impact on air quality, how will tolls. Multi-modal transpiration is not a priority at this area. Regional growth will be negatively impacted as people will avoid toll areas. Travel demand bring reduced by cost prohibitive action is a bad goal. Future toll
- Only looking out for the rich
- again, tolls are a scam to line executives pockets
- Where fo you think the traffic is going to go if you live in the area affected by tolls?
- People still need to get to work and commute. Tolls will not change that, only place an added financial and time burden to Oregon residents.
- Drivers will just take side roads to avoid the tolls. Most Oregonians dislike toll roads as much as having a sales tax. Don't ruin Oregon roads with tolls!
- You will not convince me that one of the highest taxed states needs more taxes. Be more efficient with the resources already at your disposal.
- This is just going to create a toll mess. Look at Chicago.
- See above
- Widen the freeway not tolls
- These goals seem reasonable, but I am sceptical that they are implementable
- This is going to destroy public roads and neighborhoods. Agriculture create over 50% of all greenhouse gases, so taking 100 cars off the road per day isn't going to help. I don't see how diverting traffic from the freeway leads to economic growth
- Maintenance is a big reason for the tolls? Why not ban studded tires in Western Oregon? They chew up our roads at a dramatic rate increasing maintenance costs and studded tires are rarely needed. If the weather is so bad you need studded tires, it is probably so bad you should not be driving! Another big maintenance cost is the heavy semi trucks. Roads have to be built thicker, stronger to support them. They add to the congestion by not staying in the right lane and taking a mile to pass another vehicle. Make them pay additional fees for the they problems they generate.
- No tolling is supported period!
- No toll! There is plenty of revenue already to fix this issue
- Washington drivers do not pay for maintaining Oregon highways many of them use every day to and from work. Would like to see them pay more than residents already contributing via local taxes.

- Tolls are the wrong way to go. lived in other states with them and they hamper growth. The Northwest pkwy in CO fights every road the government tries to put in saying it will hurt there business. Traffic on the toll road is mild while the traffic on the secondary roads is heavy, adding to the maintenance and traffic for locals. Dallas has the same problem with roads running along side the toll road. Again, More traffic and people trying to save money on the non toll.
- It will impact everyone unnecessarily
- This is the wrong idea. Tolls won't help anyone. It will just benefit the rich.
- Maximize integration with future toll systems: So you're telling the tax payer, this is just the beginning of being taxed off the roads? Manage your current budgets effectively. COVID has hurt many families. How many ODOT families were impacted? Any of them, or are you just another government agency that grows when everyone else is struggling?
- Regressive tax
- Tolling is not equitable for low income and underserved communities.
- The Abernethy bridge and I-205 are the only bridge crossing of the Willamette river between the Canby ferry, and the Sellwood bridge. Enforcing a toll on this crucial choke point is a regressive task at its best, and downright extortion at its worst.
- As stated above, I believe this would reduce economic growth, as visitors will avoid the toll process.
- ODOT screws everything up. Look at the 102 safety corridor. Spent millions made traffic worse for everyone. Never seen a biker. Garbage.
- I don't see how a tolls helps with carbon emission. I also think it's unfair for you to stop people from avoiding the tolls if they can't afford it for their daily commute. The varied tolls will be confusing as well. This will hurt low income families by charging them to get to and from work or making them choose more time away from their family's and jobs traveling on public transport.
- What optional transportation do people have? There aren't buses or MAX that runs on the south part of I-205.
- It will negatively impact the surrounding communities when people try to find alternate routes to avoid the tolls.
- This is not the way to address these issues. There are other alternatives.
- While I goals may be nice, how realistic are they? They as you have them they are something nice to present to the public try and get them on your side but a few of them seem completely unrealistic.
- bus or transit services do not work for most of us as they take too long to get where we need to go and they are VERY UNSAFE
- Tolls are never going to be acceptable in Oregon, we are already taxed at one of the highest rates in the country. If you cant properly manage the revenues from weed sales, lottery sales or casinos, i have absolutely no faith that revenue from tolls (another double tax) will ever be used to effectively reduce congestion and improve the quality of my daily commute.
- You're basically just repeating the same statement!
- In the age of COVID and reduced traffic, are these added tolls (taxes) needed?

- NO TOLL ROADS, find another way to get the money you need. Do a better job of maintaining. Build more with the money the state already has! NO NEW TAXES. NO NEW TOLLS. NO NEW FEES! Figure it out!
- It is unconstitutional to put tolls on a road that's already been paid for. Especially without putting it up for a vote which you know would be emphatically shot down by the citizens of Oregon. You should all be in jail for corruption.
- No tolls.
- Find an alternative way to fund the needed repairs to the Abernethy bridge.
- paying a toll to cross the Abernathy Bridge is just going to make the congestion worse
- No tolls!
- You are proposing to steal money from citizens
- Most of the "goals" listed here are meaningless platitudes, and its questionable whether tolling actually helps any of them. For example, air quality is not going to be improved if people are diverting on to slower surface roads instead of tolled highway routes.
- N/A
- Again, I reject the premise that a non-toll option that achieves all the public's objectives doesn't exist.
- Great strategic goals terrible tactic
- Raise revenue via registration fees
- The wording shows you plan to do tolls on this road regardless of feedback! Oregon is one of the least polluting States in the country. The goals of this project are suspect to say the least. Its pure fantasy & fiction to think doing this tolling project won't drastically effect the surrounding areas with way more traffic/congestion. You are simply shifting the problem and taking money from hard working people. Then the smaller roads will degrade faster from increased traffic causing taxpayers even more money. Its Alarming and obvious money is true motive here. This should be illegal!!!
- Although I support these goals, tolling is not a solution to any of them.
- Should be I-5
- YOU WILL PUSH EVERYONE TO LOCAL STREETS AND SCREW UP THE NEIGHBORHOODS
- Because states always say they are going to use toll revenue to fix roads and come up with easier commute solutions, but it rarely happens that way.
- "
- I don't think tolls are the way to go. Add new lanes.
- The only thing you should be focused on is reducing traffic congestion.
- see above
- same as above
- You're not addressing the real issues, we're stuck with only so many options when it comes to crossing rivers. Adding another hindrance to those crossings solves nothing and actually worsens the conditions of communities. You can't expect to make surface streets 25MPH zones and then force even more traffic off onto them.
- Waste of money
- More greenhouse gases on small streets as ppl avoid tolls.

- This project shouldn't exist.
- We have enough taxes, all of our other roads are paid for with tax dollars. just use the tax money you already collected wisely
- Doesn't limit traffic to adjacent roads...doesn't meet needs of pedestrians or alternative forms of transport
- There are no measurable goals stated in this very vague language, therefore it will be impossible to tell whether any goals are met by the project. Again, there are no "other transportation systems" available on this particular route that drivers have to use as an alternative to driving, particularly during peak times when the tolls are in effect.
- Toll is going to create more traffic on 1-5 and surrounding side streets
- Tolling will cause an INequitable burden on the lower class, who has no other option as they generally cannot work from home.
- No tolls are a better solution. Improve roads and bridges with gas tax.
- Why not just fund these goals without implementing a toll? All of these other objectives can be achieved and will improve travel options for everyone. That in itself will undoubtedly improve congestion. We still have areas without sidewalks, limited access to public transportation, and lack of road safety due to a lack of resources for enforcing traffic laws and accountability for dangerous drivers.
- YOU FUCKING CROOKS FUCK YOU AND YOUR STUPID FUCKING TOLLS. I CAN'T AFFORD MY CAR MUCH LESS THE FUCKING TOLLS TO GET TO FUCKING WORK YOU STUPID PRICK.
- You are in a fantasy world. Stop this whole scheme now!
- Traffic will be worse as a result with overflow and people trying to avoid tolls
- Tolling on roadways is an unacceptable course. See previous comments.
- Draft goals want to limit transportation, not improve it. That is counter productive and goes against the wishes to most commuters.
- IT WILL NOT BENIFIT EVERYONE. WE THE PEOPLE OF OREGON ARE TIRED OF THESE TAXES POPPING UP. THERE WILL NOT BE ANY FUTURE TOLL BOOTHES WE THE PEOPLE WILL NOT ALLOW IT.
- I feel the tolling will increase the use of local roads andn streets as people wanting to avoid tolls for short distances to and from local areas.
- See above...NO TOLLS.
- Again, tolling is unnecessary. Find another way to use taxpayer dollars wisely.
- Tolls are inherently regressive and what a toll does is effectively price out the middle class and poor.
- This will have no effect on climate. It will also divert more traffic into neighborhoods and side streets as the poor will try to avoid paying tolls. This doesn't mean we also need to tolls side streets. I'm sure that's your next move.
- Only agree with limiting traffic diversion to local roads and neighborhoods. Other goals would actually be hindered by the proposed tolls.
- You're just making excuses to add tolls. Don't add tolls
- Do not maximize with future tolls
- Money will never be used as designed.

- If one of your goals is to reduce traffic diversion from 205 to adjacent roads, this will have the opposite effect.
- This is not California
- You cannot possibly achieve half of these with the "solution" you have chosen.
- As started above. Also can I say these questions are poorly stated?
- Tolls are ineffective, will push traffic onto side roads, and collecting the tolls will cause more delays than it will solve.
- Tolls aren't necessary
- Explained above
- Unless I am mistaken this is entirely a car highway right? This highway serves suburban drivers alone. It cannot be made equitable. Regional economic growth is mutually exclusive to equity. This highway was built to funnel wealthy white suburbanites out of Portland. What regional economic really means is draining resources away from Portland. I view the toll as a way to slow down destructive growth in the suburbs. Multi-modal choices? Will the toll fund transit? It would be cool if there was a bus and freight only lane. Maybe the whole highway should be for trucks and busses.
- see below
- Economic growth? Air quality? Future toll systems? No, No, No. I would love to stay off adjacent roads, if I-205 was designed to accommodate traffic. 13 miles, 3 continuous lanes in each direction. Simple goal.
- it will create more traffic on side roads as people try to avoid 205
- I'm tired of the MAX getting all the tax \$\$, it doesn't fit enough of the population to use the \$\$ towards!
- No tolls
- It won't work as described and will be costly and inefficient. Why don't we continue to use taxes as we have historically? Let's not be California.
- Same as above
- People have demonstrated, over and over and over, that they do not wish to be coerced into using public transportation and paying higher taxes. There are better alternatives. If we're actually serious about congestion and emissions, let's help promote smaller single-person vehicles (for one thing). And, again, offer tax incentives to businesses to encourage remote workers and staggered hours. I-205 is congested only during rush hour. Penalizing drivers with onerous taxes isn't the only option. Carrots work better than sticks sometimes!
- DO NOT TOLL
- We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- Your project only creates more things to manage. We need to simplify not add complexity. NO TOLLS!!
- We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- Tolls are not needed
- Charge Washington drivers near the airport, then you would see 30 to 40% reduction in the OR City and West Linn area.
- This is a rich man's ploy to get the poor off the road so the rich can drive faster.
- build more lanes to alleviate congestion

- I can't afford to pay money to get to work every day. Tax drivers coming from Washington not locals.
- Put to a vote on f the people.
- Everyone is going to try & find a non-tolled route, congesting neighborhoods & making them unsafe. & What about people who can't afford the toll?
- More money for the government that currently does nothing about people actively destroying our city,
- lack of planning, wrong people serving the community
- Tolls will NEVER help with traffic congestion!
- None of those "goals" is appropriate. Hands off is the best goal.
- This isn't an I-205 problem. This problem is with how money has been spent in the past by elected officials and now they are wanting more. Use the funds correctly before you take more money from the people.
- Tolls will not work
- Tolls are not the solution
- 1) tolling is not equitable, it will hurt the poor more and increasing taxing to others to subsidize them is not fair.
- 1) tolling is not equitable, it will hurt the poor more and increasing taxing to others to subsidize them is not fair. 2) there will be increased traffic in local neighborhoods and there is no way to control that increase. 3) this won't support regional economic growth as it is basically an additional tax. We don't need tolls, we need more lanes and bigger roads to support an increasing population. There are far more people living here then 20 years ago and we have no additional roads in that time. For instance, there is plenty of room to make 3 lanes on all of 205 which would really help
- 1) tolling is not equitable, it will hurt the poor more and increasing taxing to others to subsidize them is not fair. 2) there will be increased traffic in local neighborhoods and there is no way to control that increase. 3) this won't support regional economic growth as it is basically an additional tax. We don't need tolls, we need more lanes and bigger roads to support an increasing population. There are far more people living here then 20 years ago and we have no additional roads in that time. For instance, there is plenty of room to make 3 lanes on all of 205 which would really help
- Using side streets to avoid tolls will make neighborhood streets less safe.
- The tax will
- All the above sounds good. As history will show. Look what METRO said about Light-rail ridership would lower traffic, emissions by x%. They have never lived up to the numbers they said they wood. Explain how this is any different?
- People will just use alternate routes causing more pollution and congestion on small roads
- The tax will disproportionately affect truckers and locals who use that area multiple times a day as it is the only reasonable way to get across the river. It's an unfair burden to locals and can be avoided by expanding new points of crossing the river.
- The proposal only shifts the problem does not solve
- Too many taxes

- A toll is 110% the opposite of limiting traffic avoiding the toll on 205, and as this proposal stands does nothing to support multi-modal transportation choice. It discourages highway use with no planned alternative (max line? safe and clean bike paths? walkable neighborhoods? Nope. Just another tax with limited oversight and no end).
- Support regional economic growth this is false. This will cause an impact on economic growth.
- Prefer other means to collect taxes for roads
- No tolls
- no new taxes
- waste of time do not Toll 205
- Same as above.
- the desirable outcome of decreasing congestion/pollution is not the fault of individual actors, increase public transportation instead
- DO NOT TOLL
- No, I don't see any of the benefits above. Again toll fees cannot reduce the traffic in general
- you have the money already - inconvenience to our right of transport for the vocal minority that hates cars is unfair
- I do not support a toll.
- If someone has to drive farther to their destination you are not helping the air quality
- Absolutely disagree. Get this out of here. Will bring as much to bear as I can to stop this
- Don't put tolls on i205
- Expand I-5 is better
- Bureaucratic Facilitator BS is what this is.
- JESUS!!!
- Alternate travel is not a viable option
- The goals are unattainable alternatives are different ways that tolls could be set up on the i-205 near the Abernathy bridge we've been studying five alternatives to see which ones were best to want which ones would be best to study in more detail here's the alternatives
- Add more lanes
- How does tolling improve air quality? Please address diesel pollution from big trucks instead.
- I just don't see how you're going to prevent people from using the surface streets to avoid the tolls. This seems to be like an additional tax. Once started it will continue to go up & up!
- Tolling does not benefit all users. It puts extra burdin
- This is a road tax
- See above answer.
- I disagree with the toll
- Same as above answers. Problem solve without burdening the community more. You've done it successfully in the past!
- No tolls.
- Metro invests (from taxes) too much into "multi-modal" transportation that cannot support itself and continues to be a drain on taxes while not being a safe option for families.

- tolls won't support alternative transportation options or spur economic growth. it will hurt.
- Tolling is a lazy solution.
- The focus should be on one and only one thing, provide additional lanes for motor vehicles.
- I would not agree to one thing about a toll on the 205 it is unconstitutional in should be against the law you guys are crazy and you should all resign.
- Will not help with traffic. Will force people to pay more to go to work.
- The project is garbage, your proposal is garbage, and it's going to hurt the people who rely on it the most. Shift workers won't have the choice of commuting at different times- many women and lgbtqia folks do not feel safe on public transit. You will HURT PEOPLE.
- See Number 5
- No tolls
- This is a farce, it will not restrict travel and you know it. Thus it will not help the environment. All it will serve to do is make people more financially burdened and oppressed by their government authorities. Stop pretending to have the people's best interest at heart when all you are trying to do is price out the poor
- I will be diverting if you start tolling
- Your plan does not address the growing population in the area.
- factor in local residents
- Current democratic leaders in Oregon can not properly use the funds they are given this will not help
- No tolls
- Tolls dont reduce traffic congestion it is just a revenues source that people are forced to pay becuase they must travel for work. Look at seattle. Traffic is no better and the toll camera administrators are making money. This is just another way for state to make revenue without addressing the problem that more roads are needed and more lanes are needed.
- No tolls
- This project will end up on the ballot. No public input into this east coast taxing laziness.
- A lot of money for a relatively short distance of road. I appreciate ODOT's awareness of our problem areas.
- Highway tolls should not be used to support other forms of transport.
- This is double talk, knowing you can not stop people from bypassing tolls and there will be a lot. There is a lot now when traffic is back up and more when tolls happen. This section will not solve the problem.
- I dont want to see the entire highway tolled when the option of toll lanes exist.
- People already take side roads, they are congested because it's a natural choice point, you seriously think that will change?
- We don't want tolls
- Just another way to tax us
- No tenemos dinero
- Ya paga uno muchas cosas por poder tener el privilegio de manejar y ahora asta cobrar por el uso de carreteras? No está bien . Talves gente con dinero no le importe pero a familias de bajo o mediano recurso si.
- Because you are tolling existing lanes instead of building more and tolling those new lanes.

- Fuck you and fuck your toll of mismanagement
- This entire plan to toll any road or byway in Oregon should be reconsidered and reevaluated. This is not the solution and completely wrong path.
- I think adding tolls is BS and it's just a money grab by our out of control city government
- Get fucked
- We already have income, property and a gas tax, when is it enough?
- No tolls
- A toll will divert traffic to I5 and other routes
- I don't think these goals can all be met equally.
- I don't believe you can achieve all of these goals equitably.
- Tolls are regressive, this city is very liberal and want to protest it. You'll wind up with shut down interstate and graffiti-ed or destroyed equipment, costing the taxpayer even more money! Stupid half baked idea, do not do it!
- I support everything mentioned, except I am against multimodal transportation on the freeways. They are very expensive additions and receive little use except for the homeless campers.
- You are stealing from the hard working Oregonian!! Stay within your current budget before digging your hands into our wallets again!!
- No creo. Deben hacer otras soluciones primero
- Again, you are using a draft goal of improving local traffic by incenting drivers to avoid the highway, poor logic. Also, why aren't the fuel taxes earmarked for improvements being used to their fullest extent or increased? This is just another attempt to grab more funds on the backs of working folks trying to get to their jobs along our public highways. I-5 in WA doesn't toll and they don't seem to struggle with financing ongoing trans. projects.
- Tolling is not going to reduce congestion, as stated previously.
- DO NOT PROCEED WITH THIS PROJECT. I AS A TAXPAYER DO NOT AGREE WITH THIS PROJECT.
- Tolling disproportionately affects lower income drivers. Driving is expensive enough without the need to tolling. Tolling will just make it harder for working families to make ends meet. In some ways it makes highways an exclusive system to those who can afford to drive on it. The interstate highway system should be free for all to use without paying additional after taxes. Tolling is just another tax the people don't need.
- The local impact is too high. Cost to locals who are trapped in their communities by being rolled every time they leave. Cost to maintain surface streets that are over used by diverted traffic. Cost to communities when people stop frequenting local downtown areas due to surface street congestion.
- The draft goals are an attempt to sell an ugly idea.
- the goals are incomplete because they do not include provisions for West Linn residents, and mitigation of the impact of the toll road on local roads from drivers avoiding the toll
- Sounds like we will be have to pay a toll so bike lanes can be built and the real scary statement is "Maximize integration with future toll systems"
- The traffic issue should be addressed with commuter lanes to encourage ride sharing.

- Traffic to surface roads will increase. There will still be congestion during rush hour. The majority of the commuters will not take public transportation, which has been on a decline since before the pandemic.
- Your analysis is built on pure conjecture and has no basis in science or statistics.
- Are you serious?! Nobody is buying that shit! What a bunch of lies.
- No tolls please!
- There are other ways to raise money for road work
- Add goal: Ensure protection for minimum wage workers.
- Same as above. Fix the I5 problem and I205 will become much less of a problem
- See above.
- I totally disagree with the toll project. You should be looking at more solutions that replicate the sunrise expressway.
- I don't think tolling any of these roads is ok.
- Where you are suggesting tolling there are very few if any ways to go around using neighborhoods.
- Tolling should be the last resort ever. It indicates ODOT have given every other consideration in depth investigation, and has failed to come up with reasonable alternatives. The greater Portland/Oregon City area is in need of additional bridges, routes, etc. that has not been looked at first.
- I do not agree with a toll to solve this problem. I already pay taxes to cover road and bridge infrastructure, you need to manage the funds you already have to reduce the congestion in this section of road.
- Same as above
- It is overall a bad idea and will not accomplish the project long-term goals
- See 5 above
- Missed "Reduce Traffic Congestion"
- I agree with the objectives, but it seems to unfairly disadvantage those of us who live here in West Linn. And we are probably losing our post office, which will require us to all use these highways even more.
- Toll roads are east coast bullshit, we don't need that here
- Tolling will not make travel faster. Fixing merging lanes on Stafford and highway 43 would do more to fix that. Other "multi modal" transportation systems don't exist on 205 so these points seem ridiculous to me. You morons need to stop pushing bike and bus riding!
- Again, I don't believe tolls on this road are the answer to this problem.
- This will cause more people to use 43 which is a single lane hwy, more of a country road. It has very few turn lanes and is already difficult to use for local residences. You should fix Hwy 43 first so it can handle the extra traffic. It would be good also to restrict truck traffic off of the old Willamette bridge, with extra traffic cutting through to Oregon City it will be difficult to use.
- Focusing on climate change issues is not empirically related to toll roads, but it does significantly increase every project's cost. Transportation corridors, and the taxing of those means, should benefit citizens.

- Oregon collects plenty of taxes and fees. Why not try managing your state budget better instead.
- They don't seem achievable. How are you going to limit diversion? How will this support multi-modal? What "future toll systems"? There is another motive here that isn't being stated, and it likely doesn't benefit residents bordering the highway. Alternative 3 has two advantages and no significant downsides.
- Honestly congestion is everywhere. Toll this bridge wont help. It will just push traffic elsewhere. Oregon City will be a parking lot.
- Oregons public transportation sucks irs not safe its dirty does not go into rural areas and takes forever to get from the rural areas if you try it.
- NO tolls
- Do you really think you will force people into carpools or mass transit ?
- Outcomes don't benefit the community, transportation, or help alleviate traffic problems
- You're not looking at the big picture just like 217 need to be 40 years ahead. Not behind
- We already have semi trucks trying to use the oregon city bridge, I'll be using that bridge a lot more and so will thousands of others. It's going to make oregon city a polluted, loud and dangerous area for pedestrians. I'll definatelystop going to dinner in oregon city as I do twice a week now. What a mess.
- I have seen toll roads negatively impact all side streets in the area. I think this is going to push a lot of people to drive through West Linn. Cause extreme congestion on the River drive.
- The root of this toll is money that will come largely from Oregon City and WestLinn residents.
- Skeptical of your ability to limit traffic diversion.
- They don't help, it will destroy pedestrian lives in West Linn
- It's fine the way it is. We do not want a toll system. One system would lead to another and another. NO TOLL wanted!!
- We don't want a toll system in our state. You get your foot in the door with one and you will try to implement more toll roads. We don't want them. You need to quit doing so many study's, cut red tape and become more efficient.
- Tolling is not the answer. Better management of available funds is the answer to fixing the funding problem. We do not need one more "tax".
- An even distribution of cost is not identical to an equitable distribution of cost. The rest of your goals are just things you would do if you had more money, regardless of source. Raise the gas tax and registration fee. Just don't put in a toll.
- Không ý thu phí cầu đường
- Same answer as last. See above
- Supporting choices is actually forcing choices. Public transport can take hours, so it's not an option. Overloading smaller side roads is not an option. FOrcing people to use the I5 bridge means they travel farther to avoid a toll. Bad for climate change. Future toll systems are not wanted by citizens.forcing people off major roads does not support economic growth or lower emissions. People travelling through may decide not to come this way at all. (bad for travel)

- No tolls is the best option
- Tolls are a stupid idea.
- tolling does not fix the problem
- Already to many fees and taxes on Oregonians.
- This will not be equitable for all users. West linn abd Oregon city will feel the brunt.
- Bad idea. More government employees to pay
- Unfair to tax working people to use a road they have already paid for.
- this project is unnecessary and coercion.
- Most of these are not met by adding a toll. People are still going to drive comment and it seems as if Portland government is trying to choose to push people out of driving. This is not going to happen. There is no way to relieve congestion in the area because if people can't afford to pay the toll, they are not going to stop driving and using other modes of transportation. They are going to take alternate routes, which is just going to increase traffic on various side streets.
- In what way does adding a toll reduce emissions? Do you honestly believe that adding a toll will reduce the need for working citizens of Oregon to find other means for transportation. Citizens of Oregon are battling rent crisis along with an epidemic and our wonderful Congress can't find solutions for those issues. Instead you come up with these bright ideas that will further push the citizens into poverty. There are other solutions to traffic congestion. Do your job and figure out how to relieve it without stealing more money from citizens.
- No toll
- Chính phủ ép người dân quá khi người ta đã đóng thuế hàng năm rồi.
- ODOT and that State have made up this crisis and more taxes on motorists is the obvious answer.
- It won't work the way you think it will. There will be unexpected consequences. Give up the idea of tolling to rip off the taxpayer.
- Tolls are unnecessary
- Không đáng, tiền cầu đường là tiền thuế của người dân đóng. Mắc mớ gì phải thu?
- Because it will create unnecessary congestion that the side streets can't handle as is
- You're illegally taxing us immediately end this charade.
- Tăng gánh nặng lên chi phí trong khi Portland đã phải đóng rất nhiều tax and fee
- there is no way to reduce the impact traffic in neighborhoods. You have 2 options to get across the river, Abernathy or Old OC Bridge.
- No toll on the 205
- Again, NO TOLLS!!
- The premise based on tolling is wrong.
- Too many goals purpose is likely to get watered down and be ineffective
- This is stupid
- You are punishing people who live in this area. FUCK OFF
- Adding tolls doesn't do anything to help anyone using the roads out. Just look at New York for an example ask anyone there if they want those tolls no one does other than the money

sucking piece of shit government who already take more money from us all in taxes. Oregon taxes income more than almost any state out there already.

- Tolling is not the answer for those living in the suburbs. People have to drive to get to work, they will not be taking public transportation just to avoid a toll. I don't see a toll for I-5 or I-84 which are more heavily traveled.
- Tolling is not the answer for those living in the suburbs. People have to drive to get to work, they will not be taking public transportation just to avoid a toll. I don't see a toll for I-5 or I-84 which are more heavily traveled.
- Low income can't afford tolls
- Low income can't afford tolls
- Your goals will not be met by the tolling scheme. It will have no bearing on economic growth or on multi-modal transportation choices. It will wreak a financial burden on people who cannot afford to move and it will increase traffic in neighborhoods where pets, children and pedestrians will be hit by commuters driving fast trying to get somewhere out of anger because they can't afford the tolls.
- Cái gì cũng thu phí dân sống sao nổi
- With people being out of work
- The desirable outcome is not showing the expected revenue and it is not clearly saying how the money will be spent. There is so much bureaucracy managing tolling stations and stickers and revenue and oversight. Just make bonds or raise taxes to build what is needed.
- No tolls!
- Pricing people out of travel is not practical or feasible.
- This is a burden on local residents..
- It's important to address traffic congestion in and around Portland Metro, but perhaps the issue has more to do with density within the city than with the number of lanes on the highway. Zoning measures for new commercial and residential construction seems like a more effective response, moving some new commerce and industry outside of Multnomah County.
- hay maneras de reducir la congestión sin cobrar a la gente
- You are trying to find excuses for tolling. For instance, reducing auto traffic and emissions would help with global warming. Tolling does none of that.
- Collecting money is what this is about.
- How are you going to keep the traffic off the surface streets to avoid tolling?
- The tolls selected will maximize local diversion
- More \$ does not equate to less traffic. Zero logic.
- "Future Toll Roads" is all I need to see... you are taxing people of lower economic backgrounds disproportionately.
- Construir By pass es la mejor opción para el tráfico Inter estatal
- Tolling is a sham and doesn't solve any problems. It discriminates against citizens of West Linn and those in lower socio-economic status. I'm a senior citizen on a fixed income in West Linn/unincorporated Clackamas County and have NO public transit alternatives! Tolling will force traffic onto already congested side streets, ruin the quality of life. This proposal is a travesty! We already pay gas taxes - put off this project until post-pandemic

gas tax revenues are up - don't add another highly discriminatory tax. Pay attention to land use laws to reduce density, congestion.

- Goals are not related to purpose in need and address no related issues.
- Tolls are a regressive tax that affect lower incomes people more. Find an alternative source of funding.
- None of those goals are "get users through faster". If that's not goal 1, this is another waste of money and time.
- Tolls will significantly affect lower income drivers.
- Household unable to afford nor pay tolls
- We do not need tolls
- Stop making Low income pay. We don't need tolls.
- We don't need tolls
- Not everyone can pay
- Not everyone can pay
- Tolls will only make congestion worse on streets near I205, and on I205 itself!
- I don't know how it will work
- Build more roads
- Low income homes can't afford tolls
- Same comment as before -- I205 is two lanes. If you make one lane a toll, it's going to block up traffic even more because not everyone wants to pay for a toll. Also this will then increase congestion on the back roads as more people will be getting off the I205 to avoid the toll. What needs to happen is have a toll on I205 where Washington meets Oregon. Toll the people who are working in our state but living in Washington and taking advantage. They should be tolled. Not people who live in and work in Oregon!
- I thought the project is about replacing a bridge, goals have nothing to do with bridge replacement.
- This is not the right outcome for this project.
- Limit additional traffic needs to be create no additional traffic diversion into neighborhoods. People moved to this area because the traffic is limited to the people living in the neighborhoods.
- We don't want TOLLS
- don't need to toll
- Implementing goals should not be the goal, but instead look for solutions to meet the other needs listed: safe travel, congestion, etc.
- I think there needs to be minimal financial impact on families and commuters.
- Not a single draft goal mentions the desire to reduce the cost of this project or the ongoing cost to drivers. Why is that? If there is no goal to minimize cost, then this project could run way overbudget and no one would even know, since there is no budget. There are always costs involved and they must be considered wne people are struggling from a pandemic recession.
- There was no goal of being cost-effective. This tells me that no one on this committee cares about lowering costs. This is highly disturbing and represnets a lack of progressive thinking on financial management.

- See #3 above.
- 低收入户
- Undue burden to West Linn residence
- There will always be traffic. Not sure how tolls will change that. I see traffic going to side streets to avoid paying a toll
- This is going to add much more traffic to the side streets of West Linn and Oregon City. Ridiculous!
- This is certainly not the only stretch of congestion. Why has ODOT not tolled anywhere in Oregon for decades we pay same amount of road tax as everyone else
- the communities near this HWY- over 90% fall well below the poverty line. This hwy is the main line use for transport. This would only cause more problems for the surrounding communities.
- The goals look good on paper as far as relieving congestion on I-205 but I still have serious concerns about the limit of traffic diversion on to adjacent roads. Solving one problem while creating another. Quality of life in West Linn will be greatly affected.
- I disagree with the project. I don't believe that it is possible to add tolls and not harm local economies or lower socioeconomic individuals.
- How are tolls going to be equitable when those on fixed incomes and schedules can't move or change their schedule to avoid them?
- This poll is a fraud, the question above only displays one option - "strongly agree"
- solo creo q no es el momento
- It will split two small Oregon towns that function as one community and divert traffic onto the 43 which is already congested.
- The toll road will hurt the local roads in the area that can't handle the traffic. The Oregon city bridge is terrible and can't handle more traffic. The 43 only has one lane in sections and also can't handle more traffic
- Tolling on the Abernathy diverts traffic to WL and OC streets that cannot accommodate this. If you need \$ that badly, consider a tax on so-called eco-friendly vehicles that do not contribute through gasoline taxes but use the roads free of charge to them.
- See comment above. Tolling isn't the right strategy.
- Agree with most of the outcomes. Do not agree with Maximize integration with future toll systems. Would like to see another option besides tolling to get us to those outcomes.
- tolling will only cause drivers to find an alternate route, through neighborhoods
- Congestion points NB on 205 are usually noted between Powell Blvd and City Center.
- This will only divert cars from freeways toward smaller roads with more people.
- I am not confident that funds will actually be used as promised and we will be stuck with toll
- It just sounds like a lot of smoke and mirrors to me.
- Tolls are not equitable benefits for all users and don't mitigate traffic diversion to side streets
- God damn bitch ass scammers
- God damn bitch ass scammers

- I disagree because I think it is a BS story for you all to get more money to waste. We have all seen the waste that ODOT has done in the past. And light rail is NOT the answer.
- Va de Nuevo, acaso se trata del sentir? O de la mala administración del gobierno del estado?
- Tolls are not the answer
- Tolls don't reduce traffic.
- 205 is clogged with people who live in Washington for lower taxes and then commute into Oregon for work. Have them pay for the tolls!
- Nobody wants this.
- the use of force is catastrophic. Widen 205. Provide jump lanes. A much much better solution.
- There is no desirable outcome here. Keep tolls out of Oregon.
- Ya se 19s dije mis impuestos al estado son para esto así como el tas a gasolina deverian de cobrar tas a autos eléctricos e híbridos
- See my points above
- Bicycle lanes don'
- "Multimodal transportation" isn't relevant to the problem. Bicycles aren't going to take you where you need to go if you're taking I-205. No one wants to ride your crime-ridden, disease incubating public transit. I noticed you're sneaking in more tolls too. This sucks.
- This. Is. A. Cash. Grab.
- Should find funding alternatives to tolls
- NOT needed.
- The most desirable outcome would be that you leave well enough alone. It is fine. No tolling needed. No changes to the corridor needed.
- Make more lanes of traffic.
- Not needed.
- Son muchos pequeños cuitas que acumuladas son una carga para familias de bajos ingresos
- Don't punish people who live in the outer areas. Many live in outer areas because they can't afford to live in transit rich Portland. Tolls would impact them severely. Tolls are not the answer.
- You aren't using existing tax to fix the issue. Ridiculous!
- Another component, the local people will end up paying the very most just getting to work daily. Not to mention grocery shopping, library, post office, Dr visits etc
- Again - Solutions without tolls
- See above
- The goal draft sound good on paper but it's not realistic to have all those goals. You can't achieve them. And therefore it would be unfair to the citizens of this community. With the extra congestion that it would cause. I'm also not ok with tolls being shoved down on us without a vote. I pay outrageous tacked to live in a quiet community only to have tolls cause congestion and potentially unsafe area for my family.
- Roll will cause diversion nightmares, no need for other means of transport alternatives
- Again, tolls won't necessarily resolve congestion. Look at the Bay Area; the cost of a bridge crossing is \$7 and yet it's still the eighth-most congested urban area in the U.S. It is not believable Oregon's plan to charge tolls is to reduce congestion; it is to increase revenue.

There are many options to reduce congestion, but they also reduce revenue for roads. Please stop trying to "sell it" this way. Again, incentivize employers to have their employees work remotely.

- There seems to be rhetoric about mitigating traffic that will avoid the tools, not real solutions. Just placating jargon. Commuters are notoriously inconsiderate of the roads they use as throughways. Speeding, not obeying traffic laws, littering, etc. This will put a lot of undue stress on our already far too heavily transitted streets.
- This toll needs to be voted on. Not mandated.
- The top priority should be ensuring that the highway is free to use. No tolls.
- The benefits will not be equitable for low income people. Neighborhoods will suffer with ANY traffic diversion possible. Bike traffic on 205 isn't a safe mode of transportation . The economic growth doesn't seem reality-where is the research for all of the proposed benefits of tolls? Improved air quality falls flat as a debate-there will not be fewer vehicles as a result of tolls. How about looking into increasing mass transportation instead-trains for example. Check out other cities-Chicago -equitable benefit, improved air quality, trvel demand management. Who benefits from OR tolls???
- The area needs new roads. No goals for tolling I-205 from Stafford to OR 213 will not solve any issues. They will just be a charge on the use of the road.
- "Limit additional traffic diversion" - what I have read in your documents shows diversion through Gladstone, Oregon City, and West Linn being worsened.
- BRIDGE BUILT ALREADY WITH TAX DOLLARS, NO TOLL IS ACCEPTABLE
- Concerned revenue would not be used to improve I-205
- Oregon has some of the highest state taxes in the country. Should be adequate to cover basic infrastructure needs. Where is the money going?
- Per your information provided, the revenue generated by tolling I-5 and I-205 "COULD help pay for highway improvements". Additionally, you state "the goal of the I-5 and I-205 Toll Projects is to manage congestion and generate revenue to fund bottleneck relief projects". You do not state that I-5 and I-205 toll revenue will address these areas exclusively. Rather, you imply the revenue will be used as ODOT sees fit as is could help address bottleneck project anywhere in the state.
- It's not clear that the stated goal is achievable using the suggested remedy
- Tolls increase congestion in neighboring communities. Studies like the Barcelona study prove this. Do not toll Oregon roads.
- Lies!
- same as above
- Tolling is not the solution.
- As other large infrastructure projects demonstrated in recent years, traffic diversion from I-205 to adjacent roads and neighborhoods is not limited, it is exponentially increased. Tolling these exits will increase traffic and increase contributions to climate change in our rural and suburban areas due to increased traffic on our roads. This project is poorly designed and places an unfair burden upon the shoulders of West Linn residents. The construction of a third lane from exit 3 through 10 must be funded otherwise to alleviate congestion and related issues on I-205.

- This will not promote economic growth.
- Oregon is already the highest taxed state we need to manage spending more not to create more loopholes for taxation
- Dont need to repeat myself see previous comment
- See comments above
- 拆东墙补西墙
- I will drive thru neighborhoods to get to work to avoid the tolls
- 我同意快线收费，中，慢线不收。
- They are nice goals but I cannot see how your plan might achieve them.
- I don't want to shift 205 problems to I5
- 因为我
- TOLLS ARE EVIL
- The project will not limit diversion to adjacent roads. Tolls should not be diverted to financially support 'multi-modal transportation. Tolls should pay for improvements that benefit motorists first and foremost. But ODOT will not listen.
- Don't toll the road we already paid taxes to build
- Are you going to provide a report to all cities and who are affected? Also will the cities affected have oversight on how funds are used? Will this finally force L.O and W.L. to have light rail public transportation? It seems the largest barrier to public transportation across the Willamette is due to those cities.
- ODOT needs to find another way to get revenue. Gasoline is taxed, cigarettes are taxed, along with several other things. Soon we'll have a sales tax then everything is taxed and the roads will all be tolled. Then the state departments of whatever will still ask for more. Where does it end? Learn to budget what you get like regular people without expendable incomes do.
- Again, no tolls!
- Not enough community engagement
- Alternative 3,4&5 will not limit traffic diversions to WFD or Johnson Rd. No gantry near Stafford. See my suggestions in #10 that would make these alternatives more desirable.
- Toll up near the glen Jackson bridge.
- No tolls
- In my opinion, again other than charting nothing is being done to add more lanes to help with traffic sues. The people that live in this specific are are being penalized for where we live.
- Basta de impuestos
- scrap the whole thing stupid
- 不方便
- THE FACT IS THAT THE CITY OF PORTLAND'S PBOT POLICIES HAD CAUSED AT LEAST AN INCRESAE OF TRAFFIC BY OVER 10% DUE TO NARROWING LANES FOR BIKE LANES, WHICH MEANS IN A TOWN WHERE THE ROADS ARE LESS THEN 40 FEET WIDE,THE BACKUP FROM THESE POLICIES ALONE CAUSES BACK UP ON TO THE FREEWAY.
- 收費只是治標不治本，應該拓寬道路

- Oregon is already too expensive to live in. We are taxed to the limit already. income tax, gas tax, no deductions to speak of. Tolls are just a money grab.
- The meaning of "equitable" needs to be spelled out. To me that explicitly means free travel for low income users.
- You have not shown how a toll will support any of these other ideas. There is an undue burden on people who actually live in this area and will have to pay the toll every day compared to people who are just driving through, which is the majority of the traffic. Why are you making it so difficult for the people who actually live in West Linn? There is no other way to get here besides the Abernathy Bridge.
- see above no toll roads oregon
- reduce congestion
- There is no way to make it equitable for people living paycheck to paycheck or who are trying to find work in this already depressed economy.
- Same as above
- If you toll I-205, you will simply divert traffic onto other roads. People are smart and will find ways to avoid your taxes. Find other alternatives.
- Once you start, where will it end? Putting toll booths on a freeway will only back up traffic and cause people to go through neighborhoods to get around it. the whole thing seems ridiculous.
- You should build wider roadways like all other states have, you actually still have one lane Oregon trail roadways, crazy
- Draft Goals: Expand the bridge to 3-4 lanes each way, create a carpool, transit, trucker lane. Don't allow truckers on this road from X time to X time. Taxes have been given for 50 years, it is mismanagement of funds that you did not do the roof. Share taxes with hybrid or electric cars. those individuals who have those cars most likely are in higher income brackets since those cars are new and more expensive.
- You don't even have buyoff on the first toll road and are already planning additional ways to pick Oregonians pockets with "future toll systems"
- See above.
- Nothing you do fixes congestion. If it did we wouldn't have any. Stop try to tax me more.
- If you want to toll I-205, do it where there are options for traffic without burdening those living in a Portland suburb.
- Please stop this idea.
- Does not support travel demand nor support regional economic growth!
- People will not give up their cars and Washington residents don't want light rail so keto it out of Clark Clark - we voted it down three times. How many more times do we have to get the message across?
- Tolling will cause traffic diversion, not limit it.
- This project does not provide equitable benefits to all users. It only benefits affluent drivers by forcing less affluent drivers out of their lane.
- It's all about money. Keep the roads free
- Tolls are not the solution. Increase or add a new tax or something that can be used for improvements to infrastructure.

- Your most favored plans (3 and 4) do not limit diversion onto Stafford, Skyline Drive or Arch Bridge. They also do not address the hill climb that slows traffic between 10th Street and Hwy 43.
- Tolls are stupid
- I think the goal is getting more funds for the state. Why not clearly communicate this goal?
- stop shoving an agenda down peoples throats. People are tired about the lying about climate change and stealing the peoples money . Find your money elsewhere.
- See my comment in question 3. above.
- the road needs more lanes ant he bridge over the Tualiton River needs to be wide enough to handle the traffic. That would eliminate the bottleneck
- Xq pagamos taxes a LA ciudad
- No tolls. Roads are a public good and should be budgeted and paid for that way. All benefit - even those who don't happen to drive the tolled segments.
- Toll bridge is not a good solution
- Support air quality with less cars driving on I-205
- Support air quality with less cars driving on I-205
- So many things to pay for , don't think people will be happy with tolls
- When Bike lanes were added to local streets, I drive, traffic increased
- When Bike lanes were added to local streets, I drive, traffic increased. I do not want multi-modal transportation services of bikes
- With local similar projects the traffic increased
- We need more freeway capacity to handle regional growth.
- better utilize existing tax base. instead of building bike lanes build more car lanes on freeways to ease congestion
- Economic Growth caused this problem, and didn't pay for fixing it, why should we now pay more to secure it. Unless economic growth pays it's own way, it should not be a priority. This plan is completely focused on the toll, alternatives are not addressed in any manner and no change that reduces congestion without actually reducing cars will never improve air quality.
- What will be done to reduce single-occupancy vehicles?
- This will not accomplish the desired goals. It is simply a means to acquire money from a select few communities.
- Stafford 的路段堵塞, 应该由那部分的受益人多付钱
- 疫情加上低收入家庭, 每天都要收费, 負擔不了
- See above. No alternative routes and no way for economically disadvantaged people to get to their homes or jobs without paying tolls. Oregon is better than that and does not need tolling.
- Es absurd su plan. Que va pasar para las personas que trabajamos en ese tramo del 205?
- Need to better understand impact to adjacent community and local streets
- Again I have already answered this question.
- Va aver mas trafico en las avenidas mas pequeñas para crusa al I-5 mas calles dañadas
- This project will not provide equitable benefits for all users. Nor will it limit diversions to other roadways or neighborhoods.

- Travel demand is not a constant in light of the pandemic and permanently altered behavior. Additionally it is clear ODOT is shifting traffic to residential communities without considering that equity.
- There will be no benefits for all users and time will clearly tell. Will not support safe travel. If more cars will be off the freeway there are more chances of road rage and accidents on streets. Freeways help reduce that. Air quality will remain the same just wait. The same amount of drivers or more will be around just weather they are on the free way or other roads. It will do the opposite of supporting regional economic growth.
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- There will be no benefits for all users and time will clearly tell. Will not support safe travel. If more cars will be off the freeway there are more chances of road rage and accidents on streets. Freeways help reduce that. Air quality will remain the same just wait. The same amount of drivers or more will be around just weather they are on the free way or other roads. It will do the opposite of supporting regional economic growth.
- I do not see the point in this construction. It annoys me that I will have to pay for moving along 205 and that in addition to city taxes that exist already
- See above
- HOw much will it cost? Monthly pass? Or how will it work?
- No evidence of congestion in this area.
- Disagree. People will take alternate routes to avoid the toll and block them up
- See above.
- Let bicyclists, pedestrians and transit users pay for their own upgrades.
- See above.
- Make sure local residence have a reduced rate. Travel across the bridge is so easy for doctor and dentist visit. I shouldn't have to change doctors just because I can't afford the toll
- Your draft goals can be reduced to enriching special interests on the backs of the working class. It does not provide equitable benefits for all users if it substantially increases the cost of one's commute to work, i.e. monthly estimates. I cannot see how this will improve air quality. And I do not want to see this as a gateway drug for "future toll systems."
- See above.
- No tolls.
- Please use common sense. Toll roads do NOT decrease congestion. More lanes and bridges will.
- 不应收费!
- 不应收费!
- This is a terrible plan due to disparities in economics!
- I don't think the Oregonians should be charged more after all of the taxes we are paying for right things to not get done.

- What exactly are you trying to achieve? Not really sure--another tax? A way to get people to drive slower than 55 miles an hour? More road rage?
- Tolling 205 isn't going to reduce traffic in a positive way. It will reduce traffic only because there will be people unable to pay the tolls. In order to reduce traffic, especially on the bridges, build more bridges.
- Tolling isn't the answer. Try getting the population to spread out then create freeway systems that support the expansion. This provides a way for lower income families to buy cheaper and gain equity rather than be forced out of the housing market. Also show 95% occupancy on existing light rail and public transportation already available. Don't create a system that won't be used.
- I think we should try out the area without construction zone flags/speed reductions signs. It has been years, it seems, like the construction has been going on there. Those orange cones and signs really do slow the traffic. Also, it could also probably help by widening of narrow/two lane sections of the freeway.
- Something that doesn't include a toll.
- Seismic updates are needed for many bridges. Tolling just this section of the I-205 will have negative consequences for the affected towns. I live in Gladstone, and travel frequently to West Linn. I will be forced, along with many thousands daily, to go through Oregon City, which is already congested and ill-equipped to handle additional traffic. There is a lack of suitable alternatives, the I-205 is used by people all over the region, and it is unfair to essentially levy a tax on people in the local community simply trying to travel around their community.
- If these were truly the desired outcomes a toll would be the last idea presented
- tolls increase traffic jams . !!!!
- TOLLS ARE A RIDICULOUS IDEA, THE ONLY THING TOLLS WILL DO IS SCREW OVER EVERY SINGLE COMMUTER. ALL PERSONS RESPONSIBLE FOR THE TOLL IDEA NEED TO BE FIRED!!!!
- I'd agree if there's alternative way for non-tolled driving routes.
- See previous reply.
- I do not agree with tolling federal highways.
- you will put the traffic on the side roads,,,
- Same as the other answer. Elected officials finding new ways to waste money.
- When I hear the words "multi-modal transportation systems," all I hear is "Multnomah County." I do not want mismanagement of funds. I want no light rail. No bike paths. No pedestrian walk ways. Just keep up maintenance on what we have. If anything, go to 4 lanes.
- You need to stop extorting us. Nothing you have implemented has made our lives better. You need to stop urban expansion and immigration until all of our current citizens lives are in order.
- Same reason
- Same reason
- This would send THOUSANDS of cars on side roads and streets in communities not meant to handle that traffic. Tolling is irresponsible, criminal, corrupt, and dangerous.

- It'll push traffic into 99e and raise the cost of trucking which we will pay at the p.o.s.
- This should not be a tool to generate money. Everyone working is already taxed enough.
- NO TOLLING NAZI'S
- tolls will not alter the amount of carbon emissions from cars. The whole climate change reasoning is ridiculous.
- There is no way to limit automobiles from diverting onto residential streets.
- No
- Economic growth should not be a factor in this equation
- I do not want tolls
- Doesn't address the issues to make I-205 better suited for traffic issues
- Multi modal is time consuming and not reasonable for most people who must travel
- Multi modal is time consuming and not reasonable for most people who must travel via 205 on a daily basis. Those who can afford to live in outlying areas have to have quick and reliable transportation, and even with congestion those routes are still more viable than mass transit.
- SMH
- NO TOLLS, this is just another tax. Use the money you have wisely, STOP TAXING US
- Added traffic on 99 E
- Again, poor management of existing revenue streams is the problem. Failure to add additional roads and highways in favor of bicycles and mass transit has failed. You will not force people out of their cars by layering burdens on them. Increase capacity, build more infrastructure, and use existing revenue streams to improve transportation, not create more bike lanes.
- Multiple statements in the bulleted list are contradictory. Tolling 205 is a terrible idea.
- Tolls are another way for governments to suck the tax payers wallets
- It will achieve the opposite of said goals such as causing more traffic and won't change the air quality at all
- It will achieve the opposite of said goals such as causing more traffic and won't change the air quality at all
- We don't need any toll roads in Oregon.
- The pathway to goals are not supported by your premise. To achieve an outcome you must demonstrate how the proposal will accomplish it. When the cost of implementation appears outweigh benefits, alternative should be considered. This project appears to have merely jumped to the conclusion that tolls will solve everything just like chicken soup. This is misguided.
- Again, it's unfair to us in Oregon city who would have to pay far more than those who live elsewhere. Makes living worse for all around this project. Additional revenue should be put on gas tax.
- Tolling is unnecessary and harmful
- No tolling
- This never needs to happen! Unnecessary!
- I don't get how adding a toll that will congest traffic reduced traffic. Please explain?!

- The only way to meet the climate goal is to reduce VMT, particularly by pricing single occupant vehicle travel high and by reallocating roadway to designated freight/transit/active transportation modes.
- I don't think tolls should be used when I already pay taxes that are mismanaged
- some have proposed creating a new four or five lane (4 or 5 lane) replacement I-5 Bridge that goes into a two and three lane (2 and 3 lane) Urban I-5 Corridor and that is like a creating funnel for vehicles and money. This is where WSDOT and the FED's came to the conclusion that it was not smart money and at that time they called an end to the CRC Project.
- Tolls will force people on the surrounding streets adding to congestion, air pollution, and extra costs to maintain these roadways by Oregon City and west Linn. That is not fair at all. And doesn't fix anything. Only more lanes on 205 will help.
- see answer to #5
- I'd revise to: 'support safe travel for all modes, especially walking and biking' and 'Prioritize non-auto, multimodal transportation choices'
- This never needs to happen! Unnecessary!
- Just another tax.
- The proposed goals and the current plan are at odds with one another. This will disproportionately negatively affect the local communities along and near the proposed toll route. Road expansion and seismic upgrades should not be tied to tolling.
- I don't believe the goals accurately describe the reason for the toll. Ultimately it sounds like the toll is to increase revenue. Some of the reasons listed are accurate but I feel like the other reasons listed are just playing to specific demographics to get their vote on the toll
- The bridge and the two lanes to the south is the choke point, limit tolling to the affected area for improvements.
- There are always promises and it never happens . Leave the bridge and local community alone. It's hard enough right now with out raping tax payers for more money
- There are no benefits to West Linn. If the tolls occur after Stafford Road and after the Abernethy Bridge, traffic will divert through West Linn to Oregon City. Already Highway 43 and Willamette Falls Drive back up for MILES each day.
- Tolling can hardly be equitable if the money is utilized for alternative transportation modes where the users do not pay their own way.
- I have in my other questions
- see #6
- Does not provide equitable benefits for all users. Again, unfairly impacts lower income workers. It will also force people on to 99E through Canby to get on I-5 south bound resulting in horrific congestion and traffic accidents due to condition of road
- Traffic will back up on side roads
- Fix our traffic issue at the border and major interchanges, not in the community that already pays more than fair share
- Again see my above statement.
- Don't toll the bridges, Oregon takes enough money from SW Washington residents

- The project is to toll and collect taxes due to mismanagement of what have had for years and lack of foresight and planning by those in the system as well as the politicians elected. The funds as you state "Tolls could help pay for improvements along I-205 and the seismic work needed on the Abernethy Bridge." Where is widening of bridge? is that not the bottleneck, you have not stated a goal, only wishes,
- See above reasons - this is a tax on those who must commute in order to earn income.
- I'm already paying taxes for roads. Either raise the tax, or better manage the funds period. It seems that no matter how much you pay, it's never enough.
- I think a toll will make local streets much more congested.
- I should not have to pay any more fees just to drive to and from work. I pay gas taxes road taxes state taxes federal taxes no more nickeling and diming us. We had enough here in Oregon City we don't need tolls on our roads
- Equitable never really means for everyone when it comes to government spending. There is no included plan for avoiding congestion on residential streets; transportation choices won't improve unless you make trimet more accessible and appealing, which this doesn't; this will harm downtown OC businesses. There is no evidence that non-toll options have been considered. This should be voted on by the people who will be affected the most.
- Good grief, the greed around here is out of control! Tolling bridges that have been here for years is stupid and will further degrade our communities by preventing movement to and from shopping areas and small businesses. Get an EFFIN GRIP OREGON! The LOCALLY OWNED business I support for getting groceries is on the "other" side of the river. One of my tours (I own a local tour company) is on the "other" side of the river. Tolls will further erode the economy on both sides of the river and are unwarranted! Balance your budget and stop trying to destroy our small towns!
- the state can't manage it's was out of a paper bag
- I am all for positive impact for climate change but adding more taxes on the individual is NOT the answer. Make corporations accountable for their significant impact.
- You'll create a big traffic mess on the side roads
- No toll bridge!
- If you are unduly punitive in a particular population that can't support it, your goals need adjusting. You need to come up with a better plan or at least location that allows you to pursue these goals without that pursuit being at the expense of some of its more vulnerable citizens.
- again, I do not support the project of tolling the Abernethy bridge as a solution to metro's traffic problem.
- See above.
- It is not right and how can I believe the money will be spent on our corridor?
- See above
- We don't need a toll!!
- There should be no reason for tolls! Make it work with what you got.
- My bank (a small local owned bank) is in West Linn, I shop at Market of Choice but I live in Milwaukie! Two LOCALLY OWNED businesses will lose a lot of business if this happens! Not to mention the wineries and small shops in Willamette and the fun events there at the

park. The small restaurants and shops in DT OC will lose business too. This is a STUPID IDEA!

- Your goals are way out of line. Future toll systems?? Multi-modal transportation choices? You mean give more funding to TriMet or Light Rail projects. I would never be in favor of that. Being forced into government controlled transportation.
- I have 0 confidence that a state run agency can achieve all of these goals. And again, why here? Before the pandemic I commuted to downtown Portland M-F and there were several congestion points that were much worse. I haven't seen any documentation or rationale on why this specific location was picked out of all the possible toll points. You all need to be transparent about why this location was picked.
- "Maximise integration with future toll systems" - If this is the proposed outcome, then toll all of the area between I-5 and I-205 and not just the cities near Abernethy bridge.
- I do not see anything addressing what would happen to Oregon City
- Yes, things need to be addressed, but not with a toll
- If compared with other states in which there are toll roads, the above tasks were not justified by success
- I worked more than 10 years as truck driver and from my personal experience I will say that this will only increase congestion
- The taxes are big and the salaries are small
- Needs more roads
- The goals support strategies, which is pre-baked (TDM, multimodal choices, toll systems, interoperability). Why do those matter? Stick with air quality, good access to good jobs and education, and less deadly ways to get around.
- This is the opposite of equitable. Why are you tolling southern 205 and i5? Those are the only freeways in the metro area that don't have light rail to divert to. 84 has light rail, 26 has light rail, northern 205 has light rail. It seems to me that you are putting the knife in and twisting it on those who have to drive this route and pay the tolls. Why not toll those freeways instead since they have options we do not have. I will divert to local streets instead and just cause more pollution.
- Tolls are not equitable. Other freeways 84, 26, northern 205 have light rail to divert to And won't get tolls but i5 and southern 205 don't have light rail and get tolls. How is that equitable and fair? I will just divert to surface streets and cause more pollution and eat more gas.
- Transportation planners fail consistently to respect and consider both the immediate and long term impacts on the quality of life of local residents and neighborhoods.
- There are no alternate routes aside from the Oregon City bridge and onto Main Street to finally access 999E. It will kill the businesses on Main Street and increase congestion through the city.
- People will lose jobs
- This is the wrong toll methodology in the wrong place.
- I disagree with the idea or assumption of other future toll systems. Rather, ODOT or Oregon Legislature should better plan and budget for future road improvements.

- A toll is not the appropriate solution to YOUR problem that you are trying to make OUR problem.
- I strongly disagree with you adding a toll Between West Linn and Oregon city this is going to create a lot less income for Oregon city
- Disagree this requires a toll
- Local citizens are going to take the burden of the road project. Propose options for locals to receive discounts if this going forward as there isn't an alternative.
- How the hell are you planning yo limit traffic thru our neighborhoods in West Linn? This project results in loss of property value and probably LOSS OF LIFE from speeders trying to save fares by cutting thru neighborhoods.
- No tolls
- There is no way to limit traffic diversion from 205 other than not having tolls.
- These goals are a pipe dream. This toll will negatively effect economic growth to establish
- I don't feel tolls are the abswer
- These are nice goals, but impossible.
- This is purely ridiculous. The outcome WILL be more congested alternative roads.
- Tolls should not be necessary to pay for this project.
- Your form only gives me one choice.
- I don't see how the project would address the draft goals at all.
- See #5
- Don't turn Clackamas into portland by removing lanes adding barriers to access neighborhoods.
- The whole thing is NONSENSE!
- Bad idea. Barely afford to live in this state as it is.
- See above. I do not approve of tolling. This is something the voters should decide. Not Odot
- NO TOLLS
- Tolling is not the way to go and would disproportionately affect West Linn residents
- There are already increases to back road use during high traffic times. This will only get worse when the tolls go in.
- Stop the bullshit. Stated simply, none of us want to sit in traffic. Nobody cares about light rail, buses, or any other form of transportation. Put the money into expanding the freeways to the size needed to support the growing population.
- Again, it seems to only be there to raise revenue. The congestion would be worse or unmanageable in the future.
- Instead widen the bridge and make 3+ lanes in each direction. The problem with 205 is that it goes from 3 lanes to 2 lanes and then back to 3 lanes. Metro wants to push the agenda of forcing multimedia transportation, but the people who choose to live in the suburbs, do not support this agenda.
- We don't need another government fee to encourage economic growth or any of these other things. We have enough fees it just needs to be used wisely.
- See above
- Terrible means of raising money to retrofit system and complicate local traffic. Making small numbers of locals address a large issue of traffic on west coast via truck on 1-5 and 1-205

- Terrible means of raising money to retrofit system and complicate local traffic. Making small numbers of locals address a large issue of traffic on west coast via truck on 1-5 and 1-205
- Any tolling should provide money for auto infrastructure.
- How do tolls support regional economic growth if more people have to spend money to do something they already do? In fact, taking more money away from people will hurt economic growth and make people poorer. Why is this lost on the committee?
- See above comments.
- The goals are fine but missing is to set the toll rates at a level that is tolerable to the community while reaching the desired outcome for raised revenue and reduced congestion.
- Won't help
- Stealing more money from the public will not resolve any of the problems.
- NO TOLLS!!! Use the tax money you already get!
- You have failed to offer options of no tolling with additional lanes. Multiple studies and polls indicate that the preferred method of travel is by individual vehicles, not "multi-modal" options. Especially as current events show, public transportation is a prime vector for disease. We need to improve our current, preferred modes of transportation, not toll working systems in an effort to have an obtainable "utopian environment".
- When traffic and population is looked at there is Washington County. People live close to where they work (Intel, Nike etc). In this area you have very little commerce activity. Just keep the congestion, If people are upset they have the choice to live within 5 miles of where they work, versus more than 20 miles away from their occupation. This plan solves none of this issue producing areas of commerce to reduce the use of I205. I205 is just on a large commuter road where the average length of travel is more than 10 miles. Solve this and the congestion will go away.
- Collecting and redistributing tolls (aka taxes) is never a fully fair process and always ends up wasting money and creating even more inequity.
- More lanes need to be added with no waste for bike lane, "transit" and other things that slow our trucks down.
- Few alternate routes across river - if considering a toll would put it elsewhere with more alternative routes
- NO TOLLS
- No tolls!
- A toll to use the roads we paid for and providing one more barrier is not a solution.
- This is NOT something the people want. If it was, we would've voted for it. We have been given no option. It is being crammed down our throats.
- Again, budget is built into taxes. If you aren't improving infrastructure correctly and efficiently and promptly that is a failure of leadership and not just funding.
- You can try to social engineer society all you want, but you should have learned from the failure of the Max system, that most people don't want to take mass transit, and despite monopolistic and parasitic practices of artificially inflating the cost of parking downtown, most still don't. You can't legislate human nature. When are you going to understand that?
- What other funding options are available? Tolls are NOT the answer.

- To make above statements valid the entire area needs to contribute to solution, you can't decrease pollution on just this part of 205. Irate conclusion
- The tolling would wrongfully impact the communities and underserved populations.
- NO TOLL
- Tolls affect low income people disproportionately
- This project is the wrong way to go about meeting any of the goals stated.
- Tolls are not a good thing for people. They only increase costs, push traffic in other directions, and make everyone's life's more difficult. No to tolls!
- Tolls don't solve these problems
- Tolls don't solve these problems
- Tolling this section of I-205 is a very bad idea which should be discarded.
- I disagree about diversion specifically. The chosen locations to start/stop tolling do not offer multiple alternative routes, really, just one. Diverting local traffic to 99 does not serve the community. It's not a win when you significantly impact another route that can't be expanded. If the toll start/end points are expanded now, the diversion volume will be much more reasonable with both a variety of surface road options for locals to choose from, or using the toll road. Applying a single toll at a lower cost, you can reduce diversion, raise funds and expand the road areas that need it.
- See answer # 6
- These are too general and blanket feel good statements. Where is the money going to and to whom? The money should be used for widening and improving the area of I205 that is being tolledonly
- I believe the wording is a bit lofty and the drivers passing through the designated area will just leave the 205. Supporting safe travel... might mean bicycles. There is no safe bicycle travel on Willamette/Borland roads currently and no room to add. It does not make sense. With regard to the last sentence "Maximize interoperability etc. please consider what you are trying to convey. What other transportation systems? Does anyone writing this actually live in West Linn?

Questions 8 & 9: Please indicate your level of agreement with this statement: “The recommended alternatives provide satisfactory options to study in-depth in the environmental review.”

- If you selected “disagree” or “strongly disagree,” please tell us why you feel this way.
- There needs to be an alternative to tolls offered.
- No tolls is best.
- No tolls is the only viable option here.
- The diversion effects are all average? You mean every tolling option would overwhelm the surface streets equally as bad? Once again, just build the additional lanes and fix the bridge with existing state and federal funds.
- Tolls will jam up traffic and not dissuade individuals from driving where and when they needed to.
- Kg đồng ý đồng lệ phí
- Đừng làm
- Tui không muốn trả thêm thuế.
- Alternatives that better address the diversion need to be included.
- Based on huge shifts in travel habits that will outlast the pandemic, the concept as a whole should be revisited and some out of the box thinking applied.
- consider building a new freeway
- Alternative 4 performs worse for I-205 traffic. Then why build anything? That doesn't provide what the travelling public needs. Why not #5? Much worse for the agency, but better for everyone else.
- None of these options seem better than 'do nothing' and I see nothing to show me otherwise
- You are pushing to toll anyone but your own citizens.
- Make sure there is enough money to add a third lane is added between Oregon City and Stafford Road.
- No tolls should be considered and will not change the environment
- Because it's all a pack of lies.
- They still toll every lane on an interstate.
- With state fuel tax is being regularly increased. Use that revenue and leave this east coast and midwest idea on the east coast and midwest.
- Read answer #3 above
- I need to understand the impact to the West Linn community for each option. I think examples are needed for each.
- The "environmental review" is inherently biased against car travel. Be honest with yourself (and us) and admit your bias. The fact that you deny a bias does not mean it does not exist. Put this to a state-wide vote of the people.
- Again, the premise of these questions is flawed.
- A non-tolling option should be part of the mix.
- Options should include NO Tolling.

- Are you kidding me? You are going to get people killed in the streets around I-205 with this plan. More people will just use neighborhood roads to cut through them to go around this mess.
- No impact to the slow hill climb has been addressed.
- TOLLS ARE A RIDICULOUS IDEA, THE ONLY THING TOLLS WILL DO IS SCREW OVER EVERY SINGLE COMMUTER. ALL PERSONS RESPONSIBLE FOR THE TOLL IDEA NEED TO BE FIRED!!!!
- You collect enough money, and have so over the years. Your failure to properly manage the funds does not warrant this double taxation
- No to ANY tolls!
- Tolling the employed is not the answer. Increasing lanes for motorized vehicles is the only answer.
- Vote on any proposal
- where you are placing the tolls will create huge traffic jams.
- what toll rates are this who are just passing thru to pay vs daily drivers
- I want declarative proof of where revenue from tolling will be directed.
- If you toll we will shut the freeways down!
- We don't want tolls!
- Tolls aren't the answer
- The alternatives are ridiculous!!!!
- Refer to comments above
- There are no options for the Abernathy Bridge to be toll free. That MUST be on the table.
- I disagree with tolls.
- You are basing your "facts" on the existing roads and current traffic. Neither of those will change. You are assuming people will adjust their driving habits to avoid paying tolls and hoping that will eliminate traffic congestion. It is wishful thinking.
- make the highway wider. No tolls!
- Tolling is not needed.
- NO TO TOLLS
- Tolling should either cover all segments of the freeway or be not used at all (recommend combination freight weight-mile tax and gas tax)
- See above comment.
- Does it even matter what we think? WE DON'T WANT ANY TOLLING
- Presumes the only options are tolling or 'do nothing.'
- The burden will be shifted from tolled to un tolled routes. Further. The toll collection system even those with easy pass slow the traffic. So you are going to make terrible peak traffic horrible
- There needs to be a matrix of no-toll options to study as well; not just one generic option.
- The focus should not be on tolling roads while public transportation isn't a viable option. If you would like to make an environmental impact please consider a tax credit on electric vehicles. If congestion is the issue, please expand public transportation.
- You don't have an option for using the current tax better.

- I agree that the no toll option for some of the lanes needs to be included but your wording/presentation on this survey suggests that you are not willing to consider that option.
- Widen roads
- again same answer
- In case you did not notice tolling is a very bad idea
- No tolls period
- No Tolls anywhere Period Manage your money better to fund roads
- NO TOLLS
- No tolls is not considered an option.
- Do not toll Oregonians. Find other way to use our tax money to increase lanes. We pay higher taxes than most states so where is that money go g.
- There is no option to not toll at all
- 3 and 4 impact the traffic diversion and confusion for pricing. This impacts the local community the most.
- You arn't paying atention to the people who comment. The acceptabel option is fix the road and forget the toll. I've got an idea. Lets fix the roads by using your salary and the money that was wasted on this project.
- I think "no toll" is the best option.
- If you want a toul, build a new freeway & toil it
- I still don't see any benefit to anyone but to the state of Oregon. The residential two lane roads will not be able to handle all the new traffic so they don't have to pay the new taxes.
- Tolls should be directed to reduce local single occupant VMT. Alternatives for local trips must be available with a high, but equitable charge for those still utilizing I-205 for local trips.
- The people that are required to drive that section are going to be punished monetarily for where they work vs those that work off of a different highway.
- Your not considering the most obvious option, which is NO Tolls!
- No tolls. Do NOT disregard my opinion. Many feel as we do.
- Tolls need to be on every frreway between Salem and Vancouver.
- No thanks
- No tolls
- No tolls period!
- I belive it is wrong to implement a toll.
- I already pay for all roads in Oregon. Stop robbing citizens. Manage your budget.
- Tolling is not the answer, you will just make people take alternative routes, plus traffic on 205 is has always been poor. You really want to fix the traffic problems, build more roads and less bike lanes
- Bad idea
- gas taxes already are supposed to support maintenance of the infrastructure in place, we need these politicians to stop dipping into public funds for their coffers and use the money for what it is intended for
- No tolls

- No tolls period. You don't toll I-5, 84, 217 or any other of the heavily traveled roads.
- I oppose all tolling.
- half of the traffic is from the westside trying to get into vancouver. build the 3rd hwy, westside bypass I-605
- We do not need a toll
- We're trying to stay alive, and you want us to pay more to do it!
- No tolls are ok at all... Extremely dissatisfied with Odot
- See above answers.
- You don't print on the alternatives chart the no toll option.yohr bias is showing me that give already made up your mind. How about putting this to a vote of Clackamas voters?
- Environmental nonsensestop planning
- I cannot a toll and this is the only way for me to get to work timely
- Do. Not. Toll.
- No toll would be better.
- More lanes is fine.
- There have to be better alternatives!
- NO TOLL
- Complexity is going to be a huge issue especially for a first time program.
- This tolling will encourage mass amounts of commuters to use side streets that are single lane or poorly maintained and residential to avoid the tolls, this will cause longer commutes, more gas usage and more pollution from the gas, not to mention added danger in residential areas and faster deterioration of side streets. This is a horrible idea all together
- Fuck you and tolls
- again you are punishing our community and will cause more traffic on the old oc Bridge
- This project should be funded by taxes put upon items like liquor, cigarettes, luxury cars, boats etc....
- This is ridiculous idea. Oregon is one of states that has high tax rate including property tax. Living expensive is way higher than other states that marks Oregon to the least state to retire because state keeps find the way to rip people off everyday.
- Don't toll our freeways or bridges
- There is no option to add a lane and toll that lane and leave the others non-tolled lanes.
- I do not want a toll road. This is my daily commute and it would seriously impact me financially.
- NO TOLLS
- People will still be driving regardless.
- your just wasting time energy and effort with ZERO benefit to anyone except the agency employees
- I do not support this project.
- See above
- These all assume that tolling is a good idea and that the voters want it. It's not and we don't.
- West Linn will suffer for your limited view of traffic in Portland. Share the rolling & diversion burden fairly. West Linn does not need to suffer economic & livelihood losses due to your limited vision of fairness!!

- We don't want a toll in Oregon city. This penalizes Oregon city and west Linn residents.
- Oregon does not have toll roads
- The options are poor.
- You have other ways to get the money. We are not the East coast.
- Its wrong to toll people who live paycheck to paycheck
- Is your goal traffic improvement or getting revenue easily? Why wouldn't you prefer option 5, which gives the best traffic improvement? Figure it out!
- Please no Tolls, use or divert some of the Millions and millions of Dollars that you spend on the Max. How many people ride the light rail everyday compared to how many people drive. Portlanders want to drive cars not wait 1hr each way for the light rail.
- Tolls are not needed, find the money you are looking for somewhere else like over on I-5 where there is much more traffic.
- All the above plans are crap
- Toll the Washingtonians coming over the border and NO ONE ELSE! We pay rediculous tax amounts already:(
- Vì tôi không có tiền chi tiêu cho những dự án vô vẩn đó
- Use current transportation funds for transportation. No new taxes or tolls needed.
- They all involve tolls. I do not support these options.
- You didn't rate the alternatives on equity or total congestion, so it's not clear you picked the best options. I currently favor alternative 4, but I want your EIS to be convincing to people who have different priorities.
- You are going to impact small roads with large amount of traffic.
- No tolls!!! Period! And don't try to mask it with some environmental bull shit!
- Still unethical to toll roadways already built with tax payers money
- Tolls are not the answer.
- OR residents pay enough tax to maintain roads. Charge out of state tax avoiders
- Tax people with air bnbs and more than one home. Poor people are being pushed out of the city. They are the commuters.
- NO tolls, NO new taxes! The only acceptable option is NO TOLLS! Periid
- No tolls
- N/A
- No tolls
- IF a toll is forced on Oregonians, single lane tolling like Washington gives people a choice without forcing worsened congestion on city streets, mor oil and gas use, greater carbon emissions and wear and tear on vehicles from people sitting on poor infrastructure or driving the long way around. I'd rather drive an extra 30 mins than pay a toll.
- How about another option; additional lanes, built through bonding and paid off by tolling. With modern technology 100% lane monitoring should be feasible. Use the extra lane, you get tolled. Those with the means to will use the lane and lighten congestion for other users. Discount the toll amount for car pool vehicles.
- All of the options are horrible . Because my husband and I travel at different times and sometimes different days we will literally pay 1-2 times per day 7 days a week

- This proposal will negatively effect the area residents who will have no choice but to use I205. The back roads are poor, confusing to navigate, and not meant for heavy traffic. In fact they are already congested. This puts the majority if the burden for this tax on the Clackamas County residents. Why don't you tax the portion of I205 which goes through Portland. There are multiple easy routes in farther north so that local residents can easily avoid the highway. Also, I do not agree with tolling public roads at all. This road is already paid for by tax payers.
- Same as above
- they all seem to involve a toll
- NO NEW TAXES
- There must be other alternatives than tolling. How about expanding the road or providing more public transportation in the area.
- Moving to Montana or Idaho like everyone else!
- Tolls should not be introduced at all!
- Because we don't need this
- Even though you say a No toll option is required - you did not even look at it.
- STUDY NO TOLLS ONLY
- By living near the tolks, we are forced to pay for public roads that we have already paid to use.
- Figure it out
- Your poor planing is no reason to tax us further. You get plenty of money from DEQ and TABs.
- I would agree with the NO TOLL , which I'm sure will be glossed over.
- No tolls are needed and place too much burden on an already overtaxed population. More lanes are needed instead
- where is Oregon lottery moneu amd gas tax going that we cant afforz to fix this bridge
- See above statements. Tolls are a way to tax more money out of people's paycheck they are already struggling to earn. Use tax payer money wisely and frivolously and you will have enough for your projects.
- All of these options suck. No toll!
- Again, any toll cost is too much and too taxing for us working pay check to pay check.
- No toll! You haven't even laid out what this too will do. "Improvements to I 205" might as well say straight into the general fund and waisted on my l more liberal crap.
- These are not alternatives but steps toward more tolling.
- Did you notice that all of your alternatives are also cash grabs?
- No Tolls!!! Who's on this team?
- Nope this is now getting stupid
- NO additional taxing!
- This is getting redundant
- Already stated
- Interesting that "Not tolling at all" wasn't an option. This survey is designed to support a final decision to toll, not to gather information on whether drivers support it.
- No toll. The end.

- Where is the no toll option?
- Tolls are never the answer
- A toll is a bad idea as a whole.
- Failed to consider studying the option which doesn't impact traffic running the length of I205. Simply tolling traffic on or off would make the toll effectively transfer to those who immediately use the area instead of the entirety of I205.
- NO TOLLS!
- Again. Tolls... not voted in by three constituents.
- No more wasting our money
- Split the cost of maintaining the roads with everyone regardless if they use them or not.
- NO TOLLS IN OREGON
- does not take into account people of low income without the means to pay tolls on a regular basis
- Strongly disagree
- I think all the alternatives are a BAD idea!
- Stop charging more!!! Hate this state
- See my previous statement.
- How stupid are you all?
- The only downside of Alt 5 falls on ODOT and not the public so I'd prefer Alt 5
- People already pay a road tax you feel loaders
- When you say things like no toll option (which is required) you are specifically saying you are not looking at that option. This would be akin to exploring options for retaliation ranging from buying and using tire chains throughout the season, walking below the bridge to damage support structure, drive unsafely around work crews installing tilling equipment, specifically damaging toll booths using explosives, and paying the toll and remain a law abiding citizen (because it must be considered) isnt very convincing.
- The only option I support is no toll option. This is Oregon and we have made it this far without tolls. We live here because we like it here. Please don't make it like the unpleasant east coast. Their tolls didn't achieve the goals you are outlining. Learn from their mistakes.
- Theft from the people of this state
- Tolling is a horrible idea. None of these options are reasonable.
- NOTHING you do is "satisfactory". You're useless, lying, parasites.
- The proposed methods of environmental review are insufficient and biased measurements to review. In order to get good data, or accurate data, beter cohorts must be objectively reviewed, and better questions must be posited.
- Stop trying to toll people into using public transportation, not everyone can or wants to especially now
- All of your alternatives are bad. Alternative 6: No tolls, do not burden the residents with tolls and extra traffic, build more bridges.
- None of the alternatives solve any of the problems and actually could increase the traffic on I-205. It appears that the main considerations are cost and revenue which is NOT the most important thing to residents.
- No Tolls on I205

- Tolls are a government money scheme
- Money grab
- The state should provide roads for everyone from current taxes and eliminate special interest programs and spending.
- I'm not seeing the part of the impact where people can't afford this
- Table the project for now
- Toll roads don't work
- You're still going to charge locals for making short trips on the 205, even though it's less you're still charging me to go to Lowe's or to Chic Fil'A from the 213 and the 205 is the only way to get there. Total horseshit total fraud on taxpayers.
- Previously stated
- Oregon needs better management than it currently has, not more taxes.
- No tolls
- brown sucks
- We need toll free rds.
- Tolls are so stupid and we see through this scam
- YOUR all insane why are you constantly hurting Oregon's citizens ??? Why don't the elected officials live by the laws they create ??? Oregon state legislation THREW AWAY \$400 million dollars on a failed health care system your politics and policies are a DANGE to the human race.
- See above.
- Of course you might think it's great nothing about toll roads is goo they use to have them in the 60 and 70 and when it was found not to be an advantage and working well they took them out hmmm go figure
- This just won't work!!! Also, do NOT route diversion through Oregon City! People choose to live here for a reason. This will really have an impact on a smaller community.
- You are crooks and have stolen enough of our money from us period.
- None of them work cause all of them are you still trying to steal money.
- It all involves toll bridges, think outside the box in a more supportive role as government to it's citizens.
- Tolls are terrible!
- No one is looking at the whole Portland area just strictly this one highway. And its not solving any problems.
- The only option is no tolls
- Upgrade what we have. NO Tolls
- for same reason as above
- No tolls!!!!
- Do not toll. These are already tuff economic times and Oregonians cannot afford yet another costs.
- The reason funds are needed is all all the people moving here. Apply an out of state license surrender surcharge instead of making us pay to use roads we have already paid for and continue to pay to maintain. Alternatively, add additional lanes and toll them only.

- Again.. why do you need 100 options to study 1 thing in depth? Study how much money you rob from us everyday with the thousands of illegal forms of taxation. Study how that effects our families, our ability to pay bills, save money..
- The only option is tolling. Ridiculous. No tolls period.
- Again, this was not sent to the voters for approval. No tolls without voter approval
- Its just a money grab
- None of the options are good
- Money Grab
- No tolls. You're trying to 'lead' people into spending more money. Use the budget you have to make improvements.
- Would agree if peak hours and freight were rolled higher than local residents
- No toll
- I hate everything about this
- by putting tolls on multiple bridges it will congest traffic even more. Trying to say the toll money would fund rebuilding is a crock, where is all the money going that we are already taxed on? OREGON AND ODOT need better financial accountability.
- If you cared about the environment you would focus your efforts to a better cause. I care!
- NO TOLLS!!!!!!!!!!!! TAXING is SOOO out of hand! We already paid for these roads and more road taxes and gas tax and transit tax, stop wasting our money and budget like the rest!!!!!!!!!! This would also be a huge inconvenience!!! NO, NO, NO people to death does NOT help, people are having trouble surviving as it is! This would create congestion, hardship and
- It's not going to reduce the amount of cars on the road only, which way they take.
- Sounds like the decision has been made, why both. This is how the government makes bad changes when they know the public will rebel on an idea. They threaten a change, ask for input, have town hall meetings, then pretend that it was all favorable input from the public and do it anyways.
- Use the money you already get from taxpayers, quit adding new ones, people can't afford it!! We are overtaxed already! This could create more problems!! NO!
- Building additional bridges? Really? Funded with what? If the revenue exists to build new bridges- the toll is unnecessary. Creating segmented tolls is complicated and will impact more users - without creating an site-fire reduction in any of the goals.
- I don't want tolls, period. It doesn't solve the issue of traffic.
- I'm pretty sure the government is out to screw all
- We pay enough taxes
- There is no option that does not negatively effect West Linn and Oregon City residents.
- Because I don't trust you or these decisions.
- NO
- no tolls
- We don't need toll roads
- There is no alternative for single-lane or express-lane tolling. This is the way to toll the freeway and not negatively impact local communities.

- The issue of tolls needs to be taken to the voters so that they can decide. This is America where we all have a say in the decision making process
- cancel project waste of money, just another tax
- NO TOLLS!
- No Tolls!!!! 😊
- The options of a second deck on the freeway and the option to build a bypass option around the metro area (or even two) is not on the list, those must be on the considerations list. No toll option should be preferred option of choice
- Seem like optimistic views designed to sway people in a way they will want to go along with this stupid idea
- Toll the columbia crossing
- I haven't read through your entire study, so I can't speak to it.
- residents of West Linn/LO will be paying a daily amount that would be costly - Lowering home values
- Tolling is a scam. I already pay for the roads with my taxes.
- I think you have spent a lot of \$\$\$\$\$\$ already. Time to stop the bleeding.
- Rather than "looking at a no toll option," how about you STUDY the no toll option.
- alternative 5 is the only one that accomplishes the stated goal
- No tolls
- You have already decided to toll 205 so why do you even ask for opinions, in my view you want us to make a choice between bad and worse. That is not a choice.
- We do not want toll roads. Period,
- We are OVERTAXED ALREADY!
- See above comments
- I feel that the current study, with the recommendations, don't consider the potential impact the toll requirements will have on the roads drivers will no doubt take to avoid I-205!
- What part of NO TOLLS don't you understand? Excessive cost and expenses due to poor budget handling is no excuse to further tax the people. I suggest replacing those running the ODOT.
- Average for diversion effects across the board is outrageous. There will be people trying to avoid tolls and using side streets. What about our kids walking around the neighborhoods and having to deal with speeding cars on side streets?!
- I can't wait to leave this state
- I think tolling the bridges to raise funds to maintain them is a great idea. Most of our area bridges are well past their expiration as far as safety standards are concerned. We need more money funneled to infrastructure.
- there should be no toll anyway so there should be no alternative routes causing undue traffic in neighborhoods
- Oregon bureaucrats are ass holes. This is just the start. Fuck you
- I disagree with the toll initiative and would like to see additional solutions presented.
- I don't agree with any of them, as I strongly disagree with the idea of tolling i-205
- A liberal socialist agenda. I'm against it.

- keep it simple whatever you do. Why is ODOT only considering tolling I205 from Stafford Rd to Hwy 213? I believe it is ridiculous to toll only bridges to be rebuilt. Use tax dollars more wisely as I said above. Quit doing same projects repeatedly every few years. t.
- No tolling is the only acceptable solution. With as much money as been spent on "tolling studies", that money should have gone towards roadway improvements
- My only concern is diversion effects. It rates same on all methods. Until mechanisms are in place that eliminates diversion, I disagree with all alternatives.
- manage the money you have. Don't keep taking from people who are hurting already. We are a community help the community dont hurt it. If I can't manage my money I don't tell my employer to give me more. I manage what I have
- Tolls do not manage travel demands, they do not support regional growth. When will the government understand you are primarily penalizing the working class, blue collar workers with these tolls. The Transportation industry already gets power punched by all the regulations and I see companies not able to endure.
- We already pay taxes for it.
- Complex to explain and administer, adds too much staffing needs for payment mailing and disputes, collection.
- All of this information does not explain why you need more of my money and my neighbors money to complete projects that I feel I have already paid for. Where has my money gone? You have conveniently left out the reason you need tolls. You don't need tolls because there is congestion, you need tolls because you ran out of money. Why did you run out of money? If you want people to change their behavior and drive differently, you incentivize them or ask nicely, don't punish me and my neighbors.
- The only toll alternative I would even consider is the #1. Toll the bridge, fine. But leave our neighborhood streets alone!
- Take people's money, and nothing further will happen.
- no I shouldn't have to give more of my money that I earn to the greed of this state
- No tolls needed.
- Again, drivers will bypass on side roads. This is not addressed in either alternative.
- Anything but tolls
- Again, government has already made up it's mind. Tax, tax and spend other people's money, yet nothing gets fixed or better.
- The only options are tolls.
- NO TOLLS!
- You can try to justify it anyway you want. You can put lipstick on a pig. but it's still a pig.
- No toll unless you use the monet toward new freeways.
- see above!
- I can't disagree more strongly to ANY tolls. They add too much financial burden on top of an already steeply overtaxed living environment. I manage a small paint store, this will continue to make it unaffordable to live in Portland!
- Where is the data? What is the definition of "worse" or "better" in this context? How do local residents know what the real traffic outcomes will be under any of these proposals?

- Drivers will congest side streets and freeways to avoid paying tolls. Defeating the purpose of putting a toll up in the first place. I would rather have congestion on a 8 lane road than a 4 lane road. Seattle has tolls on all major highways , doesn't stop their traffic on bit. And their roads are trash so the money isn't going there. This is just another way for Oregon to suck money out of its citizens. With how many taxes there is already Oregon should be the most improved site already, but it isn't. So where's the money go?
- Splitting has always led to higher tolls.
- Here it is again: NO TOLLS.
- see previous comments
- You are solely focusing on tolls to cure this problem
- STOP TAXING THE CITIZENS OF THIS STATE.
- No tolls!
- Just collect tolls automatically like elsewhere in the project. Create segments and tune tolls to alleviate traffic. Let the chips fall where congestion takes them. Pay for bridge repairs as an entirely separate decision.
- NO TOLLS!! We already pay highway taxes and other fees for road construction and maintenance!!
- Federal and state taxes already pay for roads and bridges
- Just do alternative 3
- No tolls!!!!
- Must consider tolling a much larger system. None of the alternatives make sense. Why not toll I-5 as well, and toll all the way from I-5 to I-205 with a much smaller toll. This focused tolling is going to have a major effect on West Linn and Stafford communities.
- There should be no toll.
- Terrible survey
- This is such a money grab for no benefit to those who will pay the toll. Why not toll through trips by catching them before and after the bridge. If they do not have a chance to exit between the sensors then you would catch the through traffic and not punish those of us who live in Oregon City and cannot go anywhere without jumping on I-205.
- Same as above
- These options will divert motor vehicle traffic to the local streets.
- Toll stops will make things worse and take more money out of my pocket
- You will not toll are roads! We have voted this down every time every way possible.
- study a no toll option or give all citizens with a registered vehicle in those area codes a free toll pass
- It is clear that you don't want local voices to tell you how the local people feel.
- Now you are penalizing locals. The urban growth plan has created the problem. By putting more people in a smaller area you've created more traffic. So go back and stop allowing more housing on city lots. Allowing more houses on smaller lot sizes. Own the problem. Adding tolls to all the on ramps is just adding more taxation to people. Unless you have no tolls on multiple passenger cars like car pools this is asinine
- Should be gas tax
- Why Stafford Road?? There is no traffic on Stafford Road??

- The NO TOLL information should be presented. USE THE MONEY YOU ARE ALREADY GIVEN TO FUND THESE PROJECTS.
- There's no reason for tolls.. put in more traffic lanes!! THAT would ease congestion!!! We're taxed enough.. and gas taxes... this proposal is ridiculous!!! 😡
- ABSOLUTELY NO TOLLS
- No toll at all
- I don't support tolls.
- No Toll is not listed.
- No to tolling.
- There should be no tolls at all, anywhere!
- You should have an alternative that includes alternative transit options built in and doesn't expand lanes
- Oregon DOT has no clue.
- I do not see a Do Not Toll option being considered.
- Read comments above!
- Tolling should not be an option in any way
- See question 3. No Tolls is the best way to save money.
- I dont see anything about a NO TOLL option in the tables
- Absolutely no tolls
- If tolls, rich people will enjoy uncrowded bridges while the poor go around. This sucks.
- The TOLL consideration for problem solving is not the answer. I see this as "Money Grab" not "Problem Resolution". Plan and design a long term solution, not a punishment for highways that we already are paying for.
- Toll further north!
- M
- Again, completely disagree with tolls as the solution
- Taxation is theft
- Where's the no build option?
- The best option is "no toll!"
- We hate you all.
- Look at other traffic congestion alternatives besides tolling.
- Why are local residents being tolled in this area when there are many bridges in Oregon in need of attention. Will all bridges be rolled? Portland bridges? Extremely unfair!!!
- Unfair to local residents who must cross the bridge daily for services or persona reasons
- Tolls should not directly affect a community that is highly dependent of the freeway.
- The only acceptable outcome for those of us that live on my road is to only toll the Abernethy Bridge. Otherwise I-205 traffic will be on our country road in front of our homes
- Doesn't matter. ODOT has no right putting in a toll for a freeway that's already paid for.
- Alternate 4 is really penalizing the people who live in this area who need this road for transportation for community purposes.
- The alternatives don't include a no toll option.
- I am not for toll roads

- Again these are made up and are not factual. Why aren't you telling the truth? You're not. If this gets implemented, I hope it destroys the metro portland and the state of Oregon's economy.
- You left one out: "No tolling"
- Y'all can't even handle the roads you have now... why should we pay more?
- No tolls
- NO TOLLS - this is not a solution, use the money you have already overtaxes Oregonians.
- NO MORE TAXES
- I don't see a good alternative for those who live in the area that use these roads regularly. I feel it penalizes Oregon City residents by creating more traffic through the city.
- Don't toll our freeways!!!!
- Bridge development should be funded with federal and state funds just like they always have rather than implementing tolls. Tolls in addition to already high taxes and fees just seems ridiculous.
- Most of the people being rolled will be local residents. The effect is going to hurt businesses, towns, and individuals.
- No tolls. Will make us pay you for making things worse
- Drop the idea altogether
- People who can hardly afford to drive to work already can not afford another tax!
- How much did this Dudu cost the Oregon taxpayers. OH!! that's right all odot wants is more money to waste. Again unbelievable.
- Add more lanes
- None of the options will reduce I-205 congestion, which is the primary purpose of the toll.
- Nice graph, you make that in PowerPoint?
- No tolls!?
- Why ask our opinions if you've already decided that 3 or 4 are best?
- Already covered
- Shove your money grabbing.
- There is no need to waste time and effort on a no toll option.
- Waste of money, they all suck
- The no toll option is the best way to go.
- You know how I feel about this
- There was not a no toll option to see the difference with what the toll will do compared to where it's at now
- No tolls
- This is all about generating money, not about traffic or the cars. People have to work and this will push traffic onto surface streets.
- No Tolls!! Why don't you have a survey asking constituents if they even WANT a toll road!!
- This in no way effects any sort of environment regarding Oregon economy or ecology.
- The best alternative is to not charge a toll on public roads.
- A toll on this road is not the solution. Alternative travel routes should be considered.
- No tolls!?
- Its a terrible idea highway 43 and ross island bridge would be even more congested

- Options other than tolling should be reviewed.
- State government is not trustworthy
- Again - just another way to say 'more taxes'
- Where is the option for no toll?
- No toll. No new taxes.
- How about one more alternative?... NO TOLLS
- Prefer no tolls. Get the fees to kick in and reduce wasteful defense spending.
- Stop wasting money to study alternatives that compromise your original goals
- see above
- toll-free
- Strongly disagree. Again no place to put it.
- Well already paid for the road and continue to pay for it with our gas taxes!
- Stealing money
- I recall tolls as a child and what a problem they were.
- No toll!
- There is no environmental problem. Stop using your junk science.
- Add lanes to lesson congestion.
- NO TOLLS
- A non-tolling option should be available.
- I don't think that tolls will help with traffic congestion. It seems like they will make it worse by encouraging people to avoid the tolls and use side streets instead.
- One option should be NO tolls.
- We don't need toll roads. Side streets will get too congested by people avoiding the toll.
- Don't toll.
- We already pay taxes, and specifically road taxes. Demonstrate you can use the money appropriately. This will increase congestion on alternate routes which are also already loaded up during peak commuter times. This will do nothing to solve the problem. A fallacy for this scenario is that people have the luxury to determine when they commute. They don't. Use patterns will not change appreciably and I don't trust the people collecting the revenue to use it wisely. I am adamantly opposed to implementing additional taxes.
- Vì lựa chọn nào quý vị đưa ra cũng là để thu phí
- NO fracking tolls!!!!
- All of your options presuppose a position in favor of tolls.
- What a joke
- Where is the no toll option and it's considerations? Once tolls are implemented they just keep going up. Find a different way to raise your funds!
- NO TOLLS!
- No toll is needed
- Let's us vote on tolls.
- No new taxes
- It is clear that you have chosen the options most financially harmful to Oregonians
- Not tolling at all is the only option you should be exploring!
- STOP PLS

- Any tolls will only move traffic to local roads - this not a solution.
- Tolls are not a solution. They abuse poor people and have literally zero impact on wealthy people. Just tax that money directly away from them without the toll system.
- I can't afford it.
- You have not provided any other alternative other than tolling. This tolling will have the greatest impact of both cost to bare and diversion of traffic to the communities it surrounds. This is inequity before even looking at it through the low income lense. You should have proposed a Metro has tax or licensing tax instead of this. Also that the funds to directly go back to the area is absurd.
- no new tax or toll
- The goals and the outcomes are discordant. The environmental impact should be a priority and time should be taken to address .
- You must highlight the no toll option
- Again, through the proposal it wants to toll lanes which are already paid for. Toll lanes that add capacity. This would allow for lower cost groups, local traffic and more to move without additional cost if cost was a concern
- The no toll or only tolling new capacity seems to be the most equitable and makes the most sense.
- No tolls for a road that already exists!
- The only answer the alternatives give are more taxes. We dont need more taxes we need responsible spending.
- None of this matters if we lose our home. No more taxes.
- No tolls needed
- does not need to be done
- There is only one interstate that travels north/south through east PDX-metro. Rolling this only places more financial hardships on drivers that do not have another realistic route of travel. Add another lane that is toll only, or a HOV lane. Provide another highway in the area. All of these are common sense approaches rather than rolling the ONLY way through.
- Es mucha información como para tomar una decision de acuerdo o desacuerdo.
- A lot of peoples budget is already stretched thin as is. This will only take away more money from people who need every dime they can get.
- You aren't giving people that live near the bridge any options. We would pay for traveling on a bridge we already paid for.
- No toll is needed, what is needed are alternate routes and bridges for drives. Additional Highways and bridges are a better alternative to reduce traffic as they would reduce traffic on the main Highway and reduce traffic on local roads as well making them safer.
- Taxation in another form.
- They're basically differences without much distinction
- see above....I feel this opinion IS JUST A TOOL/RUSE FOR US TO THINK YOU REALLY GIVE A DAMN ABOUT WHAT WE THINK. AS THE ONES WHO PAY YOUR SALARIES. BUT YOU WILL MAKE YOUR PRE DETERMINED DECISIONS AND SAY, 'well we gathered citizen input.' GARBAGE

- Tolling station on Stanford Rd would create access problems for people who live on streets off of Stafford. Toll on Tualatin R would cause big tie ups on I5 N and S
- see comments above
- No tolls are desired by this local resident.
- They're decent options to study but, efficacy I think is going to be lackluster regardless.
- People cannot control their work hours. People Live in West Linn or Oregon city should not be disproportionately penalized for A poorly designed highway system. Address the lack of lanes in the bottlenecked at the bridge at Abernathy presents before disproportionately tooling the citizens of the communities that live near this corridor. There is a lack of alternative routes to avoid tolls that makes sense. Why not consider a state wide tax or a metro area tax instead of having the citizens of these communities disproportionately penalized. It is going to make it horrifically expensive for people to go to work especially those who cannot control their work hours. Also, some of us commute for school because we do not have school buses and we cannot control the times of these commute either.
- Avoid building or tolling bridges with 211 213 corridor built and tolled
- you are totally penalizing all the people who live in the Stafford/Wil lamette area
- where is the "no tolls" alternative?
- No tolls!
- no
- I want to see an alternative that does better than Average with Diversion.
- Equity and local side street traffic issues don't seem to be adequately addressed.
- What other options besides tolling are being considered? Are there other ways to achieve these goals that don't disproportionately affect working class drivers who need to commute to work?
- unfair to workers who travel everyday
- Mismanagement
- Nothing good ever comes from giving the government more money
- Again, see prior statements. We need another alternative that does not involve tolls.
- no tolls
- \$\$\$\$\$\$
- Absolutely no more reaching into the pockets of everyone who lives in Oregon and we'll use these roads
- I would prefer 4 since it reduces transportation demand.
- Tolls slow down traffic further. I5 will get even more
- Where's the column reflecting risks/advantages to not doing anything?
- Tolls on existing roads are a bad idea. You used Oregonian's taxes to build them many years ago. Tolls on existing roads as a congestion strategy, is actually punishing commuters and commerce traffic, for using the public roads they paid for. At best it will send traffic to the city streets. Tolls on NEW ROADS would be acceptable, and would also reduce congestion. Why do I have to drive 217 N to get to Hillsboro? A west-side bypass is many years overdue. Does ODOT even know what a new road is? Other states have kept up with their growing populations. Why can't Oregon?
- No TOLLS!

- I do not want any tolls anywhere.
- You're weighting the results based on what's best for your grand tolling plan, not the residents impacted by the new stop and go side street traffic. Where's Option 6 no toll? Where's Option 7 toll from I-5/I-205 split to the border? How many Washington residents will just clog up the alternates and not pay. Look at where the traffic comes from. How about not tolling the local communities who's streets will crumble under the diversion traffic, just like Hwy 43 that ODOT has left to decompose
- Do NOT start the toll zone at Stafford. This is the worst option for diverting people through West Linn. Again, why does the funding need to be generated in the zone to be upgraded. Start tolling in other areas and you create revenue before construction even starts.
- tolls would further degrade the transit experience of oregon drivers while failing to measurably decrease congestion or proactively improve road infrastructure
- We have paid large amounts of taxes that should be covering road repairs. This is an issue of mismanaged funds. Rolling will create traffic problems in other areas as people avoid tolls
- No tolls needed
- No tolls.
- No tolls
- None of your goals will meet your objectives
- the resident's votes dont count, no one living in the area wants to have a toll setup.
- No tolls
- NO TOLL!!!
- Can't afford it
- You're only considering tolling as the best solution for these problems. I would consider lifting the economic burdens that over taxation has placed on the stakeholders. Additional taxation is not always the answer. You know what would actually generate revenue for these projects? Broaden your tax base, strengthen the regional economy. A bigger economy means more tax revenue.
- Local access trips need to be greatly reduced
- Figure it out, I am tired of repeating myself.
- None of these options are good. The best is not to toll ANY roads. This is ridiculous. You will mismanage the funds. YOU already get enough money from teh transit tax
- I think you need to review different options with no tolling that include focusing on making it easier to take altnerative modes of transportation rather than reducing the pleasentness of driving.
- Any toll road is not a good idea it only creates more problems for those driving on the roads
- see other comments.
- No tolls at all!
- I don't feel there should be any tolling at all - people need to vote on this decison.
- Alternatives that include freeway expansion are clearly in conflict with the draft goals. No freeway expansions should be contemplated in the midst of our ongoing climate crisis.

- Gas tax is equitable. Pump our own gas and use the difference in price to help pay for road improvement along with additional tax. This effects too many neighborhoods and increases pollution poor roads, and community issues.
- Alternative locations on I205 not identified. Why not at start and end of 205 with additional toll option at 84? Why centered near dense residential areas where local diversions will no doubt be significant
- We pau road taxes.
- I already pay a fuel tax. I will just drive thru the local neighborhoods as will many others. I thought your mission zero was a fraud before but you guys are really showing how fraudulent you really are.
- Tolling is taxation
- no tolling
- Portland Metro is a mess - terrible government-
- ALL of these alternatives screw over local residents who must access the 205 multiple times/day just to live their lives.
- You people are foolish to think this will 'help' traffic congestion.
- No tolls needed
- All BS. These alternatives are designed specifically the wealthier suburbs who are filled with constituents who are not on board with our new world agenda. How come no tolling of Killingsworth and MLK to reduce congestion?
- "No toll" is the only acceptable plan.
- No Fucking Tolls!
- No tolls! You trolls!
- Non tolling option needs to be studied.
- No toll
- Don't spend another dime of my money on tolling projects.
- No Tolls period.
- Prefer option 5
- See #3 above
- All of these alternatives presuppose tolls! Where are the options that don't involve tolls. There is also a way to get from Tualatin to passed 213, so there will always be diversion and the harder the tolls are pushed the more dangerous the state is making the side road environment. There are already numerous commuter involved accidents that occur because of congestion avoiders, adding tolls to the mix will only increase unsafe situations for residents.
- Taxes not tolls
- An in depth environmental review does nothing to address the issues. Total waste of money.
- No tolls in Oregon. Taxes should be used for the project like the taxes are supposed to. If it's costing more because of poor management, that's not the public's fault. Pay for it with our tax dollars or stop road taxation.
- no tolls
- We pay taxes

- Why are you tolling existing roads that ive already paid for?
- I hate your toll idea in any form. I have a better idea: toll Hwy 217, the I 5 bridge, and the I 205 bridge (to Washington).
- No need to start using tolls. State already collects too much tax revenue.
- No toll it is illegal!
- there should be no toll for anyone going from one on/offramp to the next on/off ramp.
- None of this is satisfactory
- Tolls are illegal. You violate the law, you get prosecuted.
- Do your job in the 1st place and stop taking money from people who don't have it to give.
- No Tolls
- Divides West Linn in half strongly penalizing locals who want to travel in West Linn.
- Focus on the no toll option
- Need a no toll option at least based on time of day
- Toll downtown Portland bridges. Charge each Max rider a toll for crossing the bridges.
- Same idea, Punishing the working class for needing to use the roads they've already paid for
- The alternatives do not include the option for not rolling and using tax dollars already collected in the means they were intended.
- This is still pushing a large amount of unnecessary traffic through small neighborhoods
- Find other options than tolls.
- We do not want any toll here. Suggest tolling Washington residents who don't already pay road taxes.
- Because a toll is not going to solve the congestion. There needs to be a new bridge over to Canby.
- you will by doing this harm the business area in Clackamas county by the businesses moving out of this area to get closer to I5 and no tolls.
- I disagree with this entire idea, when did we get to vote on this? This is a constitutional Republic is it not?
- This is not realistic for the current situation
- NO TOLLS anywhere. Start handling the monies you have and stop Taxing/trying to toll those who actually work. Get your work done with the monies you receive
- You have omitted the "no toll" option.
- I don't agree that any of this is necessary. The fundamental concept is flawed
- This will be extremely hurtful to the businesses on the east side of the Willamette River. Currently I live on the west side and travel over the Abernathy to shop and do business at the large retailers on the east side (e.g. Home Depot, Lowes, Costco). If a toll is instituted, that will largely stop.
- People need to get around I do not think tolling is going to have a positive impact in anyway. Bad idea!
- Waste of money
- Please use existing funding resources g funding resources
- #5 with a single toll for the zone, is easiest to administer, no matter how many access points, you need to put the Toll "readers" at each exit point.

- #5 with a single toll for the zone, is easiest to administer, no matter how many access points, you need to put the Toll "readers" at each exit point.
- No tpolls.
- I feel that traffic in other areas is far worse than the Abernathy bridge. Example I5 and 217
- my preferred alternative is "no toll"
- no tolls
- Side roads for all of these options will be used instead of the freeway. The environment will be heavily impacted. The western bluebird breeds in the stafford area. They will be impacted by more traffic on side roads instead of people paying tolls on freeways
- STILL BARKING UP THE WRONG TREE.
- I am outraged. I am so fucking mad how this will affect local people and affect side route traffic to avoid this and how stupid you people are that you continue this and can't see the backlash this will cause the the community. If you think you have congestion issues now, wait until you implement this program. You are all morons!
- Your "alternatives" aren't alternatives. You mention nothing about public transportation, and there is no explanation of how you plan to not penalize poor people trying to get to work.
- No tolls
- Because I cannot afford to pay this daily and it's unfair to local residents
- No tolls, can't afford this. People are just going to get off the freeway and drive our side roads. Traffic is bad enough, it will just get worse. People will get off in lake Oswego and down Child's road through West Linn, cross the old bridge to Oregon City.
- Looks like you have chosen toll options based on highest revenue. Just stop.
- Give the city of West Linn toll passes so they aren't unfairly being targeted.
- Tolls are not the answer!
- The focus should be on transportation demand and diversion effects and it seems based on the recommendations that it isn't being considered that strongly.
- I strongly disagree that tolling is the right answer to the stated issue. Possibly add more lanes?? Then toll the carpool lane so that drivers have a choice to pay.
- What is the non-toll alternative look like? Why isn't this presented as an option?
- No option for no toll. Tolls will not make a difference in drivers beyond impoverishing the working poor and all of us, that much more.
- Establishing toll roads in Oregon on existing highways is a bad idea.
- Almost all those boxes are average, and unless you can guarantee no more than a 20 minute congestion on that stretch of freeway at ALL times of the day on EVERY single day, then this project is worthless to the people. Again, the community does NOT want this.
- Tolls are not the way to go. We all pay taxes for road construction & maintenance. Stay within the budget you have. Do not put additional taxes on any public road.
- Again this is one person or one groups opinions and not the majority at all.
- Sorry don't believe anything you guys put there.
- 1 and 2 are closer to the project
- You need to truly consider the financial impact of the citizens.
- No tolls

- Any toll, or other changes, will only negatively impact the surrounding neighborhoods.
- These are forced choices, when the real question should be "Do you agree with the whole concept of charging people TWICE for the same thing?" The logical alternative is "stop wasting our time with your tolling scheme, and build more roads with the money you already collect from the gas tax". Don't worry, the technology companies (who stand to profit from this nonsense) will find another (hopefully HONEST) way to make money without gouging drivers.
- I find it disconcerting that the "No toll" option seems like a burden to this committee and that the ONLY reason it is being looked at is because as you state, "is required to be studied". Its not even slightly believable that the committee will give the No toll option any real consideration.
- The No Toll option is not emphasized.
- They will all affect local neighborhood congestion
- No toll will be satisfactory.
- It is absolutely unacceptable to have people spend time on your shenanigans.
- You are taking money from people that already paid for the asset. Charge out of state people a use fee. These are also federal highways, not yours.
- Placing tolls in Portland is a terrible idea that will only increase issues. Instead the current funds could be better managed and not wasted on useless things. Take the needed money out of our bloated police budget.
- Tolling seems to be your only "alternative"??? Toll all of 205 if you're going to toll!! It's a State Hwy.
- no impact on environment
- Get us OUT of Metro & then we'll talk!! Metro is just a way to steal from Clackamas County citizens & spend on crime & riot-ridden Multnomah, this project will be NO different!!
- i strongly object to all "toll" methods. These cost need to be covered with fuel and car registration, if needed.
- I would suggest looking at different parts of the city that a toll might make more sense - like on 84.
- Options considering tolling of fewer than all lanes should be included.
- No toll is the best option.
- Diversion traffic & unfairly targeting the West Linn community
- No tolls
- Tolling is not the right solution.
- Unfair to people who live close to freeway. No good alternative routes.
- Stupid
- Additional travel lanes should be the only solution.
- I'm not a fan of being taxed to drive on roads I am already taxes for every time I purchase fuel.
- Other tax sources not considered.
- Again, I feel that any tolling system, be it on a bridge, in segments, is going to drive many cars onto small city roads that cannot handle any extra traffic, that already suffer from bad congestion, and the roads themselves are in poor condition.

- Should have not wasted the tax revenue you've been squandering for 2+ decades to pay for expansion.
- I believe this puts an undue hardship on West Linn and Lake Oswego as it the side streets that will feel the pain.
- No tolling, period.
- I would assume that Alt. 5 was DQ'd due to the "much worse" ranking for I&O. Unfortunately, the 5 categories seem to be weighted the same and I think that is a mistake. Alts. 3 and 4 seem to be recommended based on exceptional performance for two factors that frankly should be weighted less based on the purpose statement. Alt . 5 performs better (the only one in fact) in transportation demand and I-205 traffic category, and these should be weighted more because they more directly address the purpose statement.
- this is an interstate highway- why not use federal funds and grants or a bond measure from all oregonians to reduce traffic on an interstate highway
- Very limited number of options...there are other methods
- There needs to be more involvement in this study by Engineers who can think outside of the box, instead of politicians..
- Forget it, there are other way, put it on the ballot for residents to vote on
- No tolls!! We will vote you out!
- Same as above. Tolls are inefficient.
- No taxes, no tolls
- No taxes, no tolls
- Won't reduce air pollution, that is a stupid statement, we will collect money to reduce air pollution from those driving cars...who is coming up with this stuff? People already use the neighborhood streets what is gonna make it change? They will use they more. Why don't the neighborhoods get a fair vote? The state government seems to do what they want show you care and let use decide if we qant it tolled.
- Unfair
- same as above
- No toll
- I don't totally understand what some of these alternatives mean. Sounds like you will toll the freeway and other areas too??? That doesn't make any sense to me. Also, if you've already decided which two ate best, why are you asking our opinion??
- A good quality study requires including multiple alternatives that have strong differences. This will support the best possible outcome.
- I cannot tell the data that was used to make these assessments so I can't agree or disagree
- No alternative 6 NO TOLL !!!!
- I thinking you're just looking at other cities that have tolling
- A money grab instead of using your budget effectively.
- It's not a good fit for Oregon
- Quite trying to get us to say toils are GOOD.
- Confusing. Not described clearly enough.
- why is "do not toll" not an option?
- We dont want Tolls ! Stop it !

- The only workable alternative is NO TOLLS. Period. Where's that option?
- All tolls are punitive to low income and local traffic. Raise funds a different way
- Only toll options are listed. This is like giving children two options, when both are what the parents want them to do.
- canby traffic will increase tenfold from people avoiding tolls!!!
- Those are not "Alternatives" at all. Those are merely the same plan with a different location for the toll collection. None of the them change the environmental impact of diverting traffic for a minimum of 8 additional miles, nor the congestion on local roads.
- NO TOLL ON EXISTING ROADS! Add additional lanes and allow users to choose if they want to pay more to use the new lanes.
- Tool the interstate bridges.
- It doesn't address the impact this project will have on local traffic congestion and first responders and the wear this will place on local roads.
- You offer no alternatives to tolls. Seriously, these are not options, only degrees of pain.
- No tolls
- Any alternative will only cost the people time and money. Drop the toll idea completely it is just a government grab for power and money.
- There are no alternatives that provide for no tolls.
- See comments above.
- I think toll should be on I-5 side of exit 8 so that cars entering 205 northbound from #43 would not be affected.
- Instead, this toll will only make it harder and more expensive for working people who must drive and can't just up and change their schedules to get to work. It is a ruse that will transform our roadways, which are supposed to be public goods paid by public dollars, into special pay for play zones, where full access and use will be restricted to the economically privileged of the public who can afford to pay more.
- Tào lao
- Above presume need to spend money - a false assumption
- The study is flawed because it does not consider the option to add more lanes to handle the number of drivers who use the roads.
- Revise the proposal to remove "should, could, would" and replace with "shall, must, will". Also get every risk adverse lawyer off this project and put them to some other bureaucracy where people's lives aren't adversely impacted by the thousands on a daily basis.
- All alternative are unacceptable but this survey seems to have already decided to toll one way or another regardless of our input
- None of the toll options are satisfactory. They are all unwelcome. I will not pay your tolls. I will drive alternate routes or change my shopping/dining patterns. That will be one less vehicle on that section of road, but one more vehicle one the alternate routes. One fewer patron of those businesses I normally frequent.
- No tolls
- Widen i205
- Ridiculous that you are not considering the damage that this will cause to the farms and waterways in our community

- NO TOLLS
- All alternative plans still involve a toll which I strongly disagree with! Add some more lanes to the freeway, not more worthless taxes!
- I do not think current roads should be toll roads. Our past taxes have already paid for our use of these roads. If there are toll roads, we are being double charged, and should not pay taxes for the roads.
- no tolls. all these options are tolls
- I am done with putting my opinion in writing.
- All terrible alternatives
- still affects low income families
- Horrible for local residents.
- The answer is limited population growth plus no toll plus more roads equals better traffic flow, better for citizens, less environmental impact.
- Get it out of your heads, no toll roads.
- Tolls do not address need for additional lanes to more efficiently move traffic through the Portland corridor
- NO TOLLS IN OREGON
- Tolls are unfair on an established roadway. FIND ANOTHER WAY TO RAISE REVENUE!!!!!!
- Tolling is not the answer
- It's a public highway already paid for by tax dollars. Spend tax money more responsibly
- All these alternatives are to toll. Look at the cost and long term benefit of lane expansion and truly compare those options. Your study is like "You are going to die of COVID 19, how would you like to die." There is no comparison of alternatives if they are all based on the a singular factor that you are not varying. Tolls are wrong for something as critical to transportation as this freeway (not the word FREE in the name).
- The negative impacts outweigh the positive. Residents do not want toll roads our taxes are already huge!
- You need to add a NO TOLLING option with expanding the roadway and if needed get funds in other ways. This is a poor plan.
- I do not believe that all of the stated alternatives will have the same "average" impact on Diversion Effects.
- More people on the road no matter what
- Oregonians have the right to Vote on Tolls!
- none work here please do not add tolls
- Do not put a toll in
- All five alternatives should be considered by the public. These are all viable alternatives and the pros/cons should be weighed by the public, not by ODOT staff or consultants.
- No toll. Again, no toll. Again, NO TOLL!
- None of your alternatives are good. I have pointed out the best option in my comments above.
- No tolls
- Tolls only move problems to other locations

- No tolls. Budget better.
- If areas for local build up than they are the ones coming on and going off, slowing down traffic,
- No tolls
- No toll
- No Tolls period
- Long term climate goals are NOT going to be met by building more roads. Build efficient high speed rail options
- No tolls!!!
- Use the money you already have to make it work.
- I'm not sure tolling can be equitable for people who have low incomes.
- Tolls discriminate
- You need to present "no toll" as alternative 6.
- The focus is too narrow, once you've solved this choke point, what's next?
- Any variation of tolls is bad, there shouldn't be any and all you are doing is taxing the local communities and people because you can't get a sales tax though. Stop taxing us to death and calling it a toll. You will also cause more congestion due to toll points and lines at heavy commute times.
- If you add tolls to the bridges, then I 5, I 405 and I 205 will be even more congested
- You just want to control us
- You're from the government and you're here to help, is that the joke here?
- Dumbass Kate brown already takes all my money
- Gas tax is simpler
- I don't think there should be any tolls.
- Tolling residents of West Linn would amount to holding us hostage unless we pay ransom to the state to leave and enter our home.
- This road needs to be widen. Please learn to budget the tax money that comes in to widen the road, and you wouldn't have this huge of an issue.
- You need to stop this now! Add an extra lane like the original design slotted to do!
- Raise the Metro Area gas tax to pay for the project, DO NOT create a toll to raise funds
- Gas cars need priority
- It will not help it will just hurt family
- no toll roads
- Where are the options that don't focus on unduly burdening West Linn residents who are just going about meeting daily needs for work and childcare? Why put the cost and traffic burden on the residents right here. Toll a section that is not right in the middle of a neighborhood!
- Quit wasting money studying options, and fix the road without using tolls.
- How about no toll at all?
- We Do NOT Want Tolls on our Clackamas Roads. WE pay lots of taxes. There are many people from other counties that use our road.
- No tolls
- Alternative four will worsen I-205 traffic.

- None of these take into consideration locals. Most of the bad commuting is Beaverton, and Hillsboro so the tolls should be MUCH closer to those locations if they must exist at all.
- No tolls
- Stop stealing our money!
- If you only toll between 213 and Stafford Rd, it will turn Stafford road, Ek Road, and consequently Willamette Falls Dr into old West Linn and to the old Oregon City Bridge into a congested mess. Conversely Stafford to Hwy 43, which is already congested (and Goes through the middle of West Linn) is the other way to get to the old bridge in Oregon City (which is very narrow!). If tolling is imminent, take it all the way to I5. Please!
- No tolls in Oregon, only at the Washington/Oregon border
- No tolls! Don't need to spend any more \$\$ debating and coming up with "tables" and "flow charts" and other BS metrics. Oregonians DO NOT WANT TOLLS!
- Just stop.
- En desacuerdo total al cobro de peaje.
- Again tolls are not designed to control congestion
- NO NEW TAXES whether you call them taxes or not. No new fees or whatever. Learn to live on what you already have like those who support you already must.
- The alternatives will increase traffic on our Westlinn side roads. The toll should be on the Abernethy bridge only not along I-205 between throughout Westlinn.
- Don't put tolls
- It's pretty hard to determine whether the options are satisfactory, given the limited information available in the matrix. I support the option that immediately reduces driving and raises revenue for climate-friendly transportation investments.
- i don't want Toll Roads in Oregon. You get enough money for roads!!!
- I don't feel a TOLL is necessary. Government waist should be cut!!
- Read the previous comments!
- Has federal government approved any toll?
- We don't need tolls
- No tolls!
- DO NOT TOLL THIS FREEWAY.
- NO TOLLS. None. We DONTboay for your budget problems. NO
- NO TOLLS NO TOLLS NO TOLLS! This should be voted on by the residents of this area! It will effect the cost of everything brought here by a truck.
- no tolls
- Just stop this insanity.
- Also add alternative 5 because it does best for transportation demand management
- No toll roads
- Limiting diversion traffic is not enough. Allowing any diversion traffic will significantly impact me as a west linn resident.
- No good answers, all have significant weaknesses. Plus you fail to measure: The Hassel this adds to everyones life. We need to simplify life, not make it more complex.
- Pointless line of questioning for a non starter project. You can avoid this question by not causing the damage in the first place.

- Why can't we expand the freeway capacity with existing revenues available? OR government (especially in infrastructure projects wastes money with no benefits to residents. A good example is the I5 bridge project. From my perspective, only one perspective is considered thus no diversity is allowed. This sort of fixed mindset will always result in poor decision making which continues to perpetuate in OR.
- See above
- No toll options
- you have enough tax money. Figure out how to work within those limits
- Just tax millionaires
- Alternative 5 comes closest to accomplishing your goals, but you think it will not work well. Go back to the drawing boards.
- Tolling should not be specifically targeted to one residential community (West Linn). They will not benefit in any way from the taxes raised and will only be hurt by increased traffic and tolls. A better alternative is to tax the bridge over the Columbia from Washington State.
- Taxpayers ALREADY paid for these roads! People would rather pay in TIME than out of pocket. Congestion is just part of life. Quit hitting us in the pocketbook!
- NO TOLL ROADS
- Please don't waste money on another study. Tolling is not the answer to any problem.
- Too hard to understand even this! Survey alone is a failure and flawed tool so not feeling like analysis or years of tolls and local traffic to then have years of construction will solve our shared density issues heavy sigh
- I disagree with the toll....PERIOD !
- People will prefer to drive a lot more to get around tolls. This adds more pollutants to the air.
- No Toll options need to be explored more.
- There are no options that describe NO TOLLING.
- again, no promise to alleviate traffic with more lanes, just a money grab. balance and budget your money better.
- Put it on hold to see if the traffic pattern reduces due to people working from home.
- The options show how bad this plan is. none really work well.
- The Abernathy bridge is the main constriction point on this section and hence alternative #1 should be studied further
- Nearly the entire stretch of I-205 is wide enough to open more lanes...instead, you razed the area and installed wires for the rare event of a vehicle crossing to the wrong side. ADD MORE LANES, NOT TOLLS
- If one of the goals is to help traffic on 205, why would we be looking into a draft alternative that may make it "Worse compared to other alternatives"?
- I have not once seen any talk on how you are going to mitigate the impacts on local residents both financially and emotionally as we watch our local roads see heavy increases in traffic. It's almost like you don't even care!!!
- NO TOLLS!
- No toll.
- We need to reconsider tolling as a solution altogether.

- I am against tolling in all circumstances
- any toll without adding lanes will do nothing to control traffic.
- Don't build a toll road is not a alternative?
- The option that solves the problem the best seems to be Alternative 5 but because it will be harder to implement, it's being thrown out of contention. The choice should be, which one fixes the traffic problem without a ballooning budget issue. The only thing not liked about Alt. 5 is that it's will be a pain to implement. That doesn't seem like a reason to throw it out, just because it will require the feds and state to work a little harder . .
- How about no tolls?
- No Tolls!
- A toll road on I-205 is a terrible idea. It will make congestion worse and make the commute time longer.
- no tolls please
- get off the toll kick
- Better definition of the scales are needed to be able to identify effect when "compared to other alternatives."
- None of the options are satisfactory except for the "no tolls" option.
- Just charging for the sake of charging-only outcome is an existing bridge reconstructed.
- There did not need to be anymore costs spent on studies. More people, more roads and bridges.
- NO TOLLS
- I am 100% against tolls
- No tolls
- Nothing toll related is satisfactory
- Tolls don't end
- ODOT would have the money if they would not waste it
- Option 5 is preferred, but the western limit needs to start at I-5 to prevent cars from taking the Stafford Exit, then Ek/Borland to Willamette Falls Drive. The 3-way bottleneck(s) going through Willamette will then push traffic onto local roads that are historically 'local traffic only', more or less. Children live and play on these roads. Conversely, the eastern start of the toll segment would need to start at the Hwy 213 exit (or even the Gladstone exit), again to prevent or discourage a massive traffic diversion down Willamette Falls Drive. Take core samples on Willamette Falls Drive.
- Oregonians already pay taxes. If elected officials would stop wasting it, they could use it on highways.
- No tolls
- YOUR BULL SHIT MAKES NOT SENSE
- Knock it off!!!
- No tolls
- Unfair costs for locals.
- The highest priority should be reducing conjection on 205 and reducing demand, which is option 5
- High Speed rail would alleviate congestion

- Don't take more money from my pocket!
- Tolls just divert traffic to roads less capable of handling congestion, and place the cost burden on the county rather than ODOT.
- Make the road wider and stop using my money for the max. Prevailing wage laws cost too much.
- Tolls are not needed and should not be implemented
- No tolls are needed
- NO TOLLS!
- Again, this is not the route to take. When you force people to pay for a road they ya ES ALREADY a paid for, you're going to have people finding 'alternative' routes and that includes idiots driving through our neighborhoods and putting our kids at risk. This is NOT OK!!!
- No toll option is the only option
- I think there are better ways to raise funds than tolling roads
- we want to vote on this
- The alternatives are just different ways at the same goal - take more money from drivers just because we drive.
- Tolls are NOT THE SOLUTION!
- NO TOLLS!!!
- STOP CHARGING POOR PEOPLE FOR EXISTING
- You have no right to force this
- The local communities along I-205 should not be the people to bear the burden. Maybe you should examine the commercial truck traffic and out of state travelers.
- no tolls
- I disagree that tolls are an equitable funding source, it just encourages diversion of congestion elsewhere.
- You don't need money to "study" anything. You are already misusing millions of dollars in Oregon and need to stop stripping the tax payers of their limited income already!
- tolls have been shown to not be a good long term solution to freeway demand with only the sole purpose of creating an additional unfair tax
- Again, those of us that live in the area and have no other choice but to use I-205 just to grocery shop and have no light rail options are unfairly having to pay.
- It is missing the DO NOT TOLL option
- Infrastructure projects produce greenhouse gasses. How much fuel is going to be burnt? How much metal and concrete and rock will be used? How many contractors traveling and burning truck fuel all day, how many heavy trucks and how much heavy equipment? This is an environmental loser.
- Don't toll. None of these options are ok. Why this one bridge in all of bridge city?! You'll just further divide east and west.
- Why is it all about tolls. That is just too easy.
- You offer zero alternatives without tolling
- No one wants tolls

- If a stated goal of the project is managing demand, why would you eliminate the alternative that has the greatest chance of doing so? (Alternative 5)
- To impact the flow on I-205 is never a smart move, that road just gets more and more traffice, it needs to be considered and maintained for that eventual traffic increase.
- These are not alternatives. These are tolls. Where is the no tolls alternative?
- NO TOLLS. FIND ANOTHER WAY.
- Same as above.
- Don't make it a toll road I pay enough gas taxes as it is. Maybe if you'd have spent them on the roads instead of bike paths and boondoggle bridges.
- No. Don't fucking toll it at all.
- Tolling should not be an option
- M9ve this back to where whomever suggested it came from. Oh not Oregon!
- No toll
- You should define environmental review. Does this mean the environment like bugs and bunnies or congestion/tolling environment?
- Did we not learn when Stanford road construction caused severe congestion in willamette and west Linn back roads.
- you are only looking for money
- It is a bridge how stupid do you think people are? The closest way to cross is the sell wood which is miles away. Tolling a bridge that is paid for is PURE EVIL shame on you
- It is not clear how scoring was performed by who. Without sharing much information regarding analysis method, I cannot make a choice.
- I do not support tolling of any kind as it is a regressive form of taxation.
- The no toll option needs to be part of the Chart.
- leave it alone. no more taxes
- You are not looking at the big picture, just a micron of the problem. Zoom out. Look at ALL of 205, the congestion issues are not just in this area. There is almost always a backup near the Hsppy Valley exits and where the Banfield merges at 205. Your statements sound like a bunch of beaurocratic b.s.
- Other roadways could also experience higher usage due to the toll when people take longer routes to avoid the cost
- They all have flaws and or not accurate.
- The study does not include the most obvious alternative which would be "do nothing".
- NO TOLLS
- No option that involves Tolling existing route should be considered.
- it's ridequlous
- The best alternative is "no toll"
- No tolls. Fix the highway issues using the money meant for it.
- You yourself indicate that your choice is only average. Unless you have a plan that rates above average to best in all categories you are setting us and yourselves up for failure. The road needs additional lanes, that is what we are already being taxed on at the pumps and lottery funds used for. Now is not the time to be asking people to pay for driving on roads especially when they can't even get their unemployment checks.

- All options involve tolls.
- Use current tax dollars to add lanes and update the highway system without the tolls.
- These are all slight variations of a bad plan. ADD LANES.
- Consider the fact that many do NOT have a choice of when we have to be at work, and tolls would be expensive for ALL people, underserved or no. Many would use alternate routes to avoid tolls, creating more dangerous traffic in residential areas as people rush to get to work when they have to take a longer route. Property taxes are so high I feel they should cover a significant part of the changes needed, and with COVID keeping people at home more tolling is ridiculous. Many will likely be able to continue working from home, making those of us who have tight work schedules the ones who suffer.
- I feel a tolled bypass is the best method to reduce congestion.
- Stated above
- NO tolls. We already have the gas taxes!
- With no Trimet options in this area, extremely limited alternate route options, I believe the toll area needs to be moved to a different section of I-205. There should be options in other areas where these concerns are lessened.
- I think Alt 5 is better for the non-locals.
- Stop all toll roads in Oregon!
- Glad to see a "no toll" option being studied as well
- There's no information you can show me to make me think tolls would make a positive impact on our community. I have driven literally over a million miles in my life and pay tolls are a joke and make traffic WORSE
- NO TOLLS
- You only give us the government choices
- No tolls for West Linn residents.
- # 3 is my favorite. I know, you didn't ask.
- This is the wrong choice and none of the above options should be considered. There should be NO Tolling as we need to divert traffic away from the SW I-5 Corridor and havign a Free-Flowing I-205 Corridor which will divert traffic away that corridor is what is needed.
- all of the alternative involve tolls, that is not really an alternative, is it
- There is not an alternative #6-- Abandon the tolling project and find other funding sources.
- doesn't address WA traffic coming south. Congestion starts at 224 onramp
- Use of the 205 has a great degree of through traffic than local. A single toll Stafford to Abernathy will provide the greater ad ore consistent revenue for current and future needs.
- I feel all of the alternatives presented are unfair to the local communitis
- I disagree with tolling in general
- SNEAKY BASTARDS THINK WHITE LO RESIDENTS WILL PAY
- This is a bad idea. instead of causing more congestion and widening the rich to poor gap we should look at private/public funding of a regional rail from Salem up I5 and 205. I would take the train as i did on the east cost every day if one was available
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- No money should be spent on tolling.
- Much of the traffic on the 205 comes out of Washington and includes a lot of trucking for businesses.
- We pay taxes, I don't need to pay a toll to drive locally
- I am against the whole idea
- Eat shit you money gouging faggots.
- The environmental impacts of option 1-5 are not shown here, so what makes you think only options 2 and 3 are the best to proceed to environmental reviews on? If environmental impacts were a top concern, this would be used as a filter at this point, before deciding which options to proceed with.
- To Whom It May Concern: The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents: The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion <https://steelinterstate.org/projects/oregon> + Higher Performance Rail Service for the Oregon State Rail Plan <https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf> Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public? Best Regards, Robinson Foster, Western Affairs Steel Interstate Coalition fosterr@comcast.net call/text 503-781-9339
- No tolls on 205. Period.
- There is No alternative voting on my phone scree. I strongly disagree. You use throughout the proposed program lost of jargon. The language should be more straightforward. No ambiguity. Butter economic growth disrupted to other parts of the state of Oregon would have a better transportation solution in the long term . I have lived the I-5 bridge improvement proposed project for last forty plus years, yet not viable practical solution. My concern that after all these planning for the I-205/ I-5 tolling project we'll end up with more complex, more costly & less effective solution(s). Thanks
- You are avoiding the real issue.
- I would want to see the supporting evidence of this, specifically in case studies of similar areas with similar needs/demographics/environments
- Add new lanes that are tolled. DO NOT TAX ME to use roads I've already paid for and currently pay to maintain just to support the influx of Californians. I propose a license release and vehicle registration fee for transplants.
- Tolls are unfair. We already pay taxes. I will vote out any elected official who supports tolls
- No tolls!
- There are no alternatives.
- None of the alternatives include not tolling. There has to be a way this can be done without tolls.
- This is the stupidest idea and a waste of taxpayer money. Focus on the I5 bridge not 205!!

- I am upset about traffic on my side streets like highway 43 and Stafford Road and this plan will make only make a bad situation worse.
- If the goal is truly to improve traffic, then by your own comparison chart, option 5 is the best option. It appears that those two options are being considered for the revenue generation - which is not a stated goal of the project, (but it sounds like it is an unstated goal).
- NO TOLLS. I-25 is already paid for.
- I believe alternative one should still be studied and if the revenue of tolling the Abernathy Bridge only would cover the cost of the reconstruction project then this would be the most equitable option.
- These are all just variations of a theme. Please identify real alternatives that don't involve tolling.
- You are still tolling. I can get to my grand kids home with out using 205 but I have to use back roads which I will
- None of the options involve no tolls, and the creation of alternative arteries to reach destinations that are causing the congestion in the first place.
- no tolls
- Greater weight should be placed on managing traffic and transportation demand (which suggests alternative 5 to be better). With a stated purpose of managing congestion, that should get the greatest weight in consideration.
- There should not be actoll fee
- The recommended options are the two that would most likely divert traffic into local neighborhoods. Options 1 and 2 appear less likely to divert traffic to neighborhoods.
- You've already wasted \$227 million on the CRC bridge study. Oregon has done nothing but waste money and then cry for more. do your job and create infrastructure to support the growth. Oregon has been growing for how many years???? Our taxes are collected, we pay car tax, gas tax, registration fees, license fees, property tax, tax, tax, tax,... quit wasting our money and FIX the problem without causing more harm to our neighborhoods and environment, and QUIT TAXING us!!! if anything, reduce the property taxes, eliminate the income tax and impose a sales tax so EVERYONE pays.
- The alternatives are a joke as you blanket the diversion effects as 'average.' The local residents are talking about law suits over lost property values due to the congestion tolling will cause.
- Alternative 5 needs to be included.
- The state is just trying to find the biggest money grab and biggest burden on personal travel therefore forcing people to public transit because they'll forced into due to cost and the people who have to drive will be burdened with extra traffic during development and will pay to sit in it
- I do not support implementing tolls. Funds are already managed poorly. Also, the goals are too vague: are we widening bridges and roads? What is the plan to prevent people from taking surface streets to avoid the tolls?
- It seems like you have studied the issues thoroughly.
- We the people were not asked in the first place. Typical government spending!

- Tolls should not be used to address highway improvement funding.
- You've already made up your minds to steal more money from taxpayers, which makes the way this survey is structured totally biased to fit your agenda.
- Not sure why the single zone in option 5 is "more complex" than the multiple zones in option 4.
- NO TOLL is the only solution!!! Manage your money and stop stealing it from tax payers!
- I don't like ANY of the alternatives. Tolling will not solve the problem. Built another bridge over the river between the Sellwood and the Abernathy
- No toll roads.
- Spend less time thinking up ways to toll poor and working people, spend more time figuring out how to better serve everyone with a new bridge.
- Those of us who have lived here all of our lives and did not support the enormous amount of growth that this area has experienced AND who have NOT made a fortune off of developing once rural, beautiful land into housing tracts should not be held responsible for the mess that has been created.
- When you come up with NO Toll. I'll approve
- Improving and reducing congestion and demand for the system should be the primary goal of this project.
- All of those options look terrible. The fact that diversions would only be affected "average" is laughable. People would divert any chance they got. Negatively affecting our towns and causing more damage to our local roads. Causing even more that we would have to pay. More undue hardship for us for living here.
- When you come up with NO Toll. I'll approve
- No it doesn't present an option for lane addition
- I don't agree with tolling an existing overused highway.
- we dont want tolls on the US highways. it restrics travel and will impact the economy by the cost of transportation going up.. balance your budget and stop trying to fleece americans
- This question is confusing as I don't understand how the four options affect the environment.... maybe the word is used in a different context?
- Everyone involved in making this shit should have to pay the toll twice a day.
- None of these are favorable for West Linn residents. They only help people who are passing through.
- No more taxes!
- It seems clear that a no toll option is not seriously being considered and it's just a check the box so that you can tell public it was considered.
- Get rid of lanes. Toll them all!
- I believe this project is seriously out of touch with our daily Covid reality in Oregon. I do not believe any alternative will be equitable to users and manage traffic diversion to adjacent roads and neighborhoods. I also have strong reservations about the financial management of the tolling program and meeting your proposed goals. I've observed and experienced more than one government program loose sight of it's initial purpose only to have the funds directed to a completely purpose. Now is not the time to be tolling I-205.

- Alternative 5 has the higher better and average. Is much simpler to have one toll, one toll point. I am opposed to all tolling, if you're still counting those votes!
- Greatly ignores the impact of diversion to local roads by calling it average by not showing the impacts of "No tolls" .
- You need to hilight option 6, no toll.
- Personally, options 3 and 4 are my least favorite. They seem to be the hardest to follow as to what would happen instead of a straight forward, easy plan like just tolling the bridge. I think for simplicity sake, option 1 is the easiest but I know a lot of research goes into the best option possible for that area.
- Oregon should not have toll roads PERIOD!
- No Tolling Period!
- any thing that you want is bull ,it's just a way to get money , because you can't mange the funds you have , cut 90 % of goverment admensative job let real people do the work , quit trying to save everybody
- limit truck traffic during rush hour periods. That will solve most problems. Then teach drivers how to merge properly.
- You provide us the option of "bad or "worse". Go back to the drawing board and start buildng infrastructure to accommodate MORE cars, beacuse whe nepople move to Oregon they drive cars, in case anyone hasn't noticed.
- We don't need or want it it will cause more congestion for people trying to avoid it
- I'm not on board with tolling this area at all. I don't see anything that speaks to where the revenue would go, or how long the tolling would be in place. Is this just in an effort to ease the congestion or are you thinking this is a forever toll that will pay for multiple projects outside of our community?
- Tolling is not the answer. It is a solution to one of the manny problems. This will just move the problem around and not really solve anything.
- If it's a new huge bridge then that's different
- Your options will crush local streets with traffic.
- The options do not address the impact on residents.
- You are considering only tolling; why not add more lanes to 205 - you have room to expand
- This will only hurt the poorest people in the region. The Federal Governemnt needs to pay for it's highways. It was the Federal Highway Act of 1956 that got us into this mess.
- No estoy de acuerdo
- Same
- Alternative 6 no toll
- Tolls do not reduce traffic.
- It is unclear to me how alternative 1 and 2 differ. How do the additional gantries discourage diversion when the toll area remains the same (the bridge)? Why were no alternatives considered that would start a toll BEFORE the Stafford road exit (traveling from I5 towards Or City)? That would seem the most likely scenario to discourage diversion on to Borland/Willamette Falls Dr
- All your options are fatally flawed.
- There is no alternative for "No Tolling". The only acceptable alternative is No Tolling.

- This is a way to bring tolls to Oregon. Not the right way to go.
- None of the alternatives involve no tolls.
- Still fails to address the fact that WL residents have no alternative access to any other highway or freeway system. Residents of OC, Lake Oswego do.
- Tolls should be placed on state border bridges, IMO. Then the state would benefit from through traffic without local impacts. Seems so logical; don't know why this has not been considered.
- I don't think any tolls are the answer.
- Plan will not achieve the objectives.
- Your alternatives still require a toll, don't like it!
- Alternative 5 should be included in the study because it appears to be the best option to actually reach your goals and improve conditions.
- There should not be any money spent on study's or reviews. What a waste.
- As above.No toll.
- tolls are just another tax
- The bridges make more sense than tolling an existing road. It will not limit traffic. People will continue to use the road as they are now and it will just create more overhead and a nightmare to manage.
- No tolls!
- We live here!!!
- Because you are idiots
- No tolls
- With extreme growth of residential properties in the area these alternatives will all provide more funding but no traffic congestion or air quality relief.
- Just another TAX.
- Whoever came up with this is a complete moron.
- Leave well enough alone!
- ODOT pushing this whether we want it or not.
- You are going to create a traffic flow nightmare
- Your risk chart does not include the negative impacts You need to include the impacts of the disadvantaged and on tourism.
- please include NO TOLL option
- Looks rational
- no tolls
- The alternatives each result in additional taxes so they are each essentially the same. How about an alternative that doesn't increase taxes in any form?
- The cost of this project will be highest for those living near the bridge. All around the metro area road work is needed and the only toll section is the wl/oc bridge. This unfair to the locals who will pay not only tolls but with increased local traffic and construction. Poor past planning has made this pdx traffic nightmare so do not compound it with additional short sighted planning.
- Study design focuses only on effects of different tolling options, but doesn't look at possibilities for using mitigation strategies (more public transit, e.g., or employer-based

strategies to reduce VMT, etc). Also, study design should include a ghg emissions impact estimate, it seems.

- no to tolls
- Don't quite understand might be too complex
- Free bus and max with expanding that system
- Throw all of you delusional alternatives in the circular file. Please.
- These options don't consider any alternatives other than tolling. Raise the speed limit and widen the bridge. The fact that it has taken Oregon leadership decades to figure out what citizens have known for years is not a reason to toll I-205!
- We are given no option to turn down the tolls!
- Ya existe mucho tax en el uso de vehículos en las carreteras otra cuota es innecesaria para estos proyectos
- Since there are no recommended alternatives to tolling, this is not acceptable.
- If Oregon can pay for and support eligals and rioters no tolls are nessery as that mony can be better used on roads and inferstructure.
- Not selecting option 5 due to implementation and operations despite being the better option on two key criteria seems like a mistake. Implementation and operations could get easier with time, but it is unlikely traffic and demand will decrease over time.
- This project should not be focused only on the users in this small region of PDX, it should be considered as part of the whole system metro and statewide.
- You are being short sighted for the cost, creating only adverage affect is not worth the monies or the never ending tolls that will expand in the region.
- The only alternative that should be studied is "no tolls" as the others only support the disproportionate tax on local residents (the few) for the benefit of the rest (the many)
- Do not want any tolling
- there is not a NO TOLL option
- Where is the no toll option?
- See previous comments
- Anytime you had a 'Toll Booth' anywhere, traffc congestion happens. Bridge of the Gods in Cascade Locks is a prime example, the main road can't be traveled due to the congestion of traffic waiting to get through. Traffic here is already bad, this will contribute to making it worse
- These conditions are made by you to push a toll only option. Another way to look at this is trim your budget to a point where road maintenance as a priority.
- Your scoring system and how this question is written is leading. All of your options are terrible. Show me the data and projections for the options.
- We've already paid and continue to pay for roads. Stop the government nonsense spending.
- No toll.
- This is going to be a cluster no matter what but... Splitting the toll in any way is going to be hell to communicate with the public. Multiple toll points are going to be exponentially more expensive.
- No toll is the best option
- Average is not good enough - does not justify the expense and goal.

- NO NEW TOLLS
- Option 3 or 4 will result in massive diversion traffic thru Oregon City....bad choices...
- Nope. You've started with the presupposition that a toll has to be in place. What about no toll? Any discussion on that? Not with the people who live here. I live 200 yards off of 205 and this is the first thing written I've seen. No meeting notices, no nothing. Just ram it through and I'll be driving on other roads.
- Fail to account for additional driving done by people driving on back roads trying to avoid the toll. If I used such shallow thought process at my job, I would be fired.
- If you are even interested in the environment it surely does not show in this proposal.
- The only reasonable option for our community is "No toll". The other options are bad to worse. This toll will ruin the community - straight up. Property values and quality of life plummet. Let us know before you start so we can move please.
- They do
- these are not good alternatives
- TOLLS ARE ANTI-POOR
- There are no alternative roads to use - it's very simple and should be understood very quickly.
- You missed alternative 6...no tolls
- Tolling alone is not a valid solution and will lead to increased traffic on other roads
- Why are you asking about the disagree selection? The only choices are somewhat disagree and strongly disagree. There is no disagree selection Are you word smithing outcomes?
- No tolls
- Again, I disagree because these five alternatives only study tolling.
- No tolls!!!
- Well I just watched your presentation and see the area I live, the Willamette area of West Linn, will be likely the hardest hit by the cut through traffic. Not that my opinion matters because I am quite sure your project will push through with little consideration for the residential neighborhood that will be most severely impacted.
- No tengo opinión
- Study options without toll roads at all as required by the study.
- Settling for average or worse than average outcomes because funding and implementation appears easier is not acceptable.
- No toll is my primary choice. Alternatives 3/4 are next best.
- Sounds like they are using it even looking at now told is because it's required. This inspires absolutely no confidence that it will be studied in anyway other than a cursory look.
- No tolls! Figure it out another way.
- None of these options discuss "environmental review"
- This will be a nightmare for people living in West Linn
- There needs to be another option, no tolls and funding from elsewhere. For instance, what about a Metro License fee or the funds earmarked for Rose Quarter that still is in dispute and the project won't start for years. Those funds could go to I 205. The current plan will undoubtedly cripple West Linn and Oregon City and you aren't listening to any of us
- NO TOLL

- NONE OF THE ABOVE. Expand the freeway only
- You are penalizing a very narrow segment of the commuting community and not getting funds from the travel community.
- See above.
- There isn't a no build option but should be
- No tolls.
- Funding a study that is already getting funding upsets me. This study should be done by a private contractor at least to maximize efficiency and require a "savings" to fund. Not a tax.
- I am in favor of NO TOLL only!
- All these alternatives only consider tolls.
- This should not be a Toll Area at all! It is a State Wide Issue and needs to be incorporated into State Transportation Taxes or Gas Taxes.
- No toll
- The only logical choice is option 1 as all of the other alternatives will result in displacing traffic into suburban neighborhoods.
- No toll. Too Impactful to one city, West Linn. If you toll, don't toll West Linn drivers.
- There should be no tolling. It will adversely effect West Linn. West Linn residents opinions should carry more weight due to tolling effecting them the most.
- It should not isolate a community.
- NO TOLLS!
- no tolls
- All option are not good for one reason or another this needs to be reevaluated it. It should never make things worse and cost more. This plan is not soundly thought out.
- I do not want tolls at all. Raise the money in another way!
- My neighborhood is a prime diversion area. This is going to cost lots of people speeding through my neighborhood to avoid the tolls. You guys are going to get someone killed.
- No Toll anywhere on I 205 - go back to interstate bridge
- tolls don't solve the problem
- All alternatives are incorrect
- The traffic will not be lessened. The number of cars and resultant pollution will not decrease.
- You're going to toll the hell out of Oregon City and West Linn with these tolls. Where is the considerations for the local communities vs commuters?? Widening of the freeway and bridge aren't needed for local traffic but because of commuters!
- How do any of these alternatives address the congestion that continues when 205 enters Multnomah county passed the Happy Valley exits?
- No tolls!
- всё оплачено дорожными сборами
- Экология улучшается не от сборов на мостах, а от перехода населения и общественного транспорта на экологические виды транспорта. Это электро и водородно-топливный вид транспорта.

- ODOT does NOT have a funding problem, it HAS a spending problem. A huge majority of those who live in the Portland area are against TOLLING and are starting to organize to oppose TOLLING. TOLLING is not needed nor is it wanted by the people.
- It appears the recommendation to study alternatives 3 and 4 based on what is easiest for ODOT, not what is best for the community.
- Simple - No Tolls is the best option with no study. Use taxes already collected, manage budget better with better state policies and then build/replace bridges.
- None of these options are okay. You cannot expect an entire town to be alright with being charged to leave home when that's never been an issue. No TOLLS!
- NO TOLLS!
- You only like the alternatives that bring you the most money. You are not looking at the bigger pictures. The voters have said NO to tolls, and here you are pushing it through. Pretending like you care what we say in this survey.
- A no toll option appears to be included only because it's required which I don't find satisfactory.
- no tolls
- Its completely disingenuous to ask about simply adding 50cents to the gas tax. NO TOLLS EVER. It regressive. Everyone in oregon (even in madras) from the economic engine that I-205 enables.
- I feel that by tolling a small part of one road, you are diverting traffic to the nearby towns, which is unacceptable to our quality of life.
- Tolls are terrible options. Let's build the roads needed with tax dollars.
- Will jam 43.
- Since there is not a STRONGLY DISAGREE OPTION above, I refuse to click somewhat disagree. A toll on the Abernathy bridge will make tremendous amount of environmental harm to West Linn residents! This will occur as thousands of vehicles will opt to travel our single lane residential roads. It will impact our environment in multiple ways...including car emissions, noise pollution extreme wear and tear on residential roads.
- There has been no communication on how or what fee will be. There has been no communication on what and how new bridge will improve traffic and max and bike lanes don't work.
- Willamette Falls Dr and Hwy. 43 are already over capacity during rush hour causing miles long cues through residential neighborhoods. This toll plan, regardless of the option will exacerbate these problems. Applying intercity modeling for trans alternatives to lessen air quality impacts due to diversion don't hold water here. You are going to destroy very livable, walkable neighborhoods.
- See above.
- More effort must be spent minimizing the effects of traffic diversion on to local streets. See my earlier comments on tolling at exits from West Linn or Oregon City.
- Again see above
- I'm against the project. It's another tax.
- We don't want tolls
- Control congestion by closing off entrances to the freeway during peak times

- Have toll lanes and free lanes
- No toll!
- You are not thinking of residents and only revenue disguised as something else. Add a lane and toll the added lane.
- When there is NO good solution. Stop do not proceede.
- Я категорически не согласен собирать деньги за проезд по СУЩЕСТВУЮЩИМ дорогам!
- It is obvious what your primary focus is by looking at options 3 & 4, which both rate "Better" or "Much Better" as far as costs/revenue and implementation. Would love to see an option that rates better than "Average" as far as diversion effects.
- It negatively impacts West Linn residents. Start the toll at the beginning of 205. These alternatives do nothing to reduce traffic diversion on Stafford/Borland/Willmatte Falls Drive. Drives already jump off at the Stafford exit and overwhelm these roads. How does ODOT not already understand this established traffic pattern?
- I favor no tolls. Get the revenue elsewhere.
- No Tolls, Period. It will just create another slush fund, and is not needed.
- Harmful to locals
- this burden falls primarily on the Oregon City community
- NO TOLLS MORE LANES!
- Only Alternative 3 should be considered.
- I am okay with evaluating these alternatives as long as the true impact and cost to Oregon City is considered. These alternatives are disproportionately and negatively impactful to Oregon City's transportation system, health and safety, and economy.
- There have to be better options available.
- Toll all of I-205 so there is no disparity among neighborhoods that front I-205 and have no other options.
- There is no alternative that does not punish the low income population.
- Oregon has one of the highest gas taxes in the nation, and if used correctly there should be no need for tolls on any of our roads.
- Build new roads. Take a look around at other states and how they provide new roads. Oregon is behind the times.
- already previously stated.
- none of these alternatives will actually serve our area well. I have lived here my entire life and these options seem to come from someone who does not know this area
- Alternative 6. Do not toll
- abernathy bridge tolls discriminate against locals
- None of the options work well. Just toll the whole lenght of I 205.
- You are already funded, use the money more wisely.
- I feel Tolls are a bad idea. They punish people who live in the outer areas of Portland. Many of those people who live in outer areas do so because they can't afford to live in Portland.
- See the Clackamas County Coordinating Committee letter to ODOT, dated 8/13/2020.
- Diversion effects are just compared with the other plans. Please compare the diversion effects with what we have now. I am expecting traffic to quadruple on adjoining streets.

- No tolls period.
- All I want considered is the no toll option.
- Again. Totally anti - car
- You have 5 different alternatives and only 1 of 5 could possibly make the traffic on 205 better. Seems like a joke.
- Wtf you don't care about the environment if you have a toll... nothing about it is friendly for the enviro. Except keeping the damn poor people off the road with their shit cars
- No toll
- Because, there is zero need to toll this freeway. Want to build a new one and toll that? Great. But you are holding people hostage to use this route because there are not very many, if any, alternative routes.
- Don't toll local residents
- NO TOLLING
- Raise gas tax
- Same as 5
- Don't like the options
- Tolls not needed
- decrease traffic but increase business? Since the tolls are technically taxation, there is no added economic benefit to anyone besides the state or city.
- No tolls!
- Poor choices that drastically impact Oregon City/West Linn traffic
- See above, tax these transplants driving up the costs and creating hardships. You can only pack so many rats
- No tolls
- where is toll free option?
- What alternatives? Toll 1 mile or toll 2 miles? C'mon. Why not just get rid of this toll idea altogether?
- Tolls need to be only added on new roadways, not existing roads. It is illegal to add tolls to existing interstate highways per the federal government.
- How about the option of managing state spending so millions are not squandered on crap like a study for a new bridge between Oregon and Washington. Or a health insurance website that never worked. Or upgrades to employment department computers that NEVER happened.
- You've obviously already made the decision that tolls are your only option. This is just about the form in which to tax people. How about an alternative that doesn't add a tax to ride on a bridge that isn't a new expense for government.
- NO TOLLS
- NO TOLLS PERIOD ANYWHERE
- No need for tolling
- This doesn't give an option for no taxes
- Hate tolls would not support them
- The only addresses a way to collect money rather what to do with traffic that wishes to avoid the fees

- Why is number 5 not being looked at? The only reason is because you would need more booths?
- No fucking tolls
- Tolling is the wrong approach. Seek federal funds as part of infrastructure improvements, because our tax money should be going to local projects.
- I hate tolls. When I travel in other parts of the country with tolls I always brag about how much better the west coast is. I'm so sad you are make OR and WA a worse place. Just tax the rich.
- See above
- You must be democRATS. Quit wasting tax money on pet projects and use the money already stolen from us, the citizens, for what it was intended.
- Fuck off with your shitty tolls
- no toll
- I don't agree with tolling this portion of 205
- Again, this section of 205 is hardly the worst offender, congestion wise. How come these bridges, and not other bridges can only be fixed by tolling?
- To expensive for frequent through trips.
- just another way to tax people that already paid too much.
- There is no alternative road proposed
- No tolls. Tolling a completed and paid for road system is one of the most ridiculous ideas I have ever heard. This is a terrible idea. Give the people what they want and improve and expand the existing roads to better reflect our current and projected population growth. Stop pandering alternative transportation options. Use current funds wisely and responsibly in order to make this happen. A toll will most negatively affect those already in poverty or close to it. This will hurt so many in our community who already have to closely monitor every dollar.
- If you live in West Linn, you pay every time you get in the car (twice). There is no "local access". You have to drive across a bridge. West LINN residents will be disproportionately impacted by the tolling. Without a robust alternative that addresses local communities in the tolling area, this is basically extortion.
- Why is there not a no toll option?
- tolls will just create another government bureaucracy burdening citizens
- Tolls are unnecessary
- too complicated
- No project
- The alternatives listed that ODOT considers favorably are only favorable to ODOT not the community it claims to serve. There are no viable options aside from tolling that are even considered though there are several available.
- This shouldn't be considered until you actually provide alternatives to driving
- No toll
- We will just go on side roads to prevent paying fees.
- You can't make the only option adding tolls to public roads. That's not an alternative...
- I'm not rich

- Disproportionately abuses those with no say in the decision making process.
- Tolls are unlikely to reduce congestion. Instead focus on making mass transit more affordable and desirable
- Again, those living in the toll zone area are penalized
- You are taxing people for the right to drive on public roadways.
- No tolls!
- I don't agree with the toll.
- Make more freeways
- Would the bridge tolling option be removed once the bridge is paid off? If yes, that would be equitable and in alignment with interstate bridge repayment rules
- O tolling is acceptable
- I am not so sure that selected alternatives are the best. I think other options could better accomplish the goals.
- Add lanes, not tolls
- Tolls are the wrong way to go. lived in other states with them and they hamper growth. The Northwest pkwy in CO fights every road the government tries to put in saying it will hurt there business. Traffic on the toll road is mild while the traffic on the secondary roads is heavy, adding to the maintenance and traffic for locals. Dallas has the same problem with roads running along side the toll road. Again, More traffic and people trying to save money on the non toll.
- No toll,
- Stop investing in public transportation and redirect funds to fix traffic issues.
- Oregon does not have a clean air issue here. Smog? where?
- Regressive tax
- Find a way without tolling...
- ODOT is involved. Thats how I know it will be a fuck up.
- What does this part have to do with environmental options at all? What Is being studied when it comes to the environment? And these questions are not user friendly. I am college educated and they are confusing for me to understand. Please take into account the less educated and low income population here.
- i ALREADY PAY MY TAXES FOR ROAD USE, USE THE MONEY FOR WHAT IT IS SUPPOSED TO BE USED FOR AND MANAGE THE MONEY BETTER. STOP WASTING THE MONEY ON BULLSHIT
- These options all involve tolling...
- unrealistic and unfair
- I would prefer to see 'no tolling' listed as an alternative and not just something that nis required to be on the list, but will be disregarded.
- In the age of COVID and reduced traffic, are these added tolls (taxes) needed?
- NO TOLL ROADS
- It is unconstitutional to put tolls on a road that's already been paid for. Especially without putting it up for a vote which you know would be emphatically shot down by the citizens of Oregon. You should all be in jail for corruption.
- No tolls. More new highways.

- You did not include a non-toll based option in your study.
- Should be an alternative 6 - no toll over Abernathy bridge
- No tolls!
- You are idiots
- I dont support any tolls under any circumstances
- none address my concerns
- A non-toll funding option was not presented.
- Every EIR EIS needs to have NO OPTION as an option. Why the hell is that not included for public consumption? There is NO WAY to judge the effectiveness of any of the proposed options without presenting the status quo!
- No Toll
- Once again, toll toll toll...only options given involve tolling. No options listed for expanding highway or other alternatives. You want the extra funds to mismanage and do more studies that don't fix the true nature of the problem. Shifting money to local government and contractors that get tolling contracts. This is poor planning and thinking. If toll booths are setup at any point along 205 it will create slow downs/jam ups and congestion at those points. No place is this mentioned or a thought
- These alternatives all seem overcomplicated. In most tolled roads and bridges, there is one entrance and exit. You are proposing to toll an entire stretch where drivers are entering and exiting from 205. It seems forced and none of the alternatives will improve air quality, etc. In fact, with more cars idling and braking, more copper and zinc will be deposited on the roadway and pollutants will be in the air. It defies logic that a toll would improve the environment. Tolls are really only about revenue, no matter how you frame it.
- Again, should be I-5
- Alternatives only cover different ideas on the same concept. Alternative options need to include putting tolls up elsewhere to compare which area is best suited for a toll.
- The scoring seems designed to meet somebody's preconceived ideas of which options are best, rather than an objective analysis. For example, options 1 and 2 are clearly the easiest to implement. Indeed number one is even described as easiest to implement. Yet 1 and 2 have been scored as third best in the implementation category. Some of the other scores seem equally arbitrary.
- None of the options address bringing the MAX to Oregon City
- I don't think tolls are the way to go. Add more lanes.
- no environmental change by collecting a toll
- To repeat: for some, daily travel between West Linn and Oregon City is imperative. The only other route is over the Oregon City bridge... narrow and already at times with too much traffic. The Oregon City bridge & it's feeders are overloaded in the afternoon with traffic going south from West Linn. I believe that travel between 213 & Willamette Drive should NOT be tolled. In addition, I believe ODOT should do the same as WSDOT in Seattle: toll only additional capacity. This would leave travel lanes THAT ARE ALREADY PAID FOR open for those who can't afford the daily tolls
- tolls will not remove congestion

- What are these arbitrary metrics you're using for this summary, you just grade them against each other. They're all flawed proposals without any substance.
- There should be a no toll option.
- NO TOLLS for Oregon drivers. put the toll booth on the OR/WA border and collect the revenue thats currently missing from "visitors" from other states
- Will the segment-based tolls not simply create incentive to get off 205 as quick as possible, leading to more surface street congestion and no reduction in emissions?
- Once again this is a false narrative. No tolls are a much better solution. There is less traffic since covid.
- I don't think you should be looking at tolls in an area that is so vital to daily workers. The congestion is clearly during work commute hours, and that is when people will pay the most. Taxpayer dollars should fund a better solution than this.
- YOU FUCKING CROOKS FUCK YOU AND YOUR STUPID FUCKING TOLLS. I CAN'T AFFORD MY CAR MUCH LESS THE FUCKING TOLLS TO GET TO FUCKING WORK YOU STUPID PRICK.
- More garbage/outdated stats.
- When looking at environmental toll you must also look at the consequences of the project to the overall area and not just the Corredor itself. There will be more damage streets and side roads by the added traffic where is the small infrastructures cannot ha
- A "no-toll" option is the only option you should consider.
- I do not see how the draft addresses alternate routes and impact of neighborhoods for those alternate streets.
- Re-align spending priorities. Move mass transit funding into highway and bridge projects. Portland's mass transit simply does not work nor meet the needs of the citizens and should be sharply scaled back.
- READ ABOVE STATEMENT
- Tolling is bad for everyone, except ODOT. Right?
- This toll is because people are switching to electric cars, which should be supported not attacked by adding tolls. If your going to add a toll you have to add a new highway and make that tolled, not make an existing road tolled.
- Because it is an attack on the poor and another money grab by ODOT.
- You're just making excuses to add tolls. Don't add tolls
- NO TOLLS !
- I'm not paying tolls for the money to be used to pay for the damage caused by the governors riot troops
- This is not California
- Each of the alternatives is terrible.
- Tolls aren't necessary
- I am against the tolls.
- 5 alternatives all with Tolls. I want to see the alternative without the toll.
- tolling is stupid and money won't go where they say anyway
- No alternative is neededno tolling!!!!
- No tolls

- Why is rolling the only alternative??
- There are alternatives to tolling. If you're not going to consider those then the alternatives listed here are probably reasonable given current technology. There are better options.
- All alternatives include tolling. Look somewhere else.
- DO NOT TOLL
- We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- NO TOLLS!!!!
- We already have had several gas tax hikes to pay for repair. Stop extracting the tax payers.
- This is a rich mans ploy to get the poor off the road so the rich can drive faster.
- I prefer alternative 1.
- no tolls, no problem
- I can't afford to pay money to get to work every day. Tax drivers coming from Washington not locals.
- This should be a decision of the people.
- This is massive waste of time & money. Tolling is not the answer.
- Traffic is not a problem with people staying home for work....
- No tolls!
- No Toll is the only Moral Answer
- This doesn't look at the local traffic and it's ability to destroy roads in local areas mainly West Linn.
- No tolls. We don't need another tax for workers
- Tolling won't work...we have far more cars then we did 20 years ago with more predicted in the future. Build more lanes to accommodate traffic,
- Tolling won't work...we have far more cars then we did 20 years ago with more predicted in the future. Build more lanes to accommodate increased traffic
- I do not support any toll on any road or bridge for any reason as it will be miss used and only hurt the daily local more then the occasional user a general regional tax would be much more fair.
- None solve problem just kick the can down the road until later when problem gets bigger again
- Fuck tolls
- We do not need tolls.
- no new taxes
- no
- Same as above.
- there should be a toll-less alternative
- What part of "do not toll" is just too complicated for you bureaucrats to understand??
- Don't think all the options are explored and need at least one option of building more roads
- expand the freeway with more capacity
- I do not support toll roads.
- You need to build more roads and plan this time for heavy traffic in the future.
- Don't put tolls on I-205
- No fee

- I'm tired of repeating myself
- Add more lanes
- I don't think we need any toll at all
- Again, not implementing tolls was not an option.
- You did not give an option for no tolling of already existing roads.
- Tolling is a lazy solution.
- All the alternatives except #5 are too complicated. When will government figure out that simple is better.
- You should all resign in quick wasting people's time
- Lack of review of no toll option.
- I want you to continue to study the "no toll" option exclusively, as the other alternatives are not really alternatives at all.
- I hate tolls
- The only option considered is toll roads. There are many other funding options that need to be considered.
- no alternative for adding the third lane and no tolling - which should be your control in any honest study
- You need to look at options that don't toll
- this is horrible for local residents
- Current democratic leaders in Oregon can not properly use the funds they are given this will not help
- No tolls
- Should go to voters of oregon for a vote, not just a comment time, and then decided on by a few in govt. And dot with no real care for voters opinions.
- No tolls
- This just a money grab.. Won't effect the environment
- No option provides improved public transportation, which is the better answer to congestion. Yes Portland has better transportation than many other cities but it is just not feasible as is. Use the money to instead improve public transportation
- If toll is a must then pay a flat rate or add to vehicle registration
- We don't want tolls
- Diversion to Willamette falls drive seems worse for alternatives 3&4 because partial toll avoidance is possible while still avoiding the Oregon City bridge.
- Need a full in depth environmental impact study. Have seen several nesting pilated woodpeckers nesting here
- Deberían de sacar el dinero por otro lado
- Because you are tolling existing lanes instead of building more and tolling those new lanes.
- Fuck you stop stealing from the working class
- Everything should be reevaluated.
- Theres no option for not stealing from people
- How many millions have been spent on the I-5 bridge replacement and still nothing has been done?
- Alternative 5

- Where are the no toll options?
- I encourage you to seriously consider a no toll option
- Tolls are regressive, this city is very liberal and want to protest it. You'll wind up with shut down interstate and graffiti-ed or destroyed equipment, costing the taxpayer even more money! Stupid half baked idea, do not do it!
- None of these options are good for the hard working people of this county. You have failed to properly use our tax dollars so why would this be different!! The money will be siphoned off to other pet projects. No tolls!!!
- Ninguna mejor crear un Carrill express que Pague peaje como en florida
- Moving traffic off the highway can't possibly just be an average impact on surface streets. Just look at the traffic when there is a stall on the side of the road, it is gridlocked. Now imagine everyday being that way with people avoiding the toll ways.
- This project is yet another way to tax normal, hardworking Oregonians.
- 205 was built and paid for decades ago...if it needs updates, the entire state should be taxed.
- No toll option. People already assume it will be busy and change their travel time. This does nothing except add a tax. Not build new highways, just a tax generator
- None are options. All choices unfairly discriminate against locals in the area inside the toll. Families will be stuck in their communities without paying to leave.
- This project is not supported by the public
- The analysis is incomplete as it does not include impacts or any provisions to mitigate those impacts on West Linn Residents, which includes continued free use of all these roads, and mitigation of impacts on local roads from drivers avoiding the toll.
- No alternative is going to get to the cause of alleviating congestion. it's just going to divert it somewhere else.
- you should try down sizing your government instead. you should abandon the project. It's been voted down every time.
- No Tolls Please!!!!!!
- No tolls please!
- See #3 above.
- Do not agree to look at Alternative 4. Alternative 3 is the most equitable.
- You don't consider anything other than tolling.
- This is simply another revenue-generating scam forced on Oregon's citizens.
- I have no interest in your wasting my tax dollars on toll options.
- I do not agree with a toll to solve this problem. I already pay taxes to cover road and bridge infrastructure, you need to manage the funds you already have to reduce the congestion in this section of road.
- Alternative 1 is very similar to Alternative 4 for me personally. The No Toll options is even better.
- MAKING US pAY FOR OREGONS WASTE SpENDING or we wouldnt have needed this.
- These are all bad ideas for solving traffic congestion
- Toll roads are east coast bullshit, we don't need that here
- Your stupid chart is inaccurate! They should all read much worse.
- Again, I do not believe that tolls are the answer

- I think the toll should be paid by everyone using 205, otherwise those of us who live in the tolled section are unfairly paying for the whole cost to improve 205, while other users on different parts of 205 pay nothing.
- Washington traffic is the problem. Toll between Oregon and Washington.
- Honestly congestion is everywhere. Toll this bridge wont help. It will just push traffic elsewhere. Oregon City will be a parking lot.
- The study area is too narrow. A much larger segment of I-205 should be under consideration.
- NO tolls
- You can force people in more efficient cars if you give them a break. I know the gas hogs pay more gas taxes but if they want to save more taxes, they need to get with the progra
- One toll. Transponders won't work for all. Need at least three though lanes no stopping on transponders. Each vehicle has own transponder can't share or there is a 20.00 , \$ fine for cheating system. Need toll takers for people with cash.
- Doesnt seem like your group has real life experience. Maybe you should put tolls down the block from your house and then vote on how satisfactory it helps benefit your life. When I lived in Scotland toll bridges stopped taking tolls after 4 years because it was well planned and not a permanent solution. It just played for thr expansion. You dont have a complete budget plan and cant tell anyone when the toll would be removed. I would personally prefer the bridge go down to 1 lane, with slower traffic. I think the traffic speed should be reduced to 30mph. We see too many accidents.
- Go with fuel tax and no toll
- Seems like your preferred options are related to revenue not people and traffic.
- No hay muchas calles para entrar y salir entre el Stafford y el 213 Entonces si uno se sube al 205 hacia Stafford Road No habrá Manera de vitar pagar todas las casetas
- Push same traffic to towns and I5
- Give the option in this survey for NO TOLL project, don't ram it down our throat.
- The gas tax is to pay for road construction and maintenance. If you need more money to do projects become more efficient. (1) Find contractors that will do the same quality of work for less. (2) Design with future expansion considered. (3) Cut your own pay, your doing a poor job
- Ko đồng Ý
- No tolls!
- Spend the money on another study on your roads instead.
- No tolls is the best option
- Where are the non-toll alternatives.
- Already to many fees and taxes.
- I don't think the Abernathy bridge or segments of I-205 to Stafford should be rolled at all.
- I don't agree with your toll options. Again trying to toll a road that should be expanded is not a solution. You are just going to create problems within nearby areas allus traffic diverts from using 205.

- Stop bringing up environmental impacts. This initiative has no impact. Citizens of Oregon have no choice but to commute for work. You're simply attempting to divert some of that traffic to other areas.
- No toll
- Tôi không kiếm đủ tiền
- No tolls.
- You don't have the best alternative, which would be to do nothing.
- Tolls are unnecessary
- Không đáng, tiền cầu đường là tiền thuế của người dân đóng. Mắc mớ gì phải thu?
- You don't need to charge unnecessary fees to study anything
- No toll on the 205!
- REALLY? NO TOLLS!!
- There is no non-toll option.
- Stop even the thoughts of tolling the roads.
- Why should through traffic pay more than local. It's the local that generates the problem.
- Seems to much money and time is spent on this. No toll is the best option with more roads to accommodate the growing population. This is the only practical option. People HAVE to drive to for work, particularly when living in the suburbs. If tolling was a proven method, why has it not happened on 1-5 or I-84 where traffic congestion is worse.
- Seems to much money and time is spent on this. No toll is the best option with more roads to accommodate the growing population. This is the only practical option. People HAVE to drive to for work, particularly when living in the suburbs. If tolling was a proven method, why has it not happened on 1-5 or I-84 where traffic congestion is worse.
- Now is not the time to start charging people to dive on Hwy 205
- This is being pushed through.
- Diversion needs to be better than "average"
- What about the option of a toll between I-5 and Stafford rather than so close to the communities? It appears that people living in the community off of 10th street will end up paying the price of the toll more than anyone because whatever way they go, they are hit by a toll if they get on the freeway.
- I believe tolls are strongly opposed by the public and will result in a referendum to overturn any scheme.
- These alternatives don't include any non-toll options.
- Don't want tolls
- The tolls need to reflect vehicle traffic coming into and leaving oregon.
- Where's the option we don't spend the money to build toll booths? All while wrecking the environment to create a concrete structure.
- NO TOLL ROADS
- By pass
- Tolling is a sham and doesn't solve any problems. It discriminates against citizens of West Linn and those in lower socio-economic status. I'm a senior citizen on a fixed income in West Linn/unincorporated Clackamas County and have NO public transit alternatives! Tolling will force traffic onto already congested side streets, ruin the quality of life. This

proposal is a travesty! We already pay gas taxes - put off this project until post-pandemic gas tax revenues are up - don't add another highly discriminatory tax. Pay attention to land use laws to reduce density, congestion.

- Tolls are a regressive tax that affect lower incomes people more. Find an alternative source of funding.
- You didn't even consider working within your budget to fix the problem. The goal seems to be how can we take more money - not how can we serve these citizens better.
- We pay enough
- No tolls. We pay enough
- No tolls.
- can not pay
- can not pay
- Tolls will only make congestion worse on streets near I205, and on I205 itself!
- Again, same as above - I205 is two lanes. If you make one lane a toll, it's going to block up traffic even more because not everyone wants to pay for a toll. Also this will then increase congestion on the back roads as more people will be getting off the I205 to avoid the toll. What needs to happen is have a toll on I205 where Washington meets Oregon. Toll the people who are working in our state but living in Washington and taking advantage. They should be tolled. Not people who live in and work in Oregon!
- None of these options work.
- Once again. We don't want any toll roads!!!
- don't need to toll
- these will not resolve the issues of diversion onto surface streets or negative impact on West Linn residents
- See #3 above.
- Alternative 5 is the only one that improves traffic congestion.
- Undue burden to West Linn residence
- I will use surface streets to avoid paying a toll. Looks like I will have pay tolls everytime I go some place or do errands
- How about dropping this idiotic idea completely?
- There are no good alternatives. For me living very close to the Abernathy bridge I'd have to pay to go almost anywhere even if it only a mile away. And the traffic costs to our neighborhoods and roads would be greatly increased. Are the tolls going to pay to maintain local roads?
- Reroute funds from mass transit used by a few to find roads used by many.
- No toll is the best option
- This poll is a fraud, the question above only displays one option - "strongly agree"
- Tolling will have a negative impact for communities will have tolling placed by their city's exit.
- Toll where the traffic starts going into Portland
- I haven't seen any evidence in this survey to suggest that.
- Shit plan should be fired
- Shit plan should be fired

- Again wasting money on useless study's. Just like spending 350 million dollars on a interstate bridge and we get nothing for our money.
- El punto es: opina si estás en desacuerdo, cómo te sientes? Por qué?. Pero si estás de acuerdo todo bien!
- All skewed toward tolls
- Tolls hurt everybody except state coffers
- "A no-toll option is being studied because it is required. Sounds like once again, governmental bodies intent on taking the tax payers' money without truly considering the impact this will have on the bottom line of everyday working Oregonians. Shame!
- Please don't
- There is no scenario that a toll is good. You should be ashamed of yourself.
- See my points above
- why are we doing an environmental review? this is about revenue for expansion....right?
- How about "No Tolls" as an option
- Tolls are being taken as a given.
- No Tolls! ODOT already has enough money. They just spend it stupidly--note the idiotic signs on the freeway that give us advisory speed, or tell us traffic is slow when we are already in it.
- Make another traffic lane.
- I think the most important category is I-205 Traffic. I don't like the fact that Alternative 4 has a score of "Worse." However, if enough revenue can be generated, we may be able to add lanes, which would at least bring that up to "Average" if not "Better."
- Being forced on taxpayers.
- Don't punish people who live in the outer areas. Many live in outer areas because they can't afford to live in transit rich Portland. Tolls would impact them severely. Tolls are not the answer.
- This survey is very hard to figure out and understand
- Its completely disingenuous to ask about simply adding 50cents to the gas tax. NO TOLLS EVER. It regressive. Everyone in oregon (even in madras) from the economic engine that i 205 enables.
- Environmentally satisfactory? No way. All of those vehicles having to stop to pay will only add C02 to the air, and it will linger in West Linn/Oregon City. Trees are already dying from too much C02. This is INSANE! Why there on the bridge? What rocket scientist thought of that location?
- Rolls are the wrong approach
- Again, tolls won't necessarily resolve congestion. Look at the Bay Area; the cost of a bridge crossing is \$7 and yet it's still the eighth-most congested urban area in the U.S. It is not believable Oregon's plan to charge tolls is to reduce congestion; it is to increase revenue. There are many options to reduce congestion, but they also reduce revenue for roads. Please stop trying to "sell it" this way. Again, incentivize employers to have their employees work remotely.
- All options involve a toll, which is a terrible thing

- Again, there seems to be no proof that the benefit goals will be reached with tolls on 205. tolls on 205 will only lead the way to increased roadway tolls-fix our tax system if money really is the problem> How about you get the millions back that Kitzhaber spent on studying the bridge to nowhere. This smacks of the same issue of money spent without doing actual research first.
- You don't need to study "in depth." That just uses more money without building anything new. We need NEW roads and improvements.
- The studies are rigged and shutting down the bridge sept 12 - 20 had better not coincide with some terrorist attack or THE WHOLE TERRORIST ATTACK IS RIGGED AND SET UP BY THE GOVERNMENT
- Don't think that any of our bridges in Oregon should be tolled.
- None of these provide an alternative to tolls.
- Oregon has some of the highest state taxes in the country. Should be adequate to cover basic infrastructure needs. Where is the money going?
- I feel Alternative 3 and Alternative 5 make more sense.
- How is cost and revenue being measured? Who is it worse or better for?
- Tolls increase congestion in neighboring communities. Studies like the Barcelona study prove this. Do not toll Oregon roads.
- No tolls!
- again, do not toll any roads. We already pay dearly through gas taxes just to use roads. ODOT and our idiotic liberal leaders should have been expanding roads in this area for decades but they hate cars and commerce.
- Alternative 3 will push more cars off onto West Linn, Lake Oswego, and Tualatin neighborhood roads in order to avoid the toll on the bridge between exits 3 and 6. With tolls on the Abernathy Bridge, for which there is no alternative major highway access point, more cars will diverge onto Highway 43 and Main Street in Oregon City to use the Arch Bridge to again avoid the tolls. This will increase traffic and damage on our city roads, unfairly increasing the tax demand exclusively on West Linn and Oregon City residents. Alternative 4 will create similar issues for our infrastructure.
- Cost versus benefit is not being weighed
- this statement only provides tall options and spreads through a different areas, no other solutions are proposed , this is really partisan towards the idea that gets pushed through
- See previous comments
- See previous comments
- 除非减少发牌，否则效果不大，因为这是世界各城市的难题。
- WE SHOULD NEVER IMPLEMENT TOLLS FOR OREGON ROADS
- Don't toll the freeway we already paid for
- This will push people to alternate routes and cause a larger issue in Lake Oswego and West Linn. Also this may create a larger economic separation between SE and SW areas.
- See comments above
- Absolutely no tolls, once established there forever!
- The selected alternatives were developed in a box without adequate community engagement

- Alternative 3,4,&5 have much worse diversion effects than Alternative 1&2
- This is going to cause more traffic issues.
- Basta de abuso
- more money taken from workers
- INSTEAD OF TRAFFIC BEING GOING NORTHBOUND IN WILSONVILLE, YE SHALL HAVE TRAFFIC BACKED UP TO AUROARA. EACH IDEAL IS BAD AND AGAIN ADD A LANE FOR SAY \$2MILLION A MILE AND AROUND \$30 MILLION PER OVERPASS. DUST OFF THE REAL ALTERNATIVE PROPOSALS FROM THE 70'S TO THE EARLY 90'S AND REALLY LOOK AT REAL ALTERNATIVES!
- Oregon does not need tolls
- People in this area do not want a toll at all. It is easy to pass a toll if it doesn't affect you. For people in this area, we will be paying a toll every day. Most of us would rather deal with the traffic. The traffic will not be reduced, and we will still have to pay a toll.
- NO TOLL ROADS
- The only alternative that suggests any Better result on traffic which I believe is your primary objective.
- Unfair for local residents
- You're not considering the most obvious choice of all ... DO NOT TOLL I-205. I, for one, would not use I-205 but would use every side street possible to avoid it. Is that what you want from the majority of road users? Start over.
- use existing funds to build the bridge without a toll. Use energy or gas taxes instead since that can be voted on.
- The goals of those alternatives are just not clear enough. You need another column that describes the outcomes you're looking for. I can't agree to what I don't understand.
- Tolls are a bad idea...
- There's no alternative for "Don't Toll". Therefore the process is rigged to reach the conclusion you want.
- Just like you wasted millions on studying the i5 bridge project. You didn't even start that project.
- Stop this
- Environmental review not needed!
- Don't do tolling at all.
- Options 1 and 2 would have the least impact on West Linn. Options 3,4 and 5 will have the maximum negative impact because people will jump onto neighborhood streets to avoid the toll. If you put the tolls at the bridges where everyone has to go, there won't be an incentive to clog neighborhood streets.
- Do not want this road tolled at all
- Simplemente no estoy de acuerdo con un peaje
- No impact to the slow hill climb has been addressed.
- No toll
- Like I've said I think the real problem is state funds. Why make HWY 43 traffic worse. Have you tried to get on HWY 43 lately. It's congested and for some reason you think diversion of traffic to HWY 43 isn't an issue.

- this is not in the best interests of the people or the environment. Manage the forest and make your money from the land.
- Toll roads are NOT the solution.
- local residents have already paid for these roads/bridges and should not have to pay at all.
- Toll bridge is not a good solution
- tolls will not reduce traffic
- NO TOLLING. Add lanes. You can not penalize local residents. You would not want this if you lived here.
- Alternative 3 is no good unless the bridges to be rebuilt must be rebuilt, and are going to be rebuilt soon. Tolling can not wait for future construction projects that are uncertain.
- tolls don't solve the problem
- Alternative 5 is most like the options I have witnessed that really work. You pay to get on in both directions. You can buy a single pass ahead of any travel to assure equity. Breaking it up or using alternative route is not at all easy, or reasonable. It's better to manage those things in the pass purchased process. And you have very much underestimated the rolling gates construction and operations process. You don't have this right at all. I have seen these in action and they are awful in the best of conditions. Your plan has this evaluation wrong, way wrong!
- The TOLLS are NOT wanted by the people that drive this route.
- 疫情加上低收入家庭，每天都要收費，負擔不了
- No tolling on 205 near OC!
- Que hacen con los impuestos
- No alternatives are satisfactory options.
- Transportation demand and I-205 traffic need to be reassessed completely in light of post-pandemic commuting behavior, increase in telecommuting, and decrease in shopping traffic. The rubric further completely ignores impact on local communities affected.
- None are satisfactory option for the people. And that is clearly not in-depth environmental review. That is the most minimum graph showing options for alternatives.
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- See above
- Disagree. No tolls is an alternate
- This is another boondoggle being forced on Oregon drivers
- Alternative 3 is the best (3 golds, 2 blues, 0 roses). Bridge tolls make the most sense because they will capture all through traffic which, given the total toll area delineated, would mean most of the traffic.
- NO TOLL is not on your chart. I'm for the NO TOLL option!
- The tolls implemented in Seattle have been a complete failure.
- Charging people to drive takes away individual freedoms.
- Option 3 seems best, but more alternative options without tolling should be considered, like alternate routes.

- Did you have real data for your color coded chart. Comparing bad ideas with worse ideas is not a in-depth enviromental review. It is a self serving quagmire.
- 不应收费
- 不应收费
- Every option is a toll - I.E. no actual options
- It will just create more headaches and financial burden for Oregon residents
- Let the citizens living in these areas vote about whether to proceed on tolling already existing roads instead of spending more taxpayer money on studies of the toll options given all of which make moving out of state more appealing.
- You dont provide alternatives other than toll alternatives. What kind of comparison can it be. How can you suggest no congestion at tolling stations
- Думаю нужно разработать бесплатный план
- I'm not convinced that any of those will be a good option for our roads. All I'm seeing is huge expenses for the taxpayers.
- It would have been better to take the money spent on this "study" to have been used on the roadway
- TOLLS ARE A RIDICULOUS IDEA, THE ONLY THING TOLLS WILL DO IS SCREW OVER EVERY SINGLE COMMUTER. ALL PERSONS RESPONSIBLE FOR THE TOLL IDEA NEED TO BE FIRED!!!!
- very reasonable
- I am against ANY tolling.
- Tolling our federal highways is only the beginning for additional roads to fall to tolling.
- NO TOLLS !!! You are cramming this on to the people of this city and state!
- I think the studies are a waste of taxpayer money.
- NO TOLLS. No more money coming out of my pocket.
- I don't want Tolls
- This would send THOUSANDS of cars on side roads and streets in communities not meant to handle that traffic. Tolling is irresponsible, criminal, corrupt, and dangerous.
- Find an alternative to tolling the bridge for revenue.
- NO TOLLING NAZI'S
- I've read Canbys take on this and it doesn't help traffic in Canby
- There should be no tolling.
- No
- The diversion will be more of a problem than expected. Keep traffic on the highways out of our town!
- the Q is incomprehensible
- NO TOLLS
- Leave a line
- Already expressed.
- Tolls are not the solution here.
- They still don't address the problem of congestion
- We don't need toll roads.
- Yes, consider no toll option. I believe your cost/revenue remains inefficient.

- Not necessary to waste money on studying toll. Just save that money and add a gas tax, or tire tax. NO TOLLS FOR OREGON
- No tolling!!!
- Don't do this!
- Give us an option to leave it the same?! You should alternatives and the majority are AVERAGE which I'm assuming is compared to what it is already, so I see this causing more problems because you are going to dump money into it doing this, millions of dollars, and it won't change shit.
- Implement congestion pricing in a much larger area
- Tolls are unacceptable
- Tri-Met ridership is down due to the incidents. People are working from home & will likely be working from home not due to the COVID. OR has been doing a good job with carbon emmissions and is 2d in the nation for carbon emmissions. Provide better transportation & investigate TRI-METs spending.
- No tolls! Only adding more lanes to 205 make any sense!!!
- Don't do this!
- No tolls
- All the alternatives involve tolling. Road expansion and seismic upgrades should not be tied to tolling. This will disproportionately negatively affect the local communities along and near the proposed toll route.
- You're missing the single lane toll opportunity
- Waste of time and tax payer money
- Your traffic models fail to take into account all of the diversion issues affecting West Linn. What might seem like a minor backup in your models extends for MILES in real life. Come spend some time in West Linn and you'll understand.
- Do not toll at all and return dollars spent on alternative transportation modes to add lanes to the Abernethy Bridge.
- I do not feel this is a problem
- no tolls, see #6
- None of these options are satisfactory. If you don't roll all of Portland, then tolls do not belong in Oregon City
- How about no tolls!!
- Don't toll the bridges, Oregon takes enough money from SW Washington residents
- The questions used and issues not explained clearly. A toll is a toll,
- see above
- I'm already paying taxes for roads. Either raise the tax, or better manage the funds period. It seems that no matter how much you pay, it's never enough.
- I think this will make local streets more crowded.
- No tolls! Enough is enough
- These are only different ways of tolling, other options have not been considered. None of these state *how* increased congestion on residential streets will be prevented.
- Tolling and multiple tolling will further erode our economy and destroy small businesses. This IS NOT NEW YORK. Stop trying to destroy my state!

- NO TOLLS
- I do not believe putting a toll on any of our freeways will significantly reduce air pollution in the Portland metropolitan areas.
- nothing to do with the environment, you want to further study the options that bring in more money
- You have got to identify the root cause of the traffic then provide several solutions to the root cause, not just rolling. Dig deeper!
- Why are tolls at the intersections of I5/205 and/or I84/205 not also being considered?
- come up with another idea to cover the costs of our roads besides tolls.
- See above.
- The assumption is that a toll fixes things. It doesn't. Everything else then falls apart and I strongly disagree with it.
- No toll!
- No tolls
- My bank (a small local owned bank) is in West Linn, I shop at Market of Choice but I live in Milwaukie! Two LOCALLY OWNED businesses will lose a lot of business if this happens! Not to mention the wineries and small shops in Willamette and the fun events there at the park. The small restaurants and shops in DT OC will lose business too. This is a STUPID IDEA!
- No Tolling, should be voted on by citizens who live in surrounding area that are forced to take 205 to work and home again.
- Why is the no toll option not on the grid? As it is an option it should be evaluated along with the other options. I would like to see a toll option that is restricted to just the main hours of the commute. Something like tolls only in effect M-F 8-10am and 4-6pm. Blanket toll should NOT be an option. It will starve small businesses in Oregon City and West Linn.
- None of the alternatives adequately address the concerns.
- complicated
- Find another solution
- People do not have jobs and will be hard to pay
- Hard to pay
- We pay taxes for the roads
- i can't find where a definition of the evaluation measures is, so they're not meaningful (other than showing that the alternative ODOT liked beforehand is the alternative with the most blue)
- This is the opposite of equitable. Why are you tolling southern 205 and i5? Those are the only freeways in the metro area that don't have light rail to divert to. 84 has light rail, 26 has light rail, northern 205 has light rail. It seems to me that you are putting the knife in and twisting it on those who have to drive this route and pay the tolls. Why not toll those freeways instead since they have options we do not have. I will divert to local streets instead and just cause more pollution.
- Tolls are not equitable. Other freeways 84, 26, northern 205 have light rail to divert to And won't get tolls but i5 and southern 205 don't have light rail and get tolls. How is that

equitable and fair? I will just divert to surface streets and cause more pollution and eat more gas.

- Impact on local communities does not even appear in the list of categories
- New bridges are needed. Traffic on 205 is a nightmare. Not sure if tolling is the solution. I've been back in Illinois and Indiana where almost all the bridges are tolled and traffic and roads are terrible plus most of the tolling is operated by other countries-not even the United States!
- it's devastating instead
- Tolls are not an option. The effect on West Linn is immense. .
- Don't Toll at all is not one of the recommended options.
- I don't feel the "No toll" option has been explored enough.
- There is more that can be done to alleviate congestion in this region. ODOT is simplistic in its thinking on this issue
- Oregon city in Gladstone businesses are going to suffer. I will make it a point to not go over that bridge anymore. I will take all my business change my pharmacy change my vet and start going to Lake Oswego or Wilsonville.
- no toll is the best option
- The local citizens will incur the burden of the tolls.
- NO TOLLS IS BEST!!!
- No tolls
- Why is tolling the only option?
- No tolls
- I'm completely against tolls. Find a tax.
- Tolling multiple bridges. There are 2-3 bridges in this corridor. Meaning there are NO alternate routes except through local towns. These neighborhoods and streets are older and were not built to accommodate high levels of traffic!
- I DO NOT support tolls in any way
- Your studies do all consider that some form of tolling is a given, without alternative funding sources.
- Population is the issue. Make freeways wider existing light rail lines safer. Clean up ODOT right of ways of the homeless camps then maybe people might feel safer about using adjacent bike paths and light rail
- It NONSENSE!
- How about no rolling as an option
- All these options are to toll west Lin residents and cause diversion traffic through west linn. West linn roads cannot handle this additional traffic
- No tolls... that's what we've been saying!
- These options seem to be a offering that may cause those opposed to the bill to give up. It seems that those in charge are going through with a plan that would not work for those it was designed to "help". Instead of thinking of a completely new idea, the alternatives are a continuation of what has upset many in the first place. A new idea is needed that works the day it is implemented and years to come.

- Instead, divert the money that is wasted on mass transit (and forcing people not to drive) and use it to widen the bridges and number of lanes in that section of 205.
- No local tolling on
- No tolling.
- No study needed. Tolls are terrible fees that never go away, and never go down. Permanent cost of living increases for all residents in this area that depend on these roadways. No toll option is the best!
- See above comments.
- The range of alternatives are fine but missing are alternative that includes the I-205 widening project but not the tolls and vice versa, includes tolls but not the I205 widening project. This would provide the ability to separate out the effects under the screening criteria due to tolls vs. due to the I-205 widening project vs. the combined impact.
- There all wrong
- TOLLS ARE NOT A VALID NOR LEGAL OPTION!!!!!!
- Tolls are NOT needed! Stop pouring money down the Public Transportation rat hole!
- All options presume tolling. No option for NOT tolling is presented
- The tolling will just cause people to use I5 or once they get to Stafford Road, use neighborhood roads(like they do now to get around the congestion as is done currently). The traffic congestion is heavily used by out of State Drivers. Oregon Drivers should be exempt from the tolling. Also off hour use of I205 must occur.
- It's a bit ludicrous that the only option you're considering is tolls. There are betterment alternatives if you take the time to consider them.
- Alternative #6 No tolling at all.
- There is no "No Toll" option in the proposals
- NO TOLLS
- I think the government spends millions of dollars in review usually with no good outcome. Such as the new bridge into Washington big environmental study done there and lots of money wasted
- No tolls!
- I need to be at the hospital within 30minutes & do not need any barriers to this. A toll would be ver expensive for people like me that need to travel for work multiple times a day.
- Try having a "town hall" discussion with the people who actually live in the areas where you propose this tolling. It is not going to be a "better" solution in any way!
- All options are bad. The best and only option I would agree with is you using the tax money you already have to expand the freeways like should have been done 20 years ago.
- Unfair
- No Toll option not offered on your survey....
- They still feature tolls.
- NO TOLLS
- No tolls, please!
- Tolls will increase problems. Tax funded Alternative is better
- Tolls will increase problems. Tax funded Alternative is better

- The alternatives under consideration do not explore the option of using existing vehicle registration and fuel tax revenue for needed improvements and not implementing tolls.
- If tolls go in, they will stay. Start tolling at the Tualatin 5/205 split and end it just before 212. There are far more options to take alternative local routes to a destination outside those points. If you still need the larger stretch of 205 to commute, then you have no other time effective options. You just pay the (flat) fee. Keep the cost reasonably low, and the volume of vehicles will more than make up for a few extra pass readers needed across all lanes. Most 205 traffic is local to the metro area – please focus on ways to dilute any toll avoidant traffic across multiple large roads.
- Where are the in depth studies and why are they not being advertised or alerted to people who will be most affected?
- I do not think it fair that every time I get on the 205 I will be tolled because we are on 10th street. And, if the beginning is Stafford exit, that is where your daily commuter will exit. As stated before, there is no reason for the commuter to do otherwise.

Question 10: What else would you like the project team to know or consider when planning the I-205 Toll Project?

- The 205 toll will destroy the character and safety of the Willamette and West Linn community.
- I want them to know they are ruining the West Linn area that I live in, my property value is going to plummet and my family is going to have to sell our house very soon and leave the area because of this proposal. No one is going to want to live in an area that tolls you to go to work everyday.
- Please reconsider tolling and its affect on the residents and businesses in the area. The majority of residents will choose not to shop at businesses that are on the other side of the bridge, traffic being rerouted will mean limited desire and access to shop at businesses outside your local area, and living conditions will diminish in surrounding areas that become bypass routes. Low income commuters will be faced with likely a Large hit to their income after expenses. Intrastate tolling is punitive by nature and seems more of an attempt to push light rail on people than supporting the roads.
- This whole thing is simply a ruse and is nothing more than a blatant attempt introducing a regressive tax that will overwhelm surface street conditions. It will also significantly increase the dangers on the surface street for our children and should not even be on the table. We pay taxes for our roadways no, every time we get gas. This is an interstate highway and needs to funded by a combination of state and federal funds. One more lane each way from the bridge to 10th street would work wonders. Then fix the bridge. DO NOT IMPLEMET TOLLS!
- How about accountability for the billions of dollars the states already takes!
- If you wanted tolls revenue you would put tolls on the bridges going over the Columbia and possibly on 5 south of Wilsonville. This would get revenue from commercial traffic which wrecks the road. Also we already have had intense traffic on Schaeffer and Stafford roads to escape tie ups. Tolls will make back. roads unusable.
- Historically, toll road management generally passes little revenue onto the residents in the area. Additionally, this plan does not adequately address congestion in Oregon City or along 43 as a result of this plan.
- Đừng làm
- Đóng thuế đã đủ rồi giờ còn xin phí đi đường. Bao giờ mới cho đủ.
- 1. Tolls are not going to cut down traffic. 2. People will drive when they want and need to drive. 3. To avoid paying the tolls, surface roads will be sorely taxed by a huge upswing in traffic creating toxic air and a lessening of the quality of life for everyone on either side of the bridges. 4. Tolls are added burdens to people with less or lower incomes. By taxing them to drive you are creating a financial hardship for those least able to afford one. 5. More lanes do not mean more drivers. It's not like everyone is avoiding the roads and waiting for the day more lanes open. Not good logic.
- I do not support the toll projects. Portland metro should be better than this- implement better growth planning. Fire the civil engineer geniuses that thought a 2 lane Interstate was going to be ideal for decades of growth. Way to find every way to nickel and dime people.

- Local access across the river between Oregon City , West Linn and Gladstone is critical to the community and to local businesses in the area. The Tolling project needs to consider the local impact on downtown Oregon City, making traveling there better, not worse.
- No se
- Will the intersection of williamette dr and highway 43 be improved to manage traffic congestion like a stop light and a left hand turn light be added to the intersection at the arch bridge and main st in Oregon city
- I am strongly against any type of tolls on roads I have already paid for. I am strongly against tolls on roads when there is no other route to take to work.
- I have yet to see any thing to convince me tolls are a good idea, let along something that should be implemented.
- I do believe an argument can be made that tolls on I-205 are a restraint of free trade as I-5 and I-205 are the major (only) north-south highway system that supports interstate trade. Toll your own intra-state highway/bridge system to solve your own intra-state problems. You caused it, you fix it out of Oregonian pockets.
- ODOT should discuss potential impacts to traffic flow during construction.
- No toll
- Quit your jobs and save us taxpayers a lot of money.
- When they began tolling the 520 bridge in Seattle, people diverted around it, causing massive congestion. When they began implementing tolling of the HOV lanes on I-405, again, people diverted around it, causing more congestion. With variable tolling on I-66 near DC, people were promised it would rarely hit max tolling. They now pay \$40 tolls each way. This is a massively stupid idea.
- Any tolling concept should only be implemented by local voter approval. The fact that a bunch of legislators, many of whom never drive on I-205, approved this is frustrating to say the least. The only instances where tolls work is when they are on better, perhaps faster freeways. Placing them on existing freeways with out feasible alternatives is unfair.
- DO NOT TOLL 205
- None of us want or can afford tolling. I feel I am being SCREWED because I live in Oregon city and there is no practical way even using surface streets to get out of Oregon City without entering the "toll" zone. 1- you should make motorcycles except. 2- You should make people who live on the offramps/neighborhoods in the toll area exempt. 3- I suggest you add lanes rather that complicate and tax more the few we have. Look at other cities. LA for example has up to 9 lane, 9 lanes in each direction.
- Provide real life examples for those who live in West Linn are enter the freeway on all three of our exits beginning at Stafford.
- We should not financially punish people who are trying to get to and from work without the wasted time, the filthy conditions and the unsafe conditions of transit travel. Put toll roads to a state-wide vote of the people.
- I worry that tolling 205 will only force drivers to find longer ways around the tolls, increasing greenhouse gas emission. There's also a lot of nuts out there that will waste ODOT's time and delay implementation by spouting personal rights and civil liberties are infringed upon. Lastly, I'm all for integrating future transportation options, more choice is

good, but it increasingly appears that after all of us on the westside helped fund light rail for other counties, we're not going to get a SW Corridor line because of funding. I'm a bit hazy on just what the tolling will be dedicated to

- Tolling the abernethy will make a lot of folks get off at WL or OC and take the tiny arch bridge for free. It can't handle it. Please don't do 1 or 2!!
- I would like to see the toll end when the work is completed.
- Pursue the project EXPEDIENTLY. Every year you wait, it adds \$15 million to the project.
- We don't want tolls on our "freeways" and we will continue to fight this.
- No tolls on existing roads.
- Unless you are going to toll additionally built lanes I will help and contribute to the people that have vowed to fight this in court and through other Government agencies. If you want to build another freeway and toll it knock yourself out. I will help fight any plan that is tolling existing roads we have already paid for.
- Have more respect for the local residents you are impacting. Try to develop a more fair way so that local people can use the bridge without paying an inordinant share of the cost.
- TOLLS ARE NOT NEEDED ON ALL LANES. PULL YOUR HEADS OUR OF YOUR ASS BEFORE YOU SCREW OVER EVERY SINGLE COMMUTER WHOEVER CAME UP WITH THE TOLL IDEA IN THE FIRST PLACE NEEDS TO BE FIRED!!!!!!!!!!
- You don't really care what citizens say. You are going to do this anyway, without regard to what the people say (I fully understand you will skew the polls and opinions to fit your desires... you can't be trusted).
- A multi-use path across the Abernathy Bridge must be included in this project. We need to provide walking and biking connections from Tualatin to West Linn/Oregon City. Additionally, transit-only lanes should be provided to improve trip reliability for transit users.
- No tolls! We already pay for the use of that road!
- see #3
- I don't believe any public comment that differs from the listed goals will be considered. No possible solution listed by the committee during any comment period has waived from the beginning. The GOAL appears to be money generation.
- Again, place the final proposal on the ballot for a VOTE on it!
- Needed improvements to I-205 will need an additional funding source through the Oregon Legislature in order for them to be made in a timely manner.
- Please listen to the people. Tolls are wildly unpopular, and people are feeling taken advantage of. Biking is not a practical alternative given our weather nine months out of the year and the distance some people must travel - necessary travel for work. Mass transportation is not an efficient means either unless you are only traveling from the suburbs to Downtown Portland. Any other end point requires multiple transfers.
- who is the one who decides what the toll rates will be, how they will be spent, and what are the true benefits of the toll system that is a horrible idea to the local community and economy.

- Please direct tolling revenue away from funding expansion of 205. Current and future generations are counting on us to get our transportation policies in line with the emerging climate crisis.
- Build an additional bridge across the Willamette River South of West Linn
- Stop! I will never drive these areas ever again so you will make no money from me even if I have to add an additional hour of back roads that's what I will do!
- We do not want tolls.
- Other options not tolling
- Don't toll without a vote!!!!
- Tolls punish poor and working class people while creating better driving conditions for people who can easily afford them. Greater inequity will result.
- The public will not tolerate a toll that is in place permanently. This toll should only be in place for as long as necessary to pay off the construction costs. This toll would open the door for the rest of the freeways to be tolled and that is NOT the Oregon way of doing things. We do not have a sales tax and we do not want or need tolls. Forget the freeway bridge replacement if you can not manage it without a temporary or no toll option.
- Imagine earning minimum wage and being forced to drive from Wilsonville to Vancouver for work. What would you think of this proposal? What would you want the entities making this decision to do to ameliorate the impact of tolling on you? Please do focus groups on this and ensure the voices of the working poor are raised up in your decision making. Thank you
- There will always be traffic congestion on 205
- This whole project makes me very sad. It is indicative of the state of our government when we the people don't get to vote on projects like these.
- Clarify what you mean by "multi-modal transportation choices". I'm concerned that adding money for things like bicycle lanes could cost too much. I'm an avid bike rider, but bicycle trails should be handled independently.
- Don't toll. ODOT is a bloated department. If you really want to improve transportation in the Portland metro area: 1. Have a private, non-government entity audit ODOT. 2. Implement the conclusions of the audit to streamline ODOT. 3. Use the resulting savings to repair/improve the freeways, don't spend the savings on light rail, bike lanes, etc.
- If reducing congestion is the main purpose of this toll project, then why are new bridges/state highways not also being considered? I regularly drive north from Oregon City to cross the Willamette River just to drive south again to Wilsonville or Newberg. If a new route existed across the Willamette River around Canby/Aurora I would never have to add to the congestion on a northerly bridge. Have traffic studies been done to look at this option? The Abernathy Bridge is already a regional bottle neck and adding a lane or two seems like a band aid.
- NO TO TOLLS!!! Once one area of the Metro Area starts adding tolls, they will become more common. We pay extremely high taxes, especially gas tax within this State already. Once these toll projects become more common--the livability in the neighborhoods near the surface streets where motorists divert to avoid the tolls will diminish.

- People are suffering economic hardships right now with COVID 19. We don't even know if traffic patterns will return as they were prior to COVID now that more people are working from home. Please delay this project as long as possible. The last thing we need is more taxes.
- There need to be residency-based toll exemptions for local residents who are adversely affected by tolling and diversion traffic. Many local residents use the 205 corridor/Abernethy bridge multiple times a day for short trips for shopping, work, school, and to support local businesses on the opposite side of the river. It is unfair for those residents to have to pay a toll, when others throughout the metro area (including more congested areas further north on 205) are un-penalized by tolls just because they do not live next to the river.
- I have lived in tolled as systems and interstate tolled systems. Money is collected everywhere and where you miss a point you are heavily fined. There is no benefit to the public in this process.
- Given our relatively small geographic area, congested surface streets, rivers, mountains, dense population, and wide range of incomes, there is no way a toll project will be a winner. We've invested way too much time and energy into this already, please look at improvements to mass-transit!
- Consider alternatives to tolling. People should not be penalized for doing business or visiting areas on the opposite side of the Willamette.
- What good would saying anything do? You are going to tax us more one way or the other. A Government BY the People for the Government is your new motto.
- Should put as highest priority limiting cost in current economic climate as well as limiting the negative impact you are purposing to the local communities. Making changes that encourage people with means to move out of local communities increases inequalities because those who can't afford to move will be left... and still have a higher transportation cost without a better quality of life.
- We see through the lies. We were lied to with gas tax that goes to the general fund. Lying to us to take more of our money will backfire.
- I would prefer alternative 4 over other options
- consider the people who don't have the capacity to pay one more dime to a non-regulated agency that cannot use their funds. The federal government has infrastructure funds for this.
- DONT TOLL
- Quit wasting taxpayers money on toll study's
- No Tolls anywhere for any reason
- INCREASE TRAFFIC PATROLS AND ISSUE TICKETS TO SPEEDERS. MOST WILL EITHER SLOW DOWN OR CHANGE ROUTES
- Why not just toll everyone with a Washington license plate coming into Oregon? Let them pay for the transportation problems they create by moving out of state.
- Stop the toll project and continue To tax Oregonians
- Toll southbound only
- Do not put in tolls on 205!

- I support the idea of tolls as user fees, as an example, I supported a toll for the Sellwood Bridge. Funding for these major projects should be supported by users. I do not support the idea of tolls to pay for mass transit as an example. Or to pay for bike/walking paths. I have seen to many times when the funds that result are far less than what was anticipated, leaving many projects half finished.
- West linn is loosing the post office. It will be in Gladstone. We will have to pay a toll to get our mail. Is that legal? Please remember that we live here everyday and we will be impacted by theses decisions. Many seniors, children and people with disabilities live on the roads that will have traffic diverted onto. There are no sidewalks on those two roads.
- DONT IMPLEMENT TOLLS!!! I AM TOTTALY AGAINST IT!!!
- Don't do it. The voters are paying attention and will react. I have heard about an initiative to ban all tolls in the state of Oregon. I think I might support that.
- Raising money to improve transit and active transportation options is a great plan. Discouraging single-occupancy travel with high tolls will open things up for freight and reduce climate impacts. Equity concerns are important and seem simple enough to address.
- Portland is not Seattle. There are better ways to improve traffic flow than copying Seattle's solution.
- No toil!!!!!!
- I live in Portland. If you want to toll primarily Clackamas County residents, go for it! I have lived in states where they toll residents to travel. If future transportation focuses on mass transit this is short sighted. The areas where the congestion issue is worst are areas which have not contributed to many road projects that benefit them.
- Really don't see how this is going to help anyone. The amount of the traffic will still stay the same with more just moving to the two lane residential roads around your proposal. It will cause more damage of the local residential roads That this toll will not help repair. So now taxes will have to go up to repair these roads. Then there will now be traffic jams blocking all these residential homes. All these new traffic jams will also be blocking emergency crews from get through to any of these residential properties because of this. I also see more accidents on the local roads.
- Don't do it. Looking at the \$7 billion currently being wasted in the metro area, it's obvious money is not an issue. Where do your groceries come from? And how do you think they get to the supermarket? This hole idea to add tolls is unbelievable. It's like you don't have even a basic understanding of the roll of government.
- I think the project team is making some big assumptions about traffic and congestion on I-205 in a post-COVID world. The impact of a global pandemic has forced many employers/employees to adapt to a new world of distancing and telecommuting. While some of these effects may be slightly reversed in the years to come once stay-at-home policies are lifted, the post-pandemic world may have many similarities to the pandemic world, which would be actually be beneficial in many ways, based on commuting, traffic, and pollution. These should all be considered before determining that a toll makes sense.
- No tolls! Do not disregard this opinion.

- We need an efficient, frequent and reliable train between Salem and Portland. If you really want to give people an alternative, you need to look at the whole area. And you need to give people a good alternative so that they can decide if taking a toll road isn't necessary.
- I'd like them all to quit.
- No tolls I'll use alternate route
- DO NOT EVEN THINK OF CHARGING US TO USE A ROAD BECAUSE WE WILL NOT PAY!!!! UNLESS YOU WANT TO START ARRESTING FOLKS FOR DESTROYING FEDERAL PROPERTY AND PROSECUTING THEM. CONSIDER THIS OUR REVOLT
- Tolls are a boondoggle. No tolls period!
- I am hesitant to support alternative 3. I think that it may create a narrative that tolls are only required on bridges, when they should be required on the entire interstate infrastructure. Users of the infrastructure should know they are paying for the entire length of the interstate, rather than just a small segment (in this case the bridges).
- I-205 Would not affect me much, but if the state is allowed to toll roads in Oregon, it would not be long before they start tolling all major Oregon roads.
- these roads are already paid for including maintenance etc. You have mismanaged your budget for personal gains against the citizens' wishes therefore everyone in the transportation department should be terminated for failure to uphold their duties as set forth in the Oregon Constitution and the budgets provided by the department.
- Not only would this hurt low income families but it would add traffic to Oregon cities which are already heavily congested
- It's a bad idea
- I dodge tolls, I won't limit my trips over there, I'll just drive on free surface streets. I did the same thing in Florida on vacation. I don't care if it's longer, it's free.
- We do not want tolls because they would unevenly impact Washington drivers who work in Oregon gas taxes already are supposed to support maintenance of the infrastructure in place, we need these politicians to stop dipping into public funds for their coffers and use the money for what it is intended for
- ODOT has historically shown to not complete projects in a timely fashion. This especially does not gain my trust with how funds from the tolls would be used. This toll plan feels like a slap in the face to those living in Portland, especially with cost of living (rent and utilities, mainly) rising every year. I do not support this plan at all, and I wish that people in the community are actually heard instead of decisions being made regardless of opposition.
- No tolls PERIOD
- Given the anti-vehicle mindset of this administration, this scheme only opens the door to tolling on all of Oregon's major thoroughfares. Yes, it can happen here.
- No tolls for motorcycles, motorcycles ease congestion by taking up less space. It is very difficult for motorcycles trying to go through toll booths, stopping, taking off gloves to fish out change while keeping Clutch disengaged then putting gloves back on, holding up traffic. And many cameras cannot read motorcycle plates if you plane on tolling that way. Especially on crotch rocket types, the plate is often tucked up under the rider's seat.

- If you idiots would stop wasting time and money on studies and build the 3rd bridge and hwy, westside bypass or I-605 that has been studied for 40 plus years you would not be in this situation. Not paying tolls, will drive around it and help back up traffic everywhere..
- WE DO NOT NEED A TOLL!
- Do not toll these roads. The impact on traffic in local communities will be a disaster.
- It's a bad idea. Don't do it.
- Um how about not tolling.. build the project with current fuel tax money...
- I'll do what you didn't & put this to a VOTE at our house BEFORE I act. And results are in! We all agree that you suck and should have allowed the people to vote on tolls in the first place. Your survey is pointless.
- No tolls.
- Any option that expands tolls off the bridge is a non-started for me, because significant traffic will divert to arterial and local streets. This will have a huge adverse effect on local, bicycle, and pedestrian traffic that uses these streets. Tolls MUST be proportional to income in some way. Otherwise the tolls will place a significant undue burden on low-income people, which will further hurt their ability to climb up in the economic ladder and pay for basic necessities.
- Try to determine a "no-toll" option that does not congest the local neighborhood just to avoid the bridge/zones.
- Stop planning
- We don't want it. Listen to the people. Stop taxing us to death.
- Toll somewhere else like crossing to Washington
- I strongly oppose taxes which disproportionately hit people with lower incomes
- Take into consideration the conservative and libertarian perspectives BEFORE making this evil and corrupt decision.
- Think about the impact you on the community isolated by this toll.
- I read that low-income and "people of color" are not to be negatively impacted. How exactly do you determine income levels and why exactly should non white persons receive special considerations based only on color?
- Are we not taxed enough in Oregon? I feel like this just "one more thing" to pay. A direct/specific plan of what this money would go towards would be helpful, not just "it will go to fix roads/highways."
- Remember that this is a necessary road without many alternative choices. We need to keep our cities and neighborhoods safe and keep traffic levels where they are. No diverting I205 to our city and neighborhood roads.
- Local citizens; those most affected DO NOT WANT A TOLL!!!!
- Given the stated goals of the project this feels like a complete money grab by ODOT to fund other [projects on the back of I205 users.
- Tolling and pricing are the only ways we are going to help more people not drive all the time. Even though we do not know what the future holds we know we need to do something about climate change and traffic congestion. This should have been implemented 10 Years ago!

- This tolling will encourage mass amounts of commuters to use side streets that are single lane or poorly maintained and residential to avoid the tolls, this will cause longer commutes, more gas usage and more pollution from the gas, not to mention added danger in residential areas and faster deterioration of side streets. This is a horrible idea all together. I pay taxes for road ways, I would like to see my tax dollars better managed before you take more of my already taxed paycheck. This should be brought for a vote, this is a form of taxation without representation.
- There has been heavy traffic congestion in the Portland metro area for decades and the solution has NEVER been to charge a toll.
- Fuck you and the tolls you road in on
- That if this does goes through either way it needs think of the future need as the greater portland area is growing considerably so more lanes need to be added....
- Stop this stupid idea to rip people off.
- Don't toll our freeways or bridges. You get enough money. Use it more wisely.
- Don't toll at all. Use the money that is already collected and exists to take care of roads like you are supposed to. More cars, more registration fees, more gas tax collected means there should have been enough money all along to improve the roads. Failed leadership has caused this problem. Leadership should fix it without putting it on the backs of those already paying exorbitant taxes.
- Toll it!
- I do not want a toll road. This is my daily commute and it would seriously impact me financially.
- We already pay enough taxes for our roads use the money that should already be there and quit putting it other places
- Build an alternative free way system.
- That the public as a whole thinks this is a total wast of time energy effort and money.
- I do not support this project.
- There is no permanent fix for traffic congestion anywhere until both legal and illegal immigration is stopped or slowed to a trickle.
- Make the roads better.
- How to stop traffic from diverting onto highway 43.
- The back ups at Oregon city have more to do with poor infrastructure off the highway causing backups on the highway. Tolling the highway is a dumb solution. If you want to raise revenue, toll all the Washingtonians who want to live with no income tax but want to cross the Glenn Jackson bridge to come work in our state every single day.
- The voters don't want tolls. Stop it.
- SHARE THIS BURDEN FAIRLY WITH I-5!! I'm so disappointed with this decision to burden West Linn. This should be a toll from the I-5/I-205 split all the way to the Washington boarder. What a mess you are making of only MY town that I've lived in for 20 years.
- Put the ttolll closer to Portland.
- Stop it

- Car registration fees, gross receipts tax, and statewide payroll tax to support Portland public transportation are exorbitant, especially in view of income being flat for the past 20 years.
- Please stop all Toll Roads in our wonderful state of Oregon. Please make it nice for everyone.
- Create speed lanes where tolling applies, that way people can choose to be tolled or not
- Tolls are unfair. We never planned on having this extra tax added to our finances wgeywe moved here.
- Consider this, Nobody in their right mind wants to pay a toll every day. You take enough taxes as it is. Pass another tax but do not issue a tolling system
- I've already mentioned multiple times how badly an extra toll will be when we're struggling to make ends meet as it is. I am disappointed that these concerns are not being more thoroughly investigated and addressed. I understand the struggle with traffic congestion, but to punish us with tolls we can't afford seems greedy and counterintuitive. I'm truly doing my best just to get by, and things have already gotten a whole lot worse, yet this project is completely deaf and blind to these hardships and realities.
- People are going to just plug up the backroads.
- I already paid my gas tax and my gas tax on top of the gas tax. If you want money, toll all the appleknockers crossing into Oregon. Half the vehicles on the road are from Washington and they pay nothing in taxes!
- Find other funding sources for the government pet projects and balance the budget they have already!!
- We don't want this toll. This timeline needs extending so that stakeholders can ask questions and gather information in person. Fair access to this information can not be done only online via webinars during a pandemic. Many stakeholders are not able to have their voices heard or questions answered when they are operating at baseline during a freaking pandemic.
- Nên từ bỏ những dự án đề đầu chúng tôi ra để móc túi. Những người dân chúng tôi lương ít, chỉ đủ cho tiêu hàng tháng, nay phải gánh luôn phí cầu đường, thật là nực cười. Hai vợ chồng tôi làm việc income chưa đến \$40,000 phải nuôi thêm 3 đứa con, tiền đâu ra. Làm survey mà hỏi income thấp nhất cũng đã cao hơn income của 2 vợ chồng tôi rồi cho nên xin bỏ ngay những dự án mà đối với gia đình tôi không có lợi.
- WE DIDN'T VOTE ON THIS!
- Use current transportation funds for transportation. No new taxes or tolls needed.
- Consider using the tax on gas, car registrations, license fees and other sources of revenue to repair roads. Charge public transportation tickets enough to cover their costs instead of subsidizing with money that should be used for road maintenance
- Why are the tolls not for all of 205? Traffic is worse north of Sunnyside Rd to 84 and seems that Oregon City residents are going to take the brunt of the tolls since they have to use 205 the most. Also, the Max does not serve the Oregon City corner of the metro area and the bus system doesn't offer wide-spread service in much of Oregon City.
- I think there should just be some form of taxing if you want money to fix roads or such. I do not support toll roads at any cost.
- Most people will end up diverting onto 43 or Willamette Drive to avoid the toll meaning those roads will get worse and the income from tolls will be negligible. Yes it sees the

problem of traffic but it's solely looking at a singular solution. Some of us drive this route multiple times a day for work. What can/will be done for those of us that are low income and have only that route to take?

- Quit the project and use your funds wisely. Widen the freeway, add more roads.
- We already pay millions to the state for infrastructure and roads. But you waste these funds for alternative pet projects like MAX. Build new roads with the money we already pay you!
- Implement dynamic demand pricing. Offer more expensive express lanes.
- I agree with alternative number 4 I think splitting it into segments is smart because through trips would pay more than local access and the traffic management would be easier
- These tolls unfairly target minority's, and lower income individuals. It also unfairly targets Washington State residents who travel to Oregon to work. It effects tourists unfairly. It is also unethical to charge to use a road that has already been paid for. Especially when the toll punishes people for driving and makes no attempts to alleviate traffic congestion. Business in the area will suffer as people out of the area will not go to them if they have to pay a toll on a federal interstate highway.
- Keep the freeways toll free
- I really don't see any possible way to avoid toll bypass trips, because without onboard telemetry in every car, you don't know who has exited before the toll area and rejoined the highway at the end of the toll area.
- Nothing to oppose putting toll on highway. Charge out of state cars.
- I'm against this project happening at all! No tolls!
- Stop talking about equity. The rich can afford to live in PDX. The rest of us are being priced out. If a second or third home sits vacant it should be taxed. Why not study Vancouver BC and how they tax rentals and real estate investors? And where is the federal government? They can afford to send troops to attack protesters, but they can't afford to fix our federal freeways? Something is seriously wrong with our priorities and toll roads will only exacerbate the inequality between the rich and the rest of us.
- Quit wasting taxpayer money doing all these surveys. We do not want more taxes and we don't want tolls! STOP
- Stop wasting all of our money on bike lanes and projects like the boondoggle bridge.
- There are a lot of people that live in rural areas that need to use I205 and can not reasonably use public transportation.
- The questions above are vague and not of reasonable consideration.
- Un precio considerable ya que muchos no están trabajando durante la pandemia
- See above responses.
- Fix the tax issues in Oregon. Find another way
- Consider that you will not be able to account for every social impact this plan will have. Millions of brains will be attuned to figuring out how to beat whatever system you put in place and once one of them discovers it and shares this scheme will fail, and the costs to implement will be sunk. Build the improvement, then use tolling to incentivize it's use. Right of way is ample in most of this area; consider lanes which alter direction with traffic flow like in downtown Seattle I-5 or a dedicated toll lane separate from others. But build first toll second.

- Be mindful of all the local wildlife and don't impact them either
- Don't toll. My taxes pay for tons of things I don't use yet I still pay them. This should be no different everyone should have a small tax to pay versus just the commuters going to work helping with society.
- Use money previously collected but misspent on bike paths and mass transit on highways where it was intended.
- Please see above comments.
- again poor people can't afford a daily toll
- No new taxes
- Tolling the roads should be voted on in an election. ODot should not be making decisions that have this huge impact without hearing voices from all in an election.
- The pricing isn't even laid out. How am I suppose to agree to give you more money to be misused if I don't even know how much you are trying to take?
- This state is ran by criminals and we should have been allowed to vote on this. We shouldn't have had to get signatures to oppose it on the ballot. This is antithetical to what government is "supposed" to do. You should have let the citizens decided!
- How about build another vehicle bridge from Lake Oswego to Milwaukie, fuck tolls
- No tolls!
- If you tell the bridges you will force traffic into outlying areas because people will do everything they can to not pay.
- Apparently a western bypass has been considered for over 70 years. But you have decided not even to consider the idea. A western bypass of the portland region roughly where Hwy 47 currently is would also put off the replacement of the interstate bridge. A new bridge would be built to Longview but would not have limits that the airport applies to a replacement bridge. This would also help air quality.
- the people driving 205 don't want a toll!!
- Why aren't our current taxes covering the maintenance needs? Our taxes keep going up and yet where is that money going?
- This entire concept and study is an enormous waste of time and taxpayer dollars. Tolls to reduce congestion is a HORRIBLE IDEA, thought up by progressive zealots with nothing better to do but ruin lives. Hasn't COVID done enough to ruin the economy in Oregon? You want to make it worse? If you implement TOLLS on ANY roads and/or freeways in Oregon, all adjacent and neighborhood roads will be inundated with traffic. If you institute tolls with no toll or reduced toll for "people of color" that is discrimination against white and Asian residents of Oregon. Against the Law!
- Common sense Use it
- Consider an Oregon to Washington or Washington to Oregon bridge toll
- Do not tax us! You making enough money though DEQ AND The Tab fees we pay and the Gas tax. You need to manage your money better.
- Please consider NO TOLL, taxpayers are fed up with additional fees and taxes. This whole left coast has gone so heavy on "big government " that it feels like the citizens are never heard. A return to more fiscally responsible government would be appreciated, find the money elsewhere to fix this problem. You are going to have a lot of upset taxpayers.

- No tolls are needed and place too much burden on an already overtaxed population. More lanes are needed instead
- alternative modes of transportation will need to be provided, another free route or Max.
- This won't hurt those who are able to work from home, can live near their work, etc.. This will hurt those who ride transit which will pass the cost on to riders. This will hurt those who can't afford to live near work, those who work multiple jobs in different locations. Oregon needs to stop trying to take more money until they have figured out how to be responsible and use what they have.
- Think of those not as wealthy as even a public worker.
- Budget and use already given tax revenue wisely. Having an additional road tax, I.e. toll, is not okay.
- Do not set a toll at all. Tolls should be for a new shortcut to a popular destination.
- What are the options for annual local passes? I struggle to understand how this section of 205 was singled out seemingly unfairly placing a larger burden on this local community.
- To rethink their career in government. Don't screw the people because the government screwed up!
- Not waste the money and manpower.
- How about no. How much more in taxes do you think we're going to take? next thing you know there's going to be an air tax if you haven't already found a way to slip it in that we haven't noticed.
- Gonna go around and not pay any of the stinking tolls!!!
- No more
- Retirement
- NO NEW TAXES, TOLLS, OR FEES!
- Oregon is already the second highest taxed state, only Hawaii has higher taxes than us, like the experts tell everyone else learn to budget your money, quit wasting our tax dollars!!!
- Don't toll. It should be banned statewide. You have already shown you can do your job with the exorbitant amount of money you are already budgeted. There is no confidence you'll do any better with the ungodly amount of money this will generate. Sick of paying more, and more, and more...your survey is purposefully designed to be misleading. You ask people to choose one of five bad options, without including the one most people would choose - "Don't toll."
- Don't do it. It will solve nothing. Please just stop pretending any of this is a way to help the people. Like anyone in the majority party in our state government actually cares about us! We the people are pawns used to stay in power.
- Historically speaking, these kind of projects over promise and under deliver.
- To drop it and move on to better things.
- Figure out how to not charge through traffic using the entirety of I205. Or just toll the on ramps. It's highly ineffective to use mass transit to get from Prineville to the Oregon coast, and people doing that aren't the bulk of your traffic problem.
- Are you not considering the people who live in these towns right on your toll bridge? Are we going to get a free pass because we HAVE to use the bridge to get to and from work everyday? Or are we just going to force the people of these cities to "find another way" to

get to work so we can limit the amount of people who are traveling on it? Or make the road better for the people who are only using it to bypass the I5 traffic? You know, going to work in rush hour at this section of 205 takes me far less than I84 East ever did. Why not put a toll bridge there?

- NO TOLLS
- Where is all the money that has been collected with Taxes going? We keep paying more and more and you still want more money. No Tolls
- Stop what you are doing. Use the current taxes you already take in.
- A new bridge over Columbia River
- Don't do it, it unfairly punishes those who HAVE to use the road everyday for work. Are my employers going to pay me more because I have a toll to pay. Of course not. Aren't roads a public good? Not something that you have to pay to use. I'll just use the surface level roads putting more pressure on them to get around the tolls.
- Toll the entrance at 205 for entering Washington drivers going in and out of Oregon.
- This project as presented above will burden those of low income - it also will push traffic onto Hwy 43 - prior to the pandemic I could not turn left out of my driveway onto Hwy 43 past 3PM - this will only worsen as it will push cars off 205 to avoid paying the tolls and fill up Hwy 43 which is already too congested- we also don't have decent bus service in this area so it is not a viable alternative for getting around the area
- Don't put any tolls on the roads
- make changes in that highway WITHOUT tolls roads as the answer.
- why put the burden of supporting multi modal transportation to areas in the community who cannot take advantage of multi modal transportation due to geographic separation from the city centers?
- If you're going to toll anything, it should be another lane. I'd pay to drive in a 4th lane. That or build more bridges or widen the existing ones. We've already paid for the existing ones, why should we pay for the same old ones?
- Kate Brown is a nightmare!
- Build more roads solves your "congestion" issue but not your money grab.
- What the hell have you been doing with the road tax money that is collected, not to mention all the social programs go get some of that damn money for the roads.
- The more you squeeze the more your serfs push back. It is truly pathetic you cannot manipulate these control methods in a way to get your citizens on board instead of shoving it down their throats. If your voters don't like something you're supposed to find an alternative, not just simply do it anyway. What do you gain by upsetting so many. Most of my decisions now are based on the fact that I've already paid for it, so why bother being frugal. Example do to taxes and bonds Oregon city water bill starts @ \$100. Do you think I conserve water? Exact opposite of what you would want.
- If toll do so Wash. OR. 205 bridge or no toll. Give OR residence discounts on toll. Fraction of others.
- Don't let Tri-Met rip off the public anymore!!!
- Please consider other non-toll alternatives and give the public those options to weigh in on.

- Use the money ALREADY earmarked for roads responsibly instead of taking more from the people of Oregon!
- Don't force us to pay tolls.
- You will; fail, waste money, make excuses ... like ALWAYS.
- That myself and many others feel this is nothing more than another money grab, it's unwarranted and unnecessary in order to fund the needed upgrades and expansions. Federal money is also available, with more freed up due to CARES provisions for critical infrastructure. Tolling is not an acceptable answer.
- I read it all and have seen no good options. Scrap it all and go back to the drawing board.
- This whole project MUST go to the voters. This project will negatively effecting hundreds of low income and minority groups. This is just another way to allow the privileged rich to get access to an exclusive road, for their use only, while everyone else will be taking the free side roads. These highways and bridges were paid with public tax dollars and should be accessed for FREE. This toll project is another hidden tax and therefore should and MUST be decided by voters
- No tolls on I205.
- Take your tolls and shove them up your governmental ass.
- Don't do it! Everyone will move out of state! Gov Brown will be recalled soon.
- The state should provide roads for everyone from current taxes and eliminate special interest programs and spending.
- I think we need to fire all of you fuckers from your job
- This is a terrible idea. All it will do is lessen traffic for the Haves, while the Have Nots will get poorer and crowded into congested alternate routes.
- Have a heart for what we have all hone through
- This isn't fucking Pennsylvania or Maryland. We DONT TOLL INTERSTATES HERE! USE OUR FUCKING FUEL TAXES FOR WHAT THEYRE MEANT FOR!
- Stop with the toll!!
- Don't do it
- Stop ripping off taxpayers
- don't put it in brown sucks
- stop taking money from Oregonians . Right to free travel
- Drop your silly toll ideas and come up with a real plan
- GET A LIFE !!! With all the stealing the elected officials do where did all the money go ??? Trips to China ??? Oregon elected officials are just common thief's
- The welfare of the communities isn't being taken into consideration.
- Stop trying to pull money out of people that don't have enough in the first place finish projects you have had running for ever and clean the streets up and it might surprise you that they aren't really that congested to begin with you investigate why they didn't work before and maybe that will help you see it's not a good plan when I was young Oregon roads were the best all around the bordering states with money not being used for what it's allocated for over the years the roads look and feel worse than dirt roads
- No toll, no toll, no toll, DO NOT TOLL I-205. This will just make problems worse. You are trying to force people not to drive. This is NOT the way to go.

- You are crooks and have stolen enough of our money from us period. We have and continue to pay for things that you can't even maintain or build correctly with the poorest products used that I have ever seen. I am an ex civil engineer who knows what you are trying to pull.
- You can't tell me with all the tags and Registration people have to pay that you all steal, when we do not have to have any HUMANS special permission to freely travel any where we need or want to go. But we pay to have roads. that all that money isn't enough to keep up maintain and build new roads without having to rip people off further, I say B. S..
- Toll bridge during quarantine, election year, pandemic, state of emergency, etc. You dont think itd get destroyed over and over and over? You'd really devote officer resources to protect a camera that just fines people? How does the state get to leech off a federal project and be considered ok? Shameless pegging of the rest of us struggling to stay warm & fed ffs.
- Tolls are terrible! Please for the love of god, no tolls!
- They should jump off the bridge to see if they can toll the fish
- do some more research and brainstorming and figure out something else.
- Tolling any road will only put more traffic and congestion on the other roadways
- Don't do it.
- Tolls should only be used for 205 projects. State and county government should get zero access to funds
- this will and should become a lawsuit if it does not go to the people for a vote.
- Stop this nonsense.
- Do not toll. These are already tuff economic times and Oregonians cannot afford yet another costs.
- Consider the stress that it will add to peoples lives and how unfair this is to low economic families that are having to travel far distances to make ends meet. The traffic here is nothing compared to other states and a toll is not necessary.
- This is Oregon, not some other state. Oregonians do not toll roads or implement sales taxes. The reason funds are needed is all all the people moving here. Apply an out of state license surrender surcharge instead of making us pay to use roads we have already paid for and continue to pay to maintain. Alternatively, add additional lanes and toll them only.
- We are over taxed on our vehicles for your road projects. Use that money
- I want to be able to travel without having to mess around with this stuff. I pay taxes, you guys figure out some way to do it without me having to pay more for the privelege to use a public road that my dollars have already gone toward.
- Leave it alone! Back off our wallets for the love of God.
- No tolls.
- I think tolls on the 205 and I5 bridges to Washington would be a great option
- Taxation without voter approval is what this is and that us against the constitution. Sick of government finding more and more ways of grabbing money. No tolls without voter approval
- stop do do it. Most If the state will go out of their way to avoid this crap.
- We pay enough in taxes, and how much is it going to cost the taxpayers just to set up toll system? How much is it going to cost to maintain the toll system?

- Stop driving people out of Oregon! Build more alternative routes! use already in use rail systems!
- Oregon is a mess. It's protecting itself into a corner. The state passed a law a while back that made stormwater treatment on ODOT facilities mandatory; this over-complicated any project within ODOT right-of-way Additionally, DSL/JPA makes acquiring new land that may have any hint of water on it impossible to build on. Between stormwater treatment, wetland/drainage fill permitting, and impossible new ADA access (PROAG) reqs, providing new hwy routes is needed but impossible. Can't save every cow pasture puddle, make the world flat (PROAG), and have no traffic. Tolls won't fix this.
- add an animal crossing bridge as I see dead deer regularly on that stretch of 205.
- Spend the tax money we already give you better and quit trying to take more money from us
- This will highly impact West Linn and Oregon City residents financially and potentially on the side roads. Please take our communities into consideration when choosing a plan.
- What the funds will go towards when 205 is improved, or will the tolls be cancelled after they pay for their project.
- Stop spending our gas taxes on other crap and use them as they were intended. Toll roads suck. I'm from back east. I know.
- NO TOLLS!!!!!!!!!!!! TAXING is SOOO out of hand! We already paid for these roads and more road taxes and gas tax and transit tax, stop wasting our money and budget like the rest!!!!!!!!!!!! This would also be a huge inconvenience!!! NO, NO, NO NO TOLLS!!!!!!!!!!!!!! STOP adding more fees and taxes on top of more, Oregon is taxed WAY too much!!! This will create congestion and problems not fix them! NO, NO, NO!!!!!!!!!!!!!! NO TOLLS!! This would create MORE congestion, slow traffic creating traffic jams, & Cost people, some that may not be able to afford it either daily or at all!!!! NO!
- No!
- Expand the freeway for the future, yes it's expensive and invasive to neighbors, they were aware of that risk when they purchased their property
- Oregon citizens are tired of being taxed to death, they can't afford it, already have so many, gas tax, transit tax on and on people can't afford to live!!!!!!!!!!!!!! NO This would create hardship and congestion! NO TOLLS!!!!!!!!!!!!!! We do not want this!! STOP TAKING OUR MONEY, we never see what it is supposed to help, just another money grab! SO SICK OF IT! This is a BAD idea! Congestion, slower traffic, hardship on citizens!! NO TOLLS Use the money you already get from taxpayers, quit adding new ones, people can't afford it!! We are overtaxed already! This could create problems!
- Consider anything but TOLLS. It will NOT achieve what you hope for in Oregon. Look beyond the revenue potential and create an actual solution.
- Diversion through Oregon City will be a huge strain on the local community. If a toll must be put into place, there should be more of a focus on this impact.
- Bad news.
- Seriously consider the no toll option.
- Take a seat, go home. Drop this project.

- People commuting to and from WA should be paying the taxes they are avoiding, not the people who live right around that section of 205 and will suffer the effects of the taxes and diversions.
- You're going to screw poor people living in the edge and make traffic worse just to hand out juicy construction contracts.
- SO sick of more taxes and fees, every time we turn around they want more money! We already paid for the roads, we pay taxes, a gas tax, a transit tax registration fees and added registration fees... STOP ALREADY!!!!!! NO TOLLS This will SLOW traffic and divert it to other small back roads! NO TOLLS
- Use the money from all the taxes we all overpay already!!!!!!!!!!!!!!!!!!!! NO NEW FEES OR TAXES! This will SLOW traffic not help!!!!!!!!!!!!!! NO
- Scrap this project. tell Kate Brown to take a hike, she's cost us enough!!
- You aren't considering middle class families who are struggling to get by already and would take longer to get home every night, and would have less money to feed their families.
- The state needs to listen to the stakeholders and understand that tolling all lanes is a bad solution to the traffic congestion problem. Add lanes and toll an express-lane if needed, but do not negatively impact local communities by forcing traffic onto local roads when freeways exist for mass traffic movement.
- take the issue of tolls to the voters so that they can decide. this is America, where we have a say in what happens here, not the government.
- Cancel project
- Defund the project!
- no
- Just another grab for our money.
- No Tolls.....!! 😞
- Again, don't give for people the ability to get a discount on this or not paid at all. I am certainly sick of the cost of everything being offset on to the middle class. If you're going to make the choice to drive and be a car on that freeway and afford a car and be able to go to work in their car, they need to pay the same price it cost for any car to be on that road or ride with a friend and split the cost, or ride public transportation.
- There is no reason for a toll, there needs to be ways to bypass Portland for shipping and through traffic. Additionally the government of Oregon is spendthrift and tax happy. A toll is just another way for the government to grab money out of citizen's pockets to pay for pet projects that the voters say no to when put to a vote. The governor needs to be recalled and so does most of the Oregon government because of the fraud they perpetuate daily on the Oregon taxpayers!
- Stop wasting the tax dollars y'all already have to find a way to extort more and more from the hard working people of this country
- Toll the columbia crossing
- Please remember that there are school buses in that area that will be impacted either by the toll costs or the traffic moving off of 205 to avoid tolls.
- Utilize money collected by taxes wisely. Quit wasting money on public transportation.

- Shelf it
- No tolls. Taxpayers already paid for that howdy. It's criminal to make us pay again.
- Stafford/Mountain/Schaeffer/Pete's Mountain/Willamette Falls are already used far more than they should be by people looking to avoid 205. They drive way too fast and carelessly on these residential and rural road. Adding tolls to 205 will make things far worse.
- Tolling is a bad idea! Don't blindly imitate Seattle.
- We live directly across the freeway. Its seems very unfair that the people of the willamette area would have to bear the brunt of tolling every time we leave the house.
- No tolls! No new taxes!
- If the people don't want you to toll then DON'T.
- We do not want growth or expansion in this area!
- Stop OVERREGULATION and use our tax dollars responsibly. Remember YOU work for THE TAXPAYERS!!! We are your EMPLOYER!!!
- No TOLLS
- Tolls should mostly affect people/companies who use the corridor daily or weekly. Not low income or infrequent users.
- I believe more discussion is needed regarding the eventual increased traffic density on alternate routes, and on equitable considerations for local citizens who already contribute to revenue for the infrastructure.
- Nothing. In the long run, you will do what you want.
- No tolls.
- I hope that time of travel also plays a role in the tolling. I purposely start work at home for an hour, then travel west on 205 at 9AM to reduce congestion. Returning home (going east) I wait until 6PM (which used to be OK-now there doesn't seem to be any difference in amount of traffic). Also, it seems like people living in the Stafford area and traveling locally should not have to be tolled for short distance travel. They don't have another option.
- I disagree completely with the I205 toll. We need to keep our Children, bikers and community members in our town safe from people driving through.
- Congestion on back roads will cause more problems than this will solve
- Please explain timelines of this all better to the public and especially locals in OC area near this as they will be impacted most and for the longest time. How many years of chaos will this be before we see any relief? Are tolls forever and construction for 5-10 years?
- Considering to do this while unemployment levels are still affected by COVID and businesses are still doing poorly would be very insensitive. It may be a good time for projects but it's a very hard time financially for most people. This would be an added financial hardship when many are financially struggling.
- Just do something!
- Fuck you
- I disagree with the toll initiative and would like to see additional solutions presented.
- I will avoid, at all costs, paying this toll. Including surrendering office space and moving my office out of this portion of Clackamas County.
- Stop wasting money "planning" and try to conserve like the rest of us. Max should Be able to go all the way to a Salem and then the congestion I will lessen.

- Forget tolls.
- Keep tolling simple & do it right the first time. Have a separate lane for vehicles with 2+ occupants.
- Tolling will ruin local traffic worse than it already is. Local gridlock will exceed the 6.5 hours of highway gridlock.
- Please let residents who live in West Linn, OC, and Gladstone to purchase a monthly pass with unlimited passes. If you live in West Linn, you know that it is difficult to get anywhere without getting on I-205. We don't have a lot of businesses in our town and have to get on the freeway to get to Target, Costco, clothing stores etc.
- As stated above, I need to see absolute guarantees & mechanisms put in place that will lessen the rush hour traffic on my bucolic, rural & designated scenic road.
- manage what you have
- This is being proposed because local and state government over spent on public transportation projects instead of relieving freeway congestion by adding more lanes.
- Local residents who use the bridge for daily quick Trips will be posting more for the use of the road.
- It's a very bad idea
- This plan is nothing but a big government money grab. It will do nothing to improve the overall flow of traffic.
- The rural areas on 213 have no access to hospitals without taking I-5 or 205. Tolling is another barrier to access to medical care, hospital care, and prescription medication. Also this may have negative financial impact to Clackamas Town Center as people will shift shopping to Woodburn Outlet Malls and Walmart. Which are much worse roads to divert traffic onto with higher chances of fatalities.
- I'd like the project team to know that they are hurting people when they should be helping them. I'd like them to know that there are better ways to accomplish the goals listed above. I'd like them to know that if you really wanted to work with the community, you are going about it all wrong. You are trying to take the easy way out and I am both disgusted and outraged by this sad excuse for a solution to congestion and climate concerns.
- Why does the public not get to vote when you want to toll existing roads? We have already paid for these roads. How do you justify asking us to pay for them again? Add an extra lane and toll that. Add a new road and toll that. Stop this insanity.
- No tolls.
- its b.s. that this is even a consideration. Businesses where shut down, unemployment was delayed or denied, we are forced to wear a mask, most of us a struggling to pay our bills and keep our gas full and now you want more money jis so we can drive to work? The state ha already given partial lanes away to un registered, uninsured bicyclists that don't pay our high fuel tax
- No tolls needed.
- DONT DO THE TOLLS LEARN SOME OTHER WAYS OR PAY CUTS TO SOLVE THE ISSUE NOT INCREASE IT. BETTER YET HAVE THE CALIFORNIANS PAY FOR IT SINCE THEY ARE THE CAUSE IF THE INCREASED TRAFFIC AND CONGESTION. OR HAVE OUT OF STATE PEOPLE PAY FOR IT EVERY TIME THEY DRIVE THROUGH.

ALSO HAVE THE TOLLS BE DURING CONGESTION HOURS VS 24/7 ANYWAYS HOPE THIS GOES WELL CUZ LICENSE PLATES WILL BE COVERED LOL


- Your pandering to social justice is an action of Marxism / communism. This whole toll thing has already been decided your just playing the media game to get what you desire, more taxation going to government that won't fix anything.
- NO TOLLS!!!!!!
- Have you studied other states and what they do? Texas is amazing! Govt always wants more money, why not scrutinize how you spend it, ie, the Newberg bypass that only saves 1 to 2 minutes on average and cost amazing millions. Two bad you have two goals. Money goals corrupt and that's why you already know the outcome of this project and this "survey" will have no impact. If your goal were congestion the outcome would be very different.
- Again, there is no other way to cross the river for the local people near 205. We can divert across the old Oregon City Bridge that would drop us into the already congested downtown area that has no room for traffic improvements. Our area would be cut off from access to the North without paying a fee to cross the bridge. The Oregon City area is part of my community. I have family, dentists, doctors, pharmacy, restaurants gym and shopping across the bridge, because it's closer for me to travel there for these needs than to travel to Lake Oswego or other areas to the South.
- Stop wasting the current funds and use them appropriately.
- It appears this entire project is due to malfeasance on the part of the original designer. Now the need to fix it (And it NEEDS to be fixed) is upon us. It would make more sense for ODOT to budget for this and just fix it. The can of worms being opened by tolling out weighs the benefit. All the good intentions won't outweigh human nature. People want the freedom & security of travel in their cars. ODOT's job is to provide the infrastructure for that travel. Schemes to make it more costly and inconvenient only add to the cynicism with which the state is viewed. Public relations fiasco.
- Any tolls collected should fund all transportation options that do not increase automobile usage.
- This whole thing is an insult to the intelligence of Oregonians by implying that citizen input will have any impact on the toll/don't toll question. The decision to toll has already been made and farces like this are designed to make people believe they actually have a say.
- What are the cost of implementing each alternative?
- If you toll use the money to Enigneer freeway builds, improvements such as more lanes. To kick off new freeways that can be tolled to pay for them.
- abandon ship! this is bad for the economy and is not the solution. The traffic congestion will fix itself when folks realize they need to take alternate routes
- Explain why tolls are the ONLY solution. Explain why it's not incompetent management.
- Don't toll. Manage your current funds better.
- Don't toll any road.
- If you are going to toll us, lower our outrageous taxes!!!
- The I-205 project is penalizing those in the middle to low income range. This is the area that is traveled the most for this income range.

- Drivers will congest side streets and freeways to avoid paying tolls. Defeating the purpose of putting a toll up in the first place. I would rather have congestion on a 8 lane road than a 4 lane road. Seattle has tolls on all major highways , doesn't stop their traffic on bit. And their roads are trash so the money isn't going there. This is just another way for Oregon to suck money out of its citizens. With how many taxes there is already Oregon should be the most improved state already, but it isn't. So where's the money go?
- I've made it pretty clear. No imposition of another tax disguised as a "toll" No wasting more of our tax dollars because of mismanagement of same. Show us how this doesn't violate regulations in place (unless you had them quietly changed) that disallows tolls on existing structures.
- There is no appetite for toll roads in Oregon, higher than average state income and property taxes dampens any inclination for new taxes in any form.
- Find alternate sources of financing to improve the roadway.
- NOTHING
- AGAINST ANY TOLL ROADS - gas tax and licensing fees (and bonds) have been increased but due to use of these funds for other products or deferring maintenance the costs have increased.
- The discussion entangles incentives that should not be mixed. The potential for revenue will dazzle politicians so traffic relief fails. Exempting the poor from tolls means they won't have any incentive to change driving behavior. Binding bridge tolling to bridge repair interferes with tuning tolls to optimize traffic levels. These competing priorities must be separated from one another before they can be solved.
- NO TOLLS needed !! Monies received from other taxes & fees should cover costs if used wisely. Tolls are cruel to elderly and low incomes persons who need better access, not less!!
- Toll roads are a horrible idea for people that are just getting by. Most hated freeways are the ones we have to pay for over and over for nothing as they NEVER use money where planned.
- A toll will just increase traffic on side roads and/or I5 as people avoid the toll areas
- Study the traffic patterns before, during, and after construction. Show how this will impact the communities. The entire bike/ped system is unsafe due to the interstate. How will this be improved? How much extra traffic will be diverted to local and rural roads and degrade ped/bike safety further?
- I'm totally against the entire idea!
- This will not help and is just a way to siphon money from those of us in the out lying areas.
- Please reconsider the whole notion of tolling. This is a very regressive tax. It is unnecessary given the transportation revolution that the self-driving car will bring to commuting and the anticipated shift to work from home after COVID-19.
- Work schedules, Medical appointments, non-medical appointments, etc can be hard to schedule around traffic and toll charges.
- If you are going to toll freeways you must toll the entire I-5, I-205, I-405 and I-84system in the region and invest in alternative transportation. Segmenting the tolls will just divert motor vehicle traffic onto local roads. "Congestion Relief" cannot be achieved with more

motor vehicle roadways. We must have better public transportation alternatives in the region.

- Tolls only create more problems! Have you driven in LA or Seattle?
- The focus on minimizing traffic and reducing issues related to the environment are worthy goals. What I am not seeing in your proposals, however, is a way to ensure individuals and families are not adversely affected by plans for tolls. Give the public a set of alternative routes that are cost free or provide some sort of tax reimbursement. Also, what has ODOT done to ensure traffic through West Linn won't increase dramatically? All in all, it seems that little thought has gone into painful issues that will be created by tolls.
- Have you considered an express lane only toll similar to what is done in the Washington DC and Atlanta metro areas?
- as stated more road noise on schaeffer rd., where we live, and more trouble crossing road to get to mail box
- When we were in CA we could not figure out how to pay tolls. It was very confusing for people that were not from that area. Needs to be simple for tourists. This does not say how much the toll will be. Will it be affordable?
- You will fail.
- I-205 capacity increase is at least 15-20 years overdue. If ODOT and regional planners had done their job this could have been resolved by now and without having to resort to tolls. Our region benefits from the infrastructure investments from the 1960's. Besides light rail, what have we done in the last 15-20 years to benefit this regions future economy and livability?? While I am happy to see this is at least being discussed, I am enraged by your collective historical inaction. Planners who have been on the job for the last 15-20 years should be fired and replaced by competent professionals.
- focus on middle class. Rich can afford it, poor get it for free. But the middle class suffers when taxes, rent and cost of living is at a all time high. This would affect me being able to afford to drive to work. I have 2 ways in and out of oregon city. I have to take 205 to go 95% of places.
- Make this a private company and start today to see how the answers change.
- I think I've said my piece
- I think you need to go back to the drawing board and figure out a way to add additional lanes to 205 without putting in tolls at all.
- The people need to vote on this
- Can you guys get it together. There are 365 days a year & you guys pick the busiest times to do construction. Start picking different hours. Also you guys leave shit all over the freeway and wait ages to pick it up or it becomes trash left behind! Pick your shit up!
- Please study the traffic diversions with technology in mind. People will use google maps which will send them into local neighborhoods. Make sure we don't divert traffic down a street with a school on it or similar. Thank you for your hard work - I know people are going to be mad no matter what you do. Thank you for getting feedback from the community.
- Stop widening highways! That's not "congestion relief" or "climate action". It does work that way. Our only way to manage congestion is with pricing and the creation of viable

alternatives which means safe, convenient, frequent and prioritized non-car alternatives to driving.

- Economic impact on commuters and impact on business by reduced traffic. Air pollution impacts due to congestion to the local community at/near tolling locations. Application of mass transit options that do not use the existing I-205 road surface to travel between points. Limiting tractor trailer cargo trucks passing through during peak traffic flow times. Study a dedicated car pool lane with automated ticketing to change behaviors, encourage good behavior and penalized bad behavior instead of financially penalizing all drivers trying to get to work or get home.
- Not on Stafford. On freeway
- Feel free to contact me if you want to discuss further: Bill Erdle 503-631-7680. We need to do something "big picture" and not "nickel and dime" people to death. Let's put in a framework to fix it all, and that starts with the gas tax and develop a new way of funding it...like what you are trying only more encompassing. You need to throw people a "bone" as an incentive, and removing the gas tax does this. I actually develop incentive plans. My plan can take care of all your issues, including equity, and work for future transportation bottlenecks.
- If you tax Stafford Road, more traffic will be on 205. The idea of tolls does not work after the fact. State of Oregon needs to just do a sales tax and cancel all the other ridiculous taxes!!
- Consider not implementing tolls. Residents already pay enough in taxes to fund these projects. Reduce unnecessary spending on inflated salaries. Eliminate spending on unused over inflated mass transit projects and divert all funds to fix the roadways people need.
- Build more traffic lanes!! There hasn't been new freeways since the early 80's!! We're taxed enough.. don't add an additional expense to drivers! No Tolls!!

- Again, the issue is capacity, not cost of travel for motorists. If the toll is too high, the neighborhoods will be impassible. This is unacceptable. If the toll is too low, it will have no effect on traffic density on I205, but may create revenue for the project. Construct more lanes for the entire stretch between Stafford and 213 and not just on the bridges. That is the best solution. Fred Goeth West Linn 503-970-9921
- Please don't burden our senior citizens with added transportation costs at a point in our lives that we can least afford it. Alternative four with segmented tolls at least gives us local seniors a fairer option. Let the through traffic bear most of the burden.
- PEOPLE cannot AFFORD this and this project and consideration is NOT a priority during the pandemic. Effects are TOO overwhelming on Oregonians right now. I cannot even believe you putting this out to people who haven't seen an income in almost 4 months and STILL not working. What is wrong with you people???
- Abandon toll plans
- I don't support tolls.
- That you are all thieves
- You seem to be underestimating the mindset's of those who are used to this section of highway. This toll WILL do more harm in creating traffic issues as you will 'damn up' this section of I 205, in the name of "helping" the problem, to only 'flood' the other areas which

include not only many residential roadways, but also the small towns along the route. Your 'outreach' in the community to ask these questions is great, but there will be a huge boycott and money will be spent backing that boycott, if you chose to proceed. This area of Stafford is not going to take this laying down.

- Go back to the legislature and get them to fund the project's \$460 million price tag instead of looking for a giant tax increase off the backs of the 80% of regional commuters who utilize our freeways.
- Cancel project.
- I think that if any widening is done, the lane should be an HOV lane. I would like to see much stronger commitments to transit and bike infrastructure that can be paid for with these tolls.
- Don't expand the freeway. Offer better bike and transit options with the \$\$\$. Prioritize the poor
- We don't want to pay tolls. We already pay enough in Oregon on a monthly basis for the Oregon mileage tax, and the tax continues to increase annually. We were already mandated by the federal government to implement ELD's and the new clearinghouse mandate, at an additional monthly cost. We cannot continue to pay more and more when our income doesn't keep up with all the new taxes (disguised as safety features). Figure out a different way!
- do not use money for more freeways, expand inner city housing, and subsidies for low income users, and transit.
- Read comments above!!!!
- Free access for people who live in those areas if you move forward. Young drivers use these roads to get to school and can't afford these tolls
- Your hair brain Ideal to toll's will cause more traffic, pollution, and put this state deeper in the hole with government overreach. Put IT TO A VOTE!!! FREEDOM!!!
- Toll bridges are almost never fair. Don't punish the small guy who has to drive for work. Consider rationing (based on work site) DEMAND businesses offer work-from-home jobs. STOP immigration to limit population. Encourage small family size to limit population. Encourage a society that doesn't have to drive to work and back every day. Manage with urban planning so there are job prospects in living areas.
- STOP. Tolling the I-205 corridor is not the answer or solution. Tolling is a decision that is not a good solution to the problem.
- I-5 is going to become much more crowded. I will go out of my way to avoid tolls.
- A lot of people use the 205 because they live outside of Portland to save money because it's too expensive so adding a toll just makes it harder for those who have to drive the 205 everyday just to get to work to make money, especially students with low income who can't afford to live in Portland and use 305 to commute to school or part-time jobs that barely pay enough for living expenses.
- If they are taxing in Clackamas County the money should stay in Clackamas County and not be used to make some connected Portland Developers rich.
- Burdening local residents and will suffer additional bypass traffic. No win for us. We will move.

- Don't make us pay a toll fee. Like I said before, you take money away from medication and food on the table for those with limited
- Just another way for gov. To waste our money
- Utilize funds generated from tolling on multi modal transportation projects.
- Dont do it, its the wrong way to raise revenue.
- People live off this freeway. They have no choice other than to use it.
- Should not till I-205 through Oregon City but till it from the people coming in from Washington State. They are causing most of the congestion.
- Come up with different solution other than tolls.
- I have traveled all over the world and every time I encounter toll roads it is CONFUSING how to pay. It is confusing trying to find routes around unreasonable tolls. I've been fined double and triple the tolls simply because I don't have one of the fancy chips in my car when I am not even from around there. Tolling is expensive to build out, requires large plots of land for toll booths, and cause traffic snarls. There are other funding options that don't cause mayhem. The fact you aren't considering any of them reveals that you don't give a shit what we think and are going to ram this up our a
- Tolling roads in Oregon is a bad precedent. To you planners, it will be like giving heroin to addicts--once you get started you'll never want to stop.
- Even the statement No Toll Option (which is required to be studied) indicates that you have decided on a toll and are just being forced to study no toll. This sodes not breed confidence that you are being unbiased in your view as you start the project.
- Automatic tolling reduces traffic slowing and minimizes environmental impact. Vehicle flow occurs with no change from current.
- No tolls.
- The tolling revenue needs to be used for improvements to this segment of I-205 only!!
- We hate you. We hope your project fails. Fuck you for tolling citizens already trying to deal with an economic impact.
- We have been paying fuel taxes that are suppose to go to support the highways - where has that money gone? Tolling is going to financially hurt people/businesses more than help.
- Put this project on the State-wide ballot for all Oregonians to vote on whether or not to allow a tolling option on I-205.
- Worst idea ever in regards to reducing traffic congestion! If repairs/retrofits need to be done on bridges here or elsewhere, pay for it with gas tax for all citizens. Rolling is complicated and inefficient for raising \$. This would be fairer and easier on low income. Extend transit system (MAX) from Clackamas to Wilsonville to reduce traffic congestion.
- Lower income workers are generally the ones with the least control over their schedule. These are the people who can least afford another fee. I have very little confidence that this project will benefit lower income people at all.
- I do not see how adding tolls is going to improve outcomes for any of the stated goals of the project. Regional traffic will be worse, the administrative costs will be high, and people on tight budgets will feel the hit to their pocketbook. Your chart above doesn't even improve traffic flow for its favored options -- it's about taxing commuters. I'd rather see other approaches to try to reduce rush-hour congestion and/or ameliorate choke-points.

- Put a toll on I-5 and I-84 then come talk to us about a toll on I-205.
- Put the tolls at the I-5/I-205 interchange so that it doesn't target local residents unfairly.
- Please do not destroy our country neighborhood with this project. Would you want this to happen in your neighborhood? Please. Find alternative routes
- ODOT has no right putting in a toll for a freeway that's already paid for.
- the main traffic I get caught in is on I5 not 205. We sit on 205 only during afternoon rush hour going towards Clackamas. People use this as an alternate to I5 because of traffic on I5 which is constant. How do we address this?
- Let them know that the project hurts me and my family. I drive frequently on 205 to keep the power on and to respond to outages. I feel that you don't care about us. We let you know how we felt about tolling, and you have basically told us you don't care and your doing it anyway.
- No tolling at all. See above.
- I travel the tolled route No less than 20 times a week to go to work and to take children to school. There is no other viable option than to drive the route. There is no bus line available. Willamette Falls Dr is too congested and would add a significant amount of time to any drive, not to mention that the intersection at WFD and 43 is dangerous. Tolling at the Abernathy bridge is unfair to residents of WL and leaves us with no viable options to get to the East side of town.
- DO NOT PUT TOLLS IN.. I'd also like those who came up with the idea to be fired or forced to live on minimum wage for 20 years and be required to pay tolls if the toll roads get implemented. Nothing more than another case pile. I hope there is a referendum to stop this!
- We should be tolling the immense amount of Vancouver residents that come across into Oregon and put wear and tear on our infrastructure and pay for none of it. We need to be tolling I-205 at the Washington Oregon border
- How will the State be accountable and demonstrate any funds collected via tolls are actually used for transportation purposes and not diverted to other uses, including reducing amounts otherwise allocable to transportation from existing taxes and the general fund.
- Let the citizens of all Oregon vote as all will be effected. We paid for roads with gas tax we should not have to pay to travel on it. Let all registered car owners vote!
- It's actually really difficult to analyze the options the way they are presented as I have no idea how they will actually function and where specifically the tolls will be located. For instance, can I actually go down I-205 and get off at 213 to go to my friend's house in Oregon City without paying a toll? I can't tell from these examples. If I can't that's a problem for me. I just want to visit my friend. You also need to consider alternate ways to pay the toll besides the transponders that don't penalize people for not using them. That is NOT equitable.
- I don't agree that tolling is the answer. Just another fee to another government entity who cannot manage their funding accordingly. You get money from gas taxes, use that. Oregon should be building more lanes of traffic, not tolling people. Use eminent domain to take the property that goes along the freeways and make I-5 and I-205 5 lanes of traffic in each

direction. That will move more people, and trucks. Public transportation is not the answer, neither are green spaces for walking and bike lanes. Have you ever been on a bus?? Gross!

- This project is ridiculous and unnecessary, and this is coming from someone who supports transportation and freeway infrastructure.
- The focus on "equity" is a mistake because that's code for the benefits going to people who aren't paying the tolls.
- Will you increase winter maintenance operations? What benefits will we see with your toll?
- Don't use tolls to make up for poor management of funds.
- Any additional road capacity should be dedicated to transit, biking and walking. No more lane-miles for single-occupancy vehicle movement. Building more roads creates more driving. ODOT needs to focus on moving people and goods, not vehicles.
- If you want this state to succeed, start opening the state and letting people work... and DO NOT HAVE ANY TOLLS - this is not a solution, use the money you have already overtaxes Oregonians.
- NO TOLL ROAD
- Try building a new road and toll that instead!
- How about, not tolling it. Oregonians pay enough tax already.
- I am not a native Oregonian and have lived most of my life in New England, where tolling is well established. Oregonians are largely unaware of how tolling works in practice and will need education in this topic.
- The south end of the Portland metro area has limited trimet options and it can be very difficult to plan a trip from point a to point b since this area is more rural. The effects of tolling on residents of Oregon City and West Linn must be considered, as tolls will prevent the free flow of jobs and shopping between these cities.
- Put this to a public vote if you really care about how we feel about your highway robbery plan. It would be defeated cause we dont want tolls.
- The public does NOT want this.
- The impact to low and middle income families!! Our living costs are already astronomical in this state, especially in the Portland metro area and we cannot afford more!
- STOP IT!!!!
- Ditch the tolling effort altogether. This is a terrible idea.
- Find another way
- No Tolls, fix the problem.
- I propose a toll lane be added to the existing lanes in the congested sections. This would meet all of your goals, reduce congestion, minimize diversion, reduce emissions, and allow users to choose whether to use/pay the toll (equitable)
- Make more lanes. Focus on that. If you added a lane along the entirety of 205, people would be willing to back it. But you're not, you're thinking by adding toll booths that people will choose to stay at home. That may be true if they can't afford it, which this is just affecting the most vulnerable. Those with the means won't bat an eye at a trip charge.
- The cost to the people commuting to jobs, who are already paying high taxes in Oregon.
- The cost of living. This should not be done. Waste of money hiring people to start this project. You could be spending the money on fixing the roads.

- They should move to California or Washington and see how well the toll roads work there = they don't!
- Tolling aka taxing the people who use roads we already pay for not smart. Instead a levey would be better so the people do not pay an indefinite tax.
- No tolls needed
- Just stop. This would be a terrible precedent. Isn't your job to plan and forecast for this type of thing? Future traffic seems like a simple thing to predict. Why didn't you add a toll both when you replaced the sell wood bridge?
- Where is the cancel button for the toll project?! I don't think I can emphasize how little the community who will be most affected does not want this.
- If none of the traffic patterns change if the toll is forced into effect what could that do to the traffic issues that already are getting bad
- Tolling will only put more traffic into residential areas and disproportionately hurt low income areas that live in the 205 corridor.
- I will absolutely without a doubt not patronize any businesses or places with a toll between us. This is another tax to us all and not fiar to say the least. Put this to a public vote instead of letting our super majority / dictatorship tell us whats best for us.
- UNPLAN the Toll project! We are taxed enough, and this proposal is just more government overreach. Build more freeways... more people = more roads!!
- Oregonians pay income tax, a heavy one at that. Why must we pay to use the roads we already pay gas tax for?
- I think you have started installing toll stations already. Think you should have waited until the results from this survey and you have people's opinions in.
- Keep 100% of 205 traffic on 205 and not detouring through local neighborhoods impacted by the tolling.
- Stop wasting taxpayer money.
- Don't toll 205
- Improve living wage in Clark Co WA
- Again, an alternative outer loop
- Dont do it its not the answer at all people already cant afford this place
- What are other options besides tolling?
- Sounds like minds have been made up, but now you're asking for input to try and make people feel like they've had a say. Worked for the state for far too many years. When we were asked for input, it just meant - we've made a decision that you're gonna have to live with, however, you may have a say.. Smokescreen
- Where is the option for no toll?You guys provide alternate options that simply require tolling as the end result. Why don't you take a survey of the number of people who are four and support your tolling measures?
- The huge problem of homeless people on 205. Allowing bikes on the bridge would further spread those camps and the dangerous conditions.
- How can you believe tolling will reduce delays, congestion or pollution when it will simply move all those ills to surface streets ?

- Please consider that self driving cars will impact this and there is not a need to overbuild. Work with budget already available. Find the dollars without more taxes.
- Don't do it!
- Any tolling project will make traffic, congestion and pollution worse, not better.
- Everything seems biased. I don't want a toll .
- The people are taxed too much. Stop stealing our money
- No toll on 205. NONE,
- Stop Californicating us. It's sickening. No one voted for this and we will fight it every step of the way, got it?
- I think it is important for this project to disclose clearly how the revenue from tolling will be spent. Especially when it comes to achieving the stated goals. Note: There is a typo in one of the videos. "Flexability" should be spelled "Flexibility".
- NO TOLLS
- The state of Oregon could raise funds to restore bridges and improve roads to match the metro area growth by implementing a state sales tax specifically for bridges and highway upkeep. This way renters and homeowners will be impacted equally. Let's use this as an opportunity to equalize taxation in this state. Further, the exits and neighborhoods in west linn will become congested and quality of neighborhoods within 1/2 mile of highway negatively impacted.
- All of 205 is a mess. Why are you only looking at punishing users in this small area? How do we know that the fees collected will ever be used to make improvements in just this area? There are always loopholes and money never goes where it was advertised to go. There are no good alternative side roads. Traffic on the side roads is only going to get worse with a 205 toll. A toll is only going to make a bad situation worse.
- At one of the worst times in the Oregon economy you are asking the public many of whom are unemployed to pay additional money just to travel to and from a potential employer.
- What are the actual toll costs and predicted financial impacts for residents near the tolls that need to commute on these roads? No one is saying how much this may cost us. Why aren't taxes and state funds and bonds being used to improve the traffic and freeway widening?
- Don't do it. The driving public has already paid for the interstate freeway system. Apply the tolls only to new lanes and not the existing ones.
- Don't toll us! Build a highway around Portland so truckers and travelers can avoid going through Portland.
- Don't toll.
- We already pay taxes, and specifically road taxes. Demonstrate you can use the money appropriately. This will increase congestion on alternate routes which are also already loaded up during peak commuter times. This will do nothing to solve the problem. A fallacy for this scenario is that people have the luxury to determine when they commute. They don't. Use patterns will not change appreciably and I don't trust the people collecting the revenue to use it wisely. I am adamantly opposed to implementing additional taxes.
- Không nên lập trạm thu phí trên cái đã có sẵn , làm cái mới rồi thu nếu ai muốn đi nhanh
- Toll bridges are long overdue in the Portland Metro area. Tolls should be placed on both I5 and I-205 at the Columbia river/border. Staggering tolls across various crossing points

allows drivers to exit the interstate and cause congestion on already congested neighborhood streets. Placing a toll at the Columbia River avoids this.

- Get your engineering shit together!
- How poor an option tolls are.
- Stop planning it. We don't need or want it
- I would like to see the survey results. If you are going to say you want to hear our voice you should publish the results to show you are listening to the majority and not just dictating over how we live.
- Do not implement tolls.
- Long term planning. Not this week. Not this year. 2040, 2050, 2060. Longer.
- NO TOLLS!
- It's a bunch of bull. It's another scheme to line someone/s pockets. A get rich scheme off the backs of working citizens of Oregon
- No new taxes
- Ease of payment
- We don't need another tax right now, we already pay enough to drive on our roads.
- We have already paid for these roads. These additional taxes are only needed because of gross mismanagement of our transportation dollars over the years. Look at WES. Built at great cost, huge traffic impacts in Tualatin, very lightly used. No confidence in your plan.
- ODOT's priorities are skewed by a desire to eliminate cars on the road rather than serve Oregonians by building and maintaining roads. Inordinate sums of money are spent on studies and focus groups which do nothing to bring projects to fruition. The result of ODOT's approach is failing infrastructure, congestion from lack of travel lanes, minimal usage of alternative transportation relative to overall needs, and a clear message that ODOT is beholden to special interests rather than the general populace.
- Why only till that section of 205? The traffic congestion and environmental issues span the whole 205 corridor!
- As long as the toll money stays in the project area then its fine. I don't want to be paying for streets in other parts of portland with toll money.
- PLEASE STOP
- Taxes to pay for I-205 improvements for a short term solution and adding more public transportation option longer term.
- I will never support any toll-based solution. Tolls are a regressive system that takes advantage of the most at-risk segment of the driving population. Even pursuing this study is a waste of time and money. Abandon the idea of tolls completely, and invest in economically diverse livable neighborhoods inside the city core.
- Every Oregonian is on a fixed budget and has to figure out how to fund their needs. The state should do the same.
- I can't afford it.
- Non-tolling options need to be on the table.
- Find different revenue stream with no new taxes or tolls
- Any toll is not a good option. We need to hear alternatives to a toll. No alternatives appear to have even been considered. Whose pet project is this??

- No Tolls. Tolls create more car air pollution. Build more lanes so cars can pass thru at their most efficient speed. Which is 55-70 mph
- I think that for you planners, the idea of tolling is like crack cocaine, as soon as you get money from travelers, you'll want more more more!
- At the end of your paragraph after the alternatives section, you make a comment about studying a no-toll option, but it's like you are only doing that because you have to, like not you aren't really considering not having a toll. That's not right. Please consider other options that don't include a toll.
- Emphasis on No toll options
- Severe limitations for travel between West Linn , Oregon City and Willamette with severe side street congestion that already occurs during peak travel. The side streets currently between these 3 places cannot handle the current loads. Tolling all lanes of 205 will push many more onto these roads and create gridlock.
- Just to reiterate: Tolling ALL lanes will severely impact the side streets between Oregon City and West Linn. It would impede the ability to go between the two cities as my children attend catholic school in Oregon City, but I live in West Linn. This would greatly impact our lives. The one existing "side street" (Oregon City bridge) isn't capable of handling more traffic and currently the streets that feed the bridge get extremely backup up. Willamette Falls drive usually extends beyond Sunset drive at times trying to get over the OC Bridge.
- Alternative 4 is the best option
- No tolls! The roads were built without having to toll. Pork projects in government have diverted resources to things not related to basic road functions.
- No tolls of any kind. Make odot learn to build responsibly not foolish, and recklessly. I've watched them waste half their funds on a 1% grade difference then what the planes called for. They replaced a single spot 7 times just to get a perfect grade on a ramp.
- I would like them to consider that our taxes are raised every year already. Stop adding new ones.
- Lower the gas tax. Who pays for the electronics in everyone's cars to pay electronically. No tolls!
- Where was the input garnered for the opinions on the different options? Who had a say? What politicians, interest groups, public officials had input in contrast to the citizens?
- Go with alternative 3. Most jurisdictions toll individual bridges so simplicity, ease of driver to plan and less cost to implement from the state
- This is just another example of a tax grab. Use existing funds that are available if you would manage your budgets better. More revenue will come in if Kate Brown lets us go back to work.
- We do not want more traffic through back roads in West Linn, which is all that will happen during commuting hours.
- How about adding a lane to each north/south path to reduce congestion instead of tolls on the only viable path. Adding a max line from west Linn to Oregon City would also be viable to keep cars off roads. So many other options not being discussed.
- Esta encuesta esta muy densa. Contiene mucha información. Hay otra forma de poder contestar esta encuesta, por ejemplo, una session virtual?

- When are you going to put it on I-5 to balance the load?
- Georgia tried a similar strategy with the peach pass. The locals don't understand it, including local law enforcement officers who are supposed to help enforce it, & most people just use alternative routes, increasing congestion in other areas. If you insist on this strategy, signs should be clearly posted about the pricing, & variable pricing should be based more on time of day/day of week/holiday to limit surprise tolls if an accident /unforeseen condition occurs. The readerboards could be an option for price changes, but the pricing schedule should be posted on multiple standard road signs
- Easy, no toll's.
- I am not in favor of I-205 toll project.
- Please give us alternative transportation options. Yes, a toll is a good idea, but not if it just funds more lanes for cars. Give us healthy and cheap transit options.
- If you are going to toll, everyone should have to pay. This is not the only congested area on I205, Most people have no say in what time they go to work, to school, and take what they can get for appointments. Very discriminatory for those traveling within the boundaries when they have to use the bridge to get anywhere.
- I agree that expanding the roadway between Oregon City and Stafford including bridges is a good start. But I don't think it will solve the problem. Yes it will ease traffic a little but not enough. I have to drive these sections of Highway daily and there are clear areas that are causing the traffic problem and none of those areas have been addressed in this proposal. Expanding the Abernethy Bridge is needed but so are additional bridges. This is one of the major bottle neck as it is the only highway bridge across the river. Additional highways and bridges are what is needed not tolls.
- This project will undoubtedly have a tremendous negative impact on the residents of West Linn and unfairly tax us at a higher rate because we have to cross the bridge to shop, recreate, work, get medical care, etc. That means we use the bridge often and aren't just passing through. Additionally, the congestion on our streets created by people trying to bypass the tolls will make it impossible for us to leave our homes. It's already nearly impossible to travel to Oregon City and beyond after 3pm.
- It is yet another way Oregon is getting money from Oregonians because they vetoed a sales tax so they find other ways to get money. Oregon has demonstrated minimal sense of responsibility to its citizens. They just keep taking all they can making it more and more difficult to live here.
- Until Covid passes, Oregonians all earn a livable wage & commercial traffic pays its fair share - which it most certainly does not now - congestion pricing in any form is ludicrous.
- Why is just this section of I-205 under toll review? What about other sections more north? Also I-5 is bad too!
- TOTAL CRAP. YOU SPENT ROAD MONEY ON OTHER PROJECTS....NOW YOU WANT MORE OF OUR MONEY FOR YOU TO HAVE COMMITTEES AND OTHER BS MEETINGS. DONT THINK THIS TOLL IS FAIR AT ALL.
- Not doing tolls in East County. We pay disproportionately compared to our income. This is an unfair tax on the middle man again. With a hospital right there. So, you are charging people that have to go to the doctor. Do it elsewhere. NOT IN EAST COUNTY!

- Not doing tolls in East County. We pay disproportionately compared to our income. This is an unfair tax on the middle man again. With a hospital right there. So, you are charging people that have to go to the doctor. Do it elsewhere. NOT IN EAST COUNTY!
- My experience with ODOT projects has been bad. I do not see that tolls are needed now, especially during COVID. This project reeks of favoring accommodation of corporate trucking over the needs of local citizens in the surrounding community. Avoidance by drivers WILL create issues in surrounding residential and local business areas, especially during construction. Temporary detours and bottlenecks will compromise safety, quality of life, and environment for years, as will the final product. This project needs to be shelved until the transportation needs of post-COVID Oregon are assessed.
- NO TOLL!
- No tolls option is the only option this resident supports. Funding for the I-205 improvement project needs to come from local/state/federal tax sources.
- I wish I could offer more solutions than problems.
- People cannot control their work hours. People Live in West Linn or Oregon city should not be disproportionately penalized for A poorly designed highway system. Address the lack of lanes in the bottlenecked at the bridge at Abernathy presents before disproportionately tooling the citizens of the communities that live near this corridor. There is a lack of alternative routes to avoid tolls that makes sense. Why not consider a state wide tax or a metro area tax instead of having the citizens of these communities disproportionately penalized. It is going to make it horrifically expensive for people to go to work especially those who cannot control their work hours. Also, some of us commute for school because we do not have school buses and we cannot control the times of these commute either.
- Again, as mentioned previously, this is a horrible idea. It is not "equitable" in any way, shape, or form. And for those of us who don't travel on I-205, costs of tolls will simply be passed along to us by area businesses. Please scrap the idea of tolls altogether as a policy.
- Please consider following the lead of California and looking to the future with new tolled roadways built in less populated areas to avoid congestion as an option. Suggest the route be the 211 and 213 corridor avoiding the Abernathy Bridge or any Willamette Bridge. Go look at what CA did and how they funded it. Make tolling driver optional depending on route choice! Not mandatory! And know that bridges are expensive, vulnerable and have a limited life.
- I think a toll across the bridge is a more fair way to increase revenue than impacting all the small neighborhoods bordering Willamette Falls Dr - you will be turning it into another 82nd.
- Please keep in mind those folks that live on one side of the proposed toll area and work on the other. I mean specifically those that don't travel from WA or from somewhere closer to I-5. Perhaps a monthly discounted toll rate could be an option as well. Something that someone who travels this corridor constantly could pay into monthly. This could be connected to the sticker or a different sticker entirely? Either way, it may be better received by those of us who utilize the corridor for work travel because it is the only highway available to us.

- We pay enough taxes. No tolls!
- no
- I feel that West Linn is getting unfairly impacted by this tolling plan, and I am upset that the people seeking ways to avoid tolls will be jamming up the already crowded Willamette Drive through the old part of town, and on Hwy 43.
- Tolls, if implemented, should be statewide, not isolated to one small Sliver-like segment of the state.
- This project needs to be put on the ballot for a full vote by residents of the county and State.
- Tolling on I-205 in particular seems targeted toward working class drivers who live in affordable parts of the Portland metro area, and who need to commute to their jobs.
- More and more people are working from home because of the pandemic and will continue to do so. We have a high state income tax. We don't need another form of tax.
- I don't think I-205 should be tolled.
- Dont so it without designated funds, fund that can not be spent on anything other than 205.
- Alternative 4 makes the most sense. Obviously adding a lane to the freeway will help considerably as well.
- Revise your budget
- Nothing good ever comes from giving the government more money
- I have already been told by friends that they absolutely will divert around any tolls, regardless of the detriment to traffic and conditions on non-tolled streets. I believe this may be a widely held opinion, and thus will make the overall environmental impact equally bad to the current situation.
- no tolls please
- If considering Alt 3, consider stopping the toll when the rebuild is complete. It builds goodwill and allows for temporary tolls on other bridges and/or roads.
- Do not change we the people of Oregon don't need to spen the money until we get all the antifa and others have ruined in our area. Don't be stupid
- It would be nice if there was some kind of indicator sign for current traffic conditions on 205 and alternate routes, you never know when you will be trapped in deadlock with no escape.
- scrap the toll idea
- Seriously consider the accuracy of your revenue projections in regard to what I-205 traffic will look like over the next 3-5 years as drivers stay home more and have less of a reason to visit Portland or the airport.
- Tolls on existing roads are a bad idea.You used Oregonian's taxes to build them many years ago. Tolls on existing roads as a congestion strategy, is actually punishing commuters and commerce traffic, for using the public roads they paid for. At best it will send traffic to the city streets. Tolls on NEW ROADS would be acceptable, and would also reduce congestion. Why do I have to drive 217 N to get to Hillsboro? A west-side bypass is many years overdue. Does ODOT even know what a new road is? Other states have kept up with their growing populations. Why can't Oregon?
- I paid in my taxes for 205 and I sweat to god all this admin is about is stealing more money! Stop Over building with more houses and be responsible to our land as it is!
- Once again - includes a pedestrian/ bike safe path

- we are taxed to death already in this state
- I do not support the 205 being a toll road.
- Heavy trucks should pay by weight and axle count Heavy trucks should not be allowed in the number one lane Toll I-5 at the same time if you really want to be equitable
- Take your toll bridge somewhere else... who in the hell came up with this idea. It's going to happen anyway, does not matter what we think/feel. No one wants a Toll Bridge... No No No
- Do not toll any portions of 1-205. And please include the number of responses that share the message of denouncing the regressive policy of tolls in the final report of this survey.
- No tolls!
- We pay some of the highest gas taxes in the nation. Use the money as it is intended, and do not put any toll roads in oregon!
- Your community does not support this idea
- I think you should put into consideration people who rarely drive that way but have to on occasion. This is ridiculous and money should be spent on the issues at hand, and who ever is spending the money needs to do it wisely or give our tax dollars back
- I work at an Elementary School on the other side of the river. I have to drive every day. My salary is not enough to cover a toll. It seems you want me to give up my car and use public transportation. I don't agree with your thinking of forcing people into your ideas of what is good for the population. Why don't you stop driving?
- NO TOLLS!!!
- Really give a plan for where the money is going. People are tired of hearing promises about money being used to better the community and then never seeing it again. If you're going to disrupt us then it has to be for a good reason and delivers the promised outcome, not disappointment and misused funds.
- No tolls!!!!
- Additional taxes and fees do not always solve the problem. I implore you to reconsider. Taxing only takes from those who already contribute sufficiently. Our government needs to take more accountability for their actions, spend money as stewards of the common interest and society. Giving more money without accountability and transparency only leads out of prosperity.
- Odot and pbot havent built any substantial roads around here basically since the first pass at 205, and now they marvel that we have congestion???? And politicians now want to burden the taxpayers with "relieving congestion"?? All those wasted light rail dollars should have been going towards roads for the last 30 years.
- If you toll, I and MANY other intend to sue! I will NEVER pay a toll to use a freeway I ALREADY pay for!
- Use existing money wisely --- don't ask for more. This will have a tremendous impact on people who have more than one job and need to get from one job to another and run errands in between jobs. The economy is bad and this will make it worse on the overburdened middle class. You already get a payroll transit tax which takes money out of our paychecks. Tell us what you are doing with that money? So easy to tax people rather

than coming up with viable solutions that do not take more money out of those who need to work.

- Please don't do this, it is a terrible idea that has not been done anywhere else. A single express lane makes sense, tolling an entire existing interstate is insane. Most people will divert to side streets and you will have an interstate not being used as much as it should.
- Just don't do it.
- Please stop making people poorer.
- Stick to your budget and prioritize spending just like all of us have to do!!
- Less development, less building, stop population growth NOW
- Use dynamic tolling to manage congestion. No tolling funds should be used to expand freeways.
- See above.
- Impact to residents of Oregon City, West Linn and Gladstone.
- Knock it off with the tolls
- Go pound sand!!!
- we really really dont need this
- Stop now.
- No toll roads in Oregon!
- no tolling
- This is a tax that has not been voted on by the people of Oregon. Toll roads are only legal if the federal government says they can be.
- What are other solutions besides ones that unfairly cost people who live near 205?
- Only alternative 3 will take some of the burden off of West Linn side streets
- You obviously have not studied how local residents use the 205 in their daily lives. This will impact the residents living closest to the toll area disproportionately, you are funding highway 'improvements' on the backs of 10-20000 residents. Shame on you.
- This is the only route heading south from Gresham. When we go, we don't need more hassles with tolls. Can I use my HOP card or something like that?
- It's a foolish idea and will only serve no one but the government. It's a tax on an existing road.
- Follow up procedures if it causes unexpected problems. Options for alterations after implementing.
- I have zero confidence this input will be considered and the tolling will take effect as anti-car pundits want. However, good job in making it look like you care. The political correctness and sneaky wording of how this survey was done is so stark, any one can see the agenda. Nobody has the platform to show it, the media won't cover it, so you are protected, know it, and will get away with it.
- I am a liberal Democrat who supports taxes in general, but this plan will accomplish the opposite of its stated purpose. The only thing this plan will accomplish is the electoral ouster of those responsible. My wife has to cross this bridge to Oregon City every day to work. She has no choice. A toll will not let her sprout wings and fly to work a different way.
- No Tolls

- Follow up procedures if it causes unexpected problems. Options for alterations after implementing.
- I would like you to consider working a regular non governmental job and at average wages and consider how these tolls would affect your bottom line if you lived in the area.
- After living with tolling for a couple years on the east coast, I was so glad that we had avoided that mess in Oregon. Setting up tolls on 205 is a huge mistake. This should be referred to the voters directly affected (Oregon City, West Linn, Tualatin)
- Forget it no new fees, taxes or tolls period
- No toll
- We live on the main cut thru from Stanford exit to Oregon City. We are held hostage in our homes now from 2-7 every single day. Tolling will destroy our quality of life, our home value, and the entire West Linn Community. Someone needs to give a damn.
- I believe, Federal approval is required to enact Tolls. I am not aware of said Federal approval. Hence-worth NO TOLLS.
- Don't!
- Drop it.
- The I-205 toll project is a punishment for West Linn/Wilsonville/Oregon City/Tualatin residents. We have had to deal with diversion, congestion, and safety concerns for years and now get rewarded with another tax to pay. In a time where people are without jobs, concerned about feeding their families, and the worries surrounding mass transit in the era of COVID, this is a slap in the face. That there has been opposition that has gone unanswered is a crime, the state is making it clear that they don't care about Clackamas County residents.
- Taxes not tolls
- I will not pay the tolls. Most people I know feel the same. Traffic will increase in the alternative routes and will counteract any benefits of tolling.
- voters don't want it. And you can't over ride that
- I hope this survey is not gratuitous and that you take the feedback from citizens seriously.
- I hope this survey is not gratuitous and that you take the feedback from citizens seriously.
- No tolls in Oregon. Taxes should be used for the project like the taxes are supposed to. If it's costing more because of poor management, that's not the public's fault. Pay for it with our tax dollars or stop road taxation.
- NO. TOLLS. PERIOD. Where was that option in this survey?! People that can possibly avoid rush-hour traffic - already do.
- no tolls
- No toll
- No toll
- When tolling is enacted, it begins to shift the public's conception of roads away from viewing them as something used by all and maintained by all and instead promotes viewing them as an optional service, to be used by some people and maintained by some people. This opens the door to more tolling and more fees paid by individuals, reducing the appetite for taxes to fund road maintenance, creating the need for more fees and tolls. This

matters because the people that pay the most tolls are those that drive most; those that drive most are disproportionately low income.

- We pay taxes. Learn to use the current system.
- I am not entirely convinced this is going to accomplish the desired goals, specifically reducing congestion, or that the revenue is going to actually go to improving the infrastructure, as is stated.
- Equity for people in poverty and environmental impacts should be the highest priorities for this project.
- Stop asking for more money. You have literally 10 people on 224 doing 1 persons job. Enough.
- You are punishing local towns for road use by millions of other non-local vehicles. Boo, boo, boo!!! FIGHT THE POWER!! DEFUND ODOT!!
- No toll!
- congestion would be pushed to side streets which are already full. Will increase time to get home. West linn/Oregon City Bridge is already full and backs up onto main street and will discourage people to use Main Street businesses. We own a business and this tolling would cost our business significantly. I am opposed to tolling on i205 in this location. If a new lane or road was added, I wouldn't oppose tolling that new space.
- Please stop using anti-scientific propaganda in these surveys. Use tolling to make the freeways functional and to reduce VMT; use the revenue to build a green system not more freeways and highways.
- How effectively you're engaging with the community living there. My dad isn't on social media or involved in the community but a change like this will affect him and others like him. You need to engage with those who don't usually engage. And it will likely be met very negatively.
- Tolling is illegal, may only be on new infrastructure, and must be approved by the federal government. I don't know how you can sleep at night.
- This is absolutely preposterous you're taking all we have as it is. Living day-by-day on the wages made by the majority of oregonians is still not enough to keep us going.
- Revenues should not be used to expand I205. Governor Brown through Executive Orders has committed Oregon to addressing climate change, which is incompatible with ongoing expansion of fossil-fuel dependent, inefficient SOV infrastructure. Revenues should support public transit and non-car modes of transportation.
- I do not know of any person who will be directly affected by this plan who is in favor of it.
- Wait and see how traffic is affected by Covid-19 and the failing economy .
- I live off of Boreland Rd between Stafford and Old town Willamette. Boreland is already badly overcrowded with traffic. I strongly feel that a toll between Stafford and 213 will cause people to divert off 205 in order to go to Willamette and cause further worsening on traffic on Boreland. How would this be addressed? There is no alternative road to reach my house besides Boreland. Additionally they are already putting in a huge sports complex and a new middle school on Boreland. Traffic will be worse from these alone. Willamette and local residents should be taken into consideration.
- Putting toll booths in a bottleneck are insane

- Drop tolling and use existing funds for roads. Tax bikes for the cost of bike projects. Quit moving money from Clackamas to Portland. Keep it up and I will be moving to Idaho.
- This ridiculous idea will cost people hundreds just so they can go to their low paying job to pay high taxes for roads that they will be paying extra taxes on, and if they choose to use a different route it will divert traffic through neighborhoods that aren't able to handle it.
- Do not roll up another tax for us to pay. Tolls are taxes on small businesses especially. Be more creative please. I am voting. I am fed up.
- Toll roads hurt low income populations, toll companies lobby for and receive the power to use governmental agencies to punish a population that cannot pay ridiculous administration fees. I saw so many people driving unregistered vehicles and just paying for tickets over and over because they had no other options and the tickets were cheaper than trying to work with NTTA. Tolls are grossly abused.
- o thu phí
- 43 is a nightmare. Please please please don't make it worse.
- As stated above, a toll will hurt the communities of West Linn and Oregon City. We do not want one.
- A toll is not going to solve the congestion. There needs to be a new bridge over to Canby. Also it is unfair to charge us a toll just so we can leave our house.
- You need to look at the big picture of what tolls do to business and Jobs. they move away from toll roads Look at Seattle or other states that have roads that run beside toll roads that get congested with traffic by passing the toll and highways that cost millions not used to the limits. Look at your budget and make cuts and stop spending so much on jobs (really it dose not take 5 people to but up a stop sign (1 to dig the hole, 1 to hold the sign post, 1 to message and make sure it's in the right spot, 1 to fill the hole, and a manager to drink coffee & say good job guys that only took 4 hrs.
- Stop planning it! Let the people vote
- Just another scheme to squeeze taxpayers and funnel money to unpopular projects.
- Will the toll have a sunset? How will you ensure that tolling will improve congestion? How do you plan on compensating Clackamas County for people bypassing I205 into Count roads?
- Alternative 5 is going to overcharge us Oregon City residents. Very unfair. And a proper environmental review should include the "no change" option for a proper analysis. What do you predict will happen with no tolls? It might be not so bad.
- If this IS going to happen, tolling the lake Oswego bridge would be best.
- I will take every advantage to avoid your tolls. The government is not a for profit business. Stop worrying about your margins. Cut cost, don't just put band aids on the money hemorrhage that has cause Portland to be a laughing stock of a city in every other state.
- Get citizens input. Something our worthless local government never does. Get rid of Kate Brown
- In your video, you show a photo of a variable toll of .25 and .50 on the overhead sign. This is disingenuous and unfair unless those are the tolls limits you have in mind. I've lived in the D.C. area where there's a 10 mile stretch with variable tolls that increase to over \$60 for a single trip. The only ones that can afford to use the road are those on an expense account.

You have not addressed what you intend to charge during peak times. You also do not address whether you intend to stop tolling once the improvements have been paid for.

- Terrible idea! No TOLLING!!!!!!
- This is a waste of money. Stop wasting tax payer money.
- I do not want to use tolls
- This is a high traffic area and used by many commuters on a daily basis. The traffic is already heavy and making it a toll would bottleneck it even more, not to mention lots of Oregonians are experience job loss, so adding an additional cost onto trying to get to a new job might negatively impact them.
- I think West Linn residents should not have to pay to use the roads in our own community.
- Put toll on bicycles using lane roads around the area, they need to contribute to the road maintenance, too, if they are going to use them.
- Tolling is a bad idea. Float a bond and build more traffic lanes instead.
- no tolls. Use the tax revenues to pay for it that already exist.
- Shut this project down. Portland metro is a small city. The toll roads will degrade this city by increasing traffic on side roads. None of you on this committee even live near west linn/Oregon city. It doesn't impact you but it will ruin this area and it needs to shut down!
- I do not support this at all and would vote out any legislator that does.
- To go fuck yourselves!
- I would like you to STOP right now. Stop building roads. Focus on good efficient convenient public transportation. Like in Europe where you can travel anywhere CONVENIENTLY using the trains, trams, subways, and occasionally buses. No new subdivisions without public transit to them. Tolls are not the answer. Taxpayer money already paid for the roads.
- This will ruin our town. This will hit my wallet very hard. I drive this bridge sometimes 2-3 times daily, I can't afford this. I have lived in West Linn for 40 years, I will have to sell my house and leave my friends and family. We don't want this!! Have you heard from any one that lives here and wants this? Is there any one outside of your committee that thinks this is a good idea? I didn't think so...
- Adding lanes to I-205, in addition to the toll to effectively address the projected growth in the area. Tolls alone may only provide a temporary solution to the projected congestion, but could be used to finance lane additions through bond sales.
- Consider the people who live here and that would have to pay this daily in two directions. Very unfair
- The impact this will have on neighborhoods surrounding the I-205 corridor. Increase in traffic on I-5. Cost analysis of the proposed project vs bond measure to improve roads.
- I will have to see my house. How many others will sell their house and leave this beautiful city? I am a life long West Linn resident. Out should I say WAS a life long resident
- Any long-term plan should include support for alternative transportation - robust bike paths all along 205, support for potential light rail line, etc.
- The people who live near this project feel blindsided and don't understand why we were never consulted or informed until this project was well underway.

- Again, not sure how I could afford to remain in West Linn if myself and 3 children begin paying tolls to get to work and school... I teach in North Clackamas. Just school for my own children would require multiple trips on many days in order to participate in activities.
- Find a different solution. Maybe think about the people, not what can be made the most money. Really disappointed and frankly disgusted with this plan.
- I think your planning is ill informed and coming from a White gaze.
- Toll the bridges going from Or to Wa and use that money to improve the bridges. Those are the commuters causing the congestion on 1-5 and I-205. Please don't penalize the residents of West Linn for a regional issue. One thing that hasn't been discussed is if West Linn property values will crash if a toll is imposed as who will want to buy into a neighborhood. That every time they leave their community they have to pay. This is unethical and unfair. Give West Linn residents a free pass if you are going to push through a toll.
- Don't do it! Unless West Linn residents are abstained from toll fees, I oppose this idea 100%.
- Please read through some studies on the impact of tolling and how it actually provides benefits to people who are more disadvantaged by the current system because it wasn't built for them. Right now we are effectively subsidizing suburban development by providing free access to highways, by pricing it we will be able to provide more benefits to people who have been underserved and charge people appropriately who have benefited without having to pay their fair share.
- Move it to the I-5/I-205 interchange
- This in no way actually solves the issue of congestion, it does add more money into the pockets for more useless projects that will only divert congestion instead of removing it
- Your thesis is that people with flexibility in their schedules will avoid higher toll times and lessen congestion. How many people have flexibility in their work schedules? If you have to commute to work, then you have to pay the toll and you don't have the flexibility to avoid it. This just seems like a money grab that taxes an affluent area (West Linn) to pay for the maintenance of a bridge that ODOT should have accounted for in their long term plans LONG AGO. We are not a fan and not impressed that this is the alternative that ODOT is pursuing.
- Disprove the null hypothesis - Do nothing.
- I would like for the team to consider the devastation that's going to be left in the wake. Creating a toll road is a bad idea for all the reasons listed above. It's way past time to look at how transportation money is spent.
- Just recognize that local roads will get hammered by extra traffic. Many people will choose extra time on local roads over paying a toll. It might also discourage some non-locals from coming to the I205 corridor to shop / spend money because they don't want to deal with the tolls (i.e. negative economic impact).
- That the community in this area does NOT want a toll bridge or freeway and that you are trying to impose this in an area that has no easy work arounds for the community to avoid your extra toll. This is not acceptable, and you need to find your money somewhere besides the working people who already pay out the bum in taxes.

- That you will be deeply resented by taxpayers already taxed for roads. Tolls are simply an abdication of your responsibilities to prioritize maintenance & solve problems using THE BUDGET YOU WERE GIVEN.
- I do not want to be tolled at all and feel the government has way too much of my good hard earned tax dollars that they could use. STOP taking money from individuals, we do not have enough to pay all of our bills and put food on the table as it is and I have to sleep sometime so can't work enough hours to pay for all this kinda stuff.
- Don't do it! Use the money that Oregon is already taxing us. We are #11 in the union for being taxed! Democrats love to tax and keep slush fund money for pet projects! Give us TRANSPARENCY for use of the money! So what happens AFTER this project is done? Who gets the money then?
- This project has already been decided in the minds of the creators. You need to truly consider all those that it is impacting and the long term NEGATIVE implications of this toll system. We can not be a California Fastrak system. We do not have the infrastructure. Do not force the people to do this.
- Strongly against tolls of any kind
- I am very opposed to a toll. If one is implimented, I will only use surface streets. Most people will do the same and that will only shift the problems.
- Simply this: at a time when the China virus outbreak, and the (unnecessary) economic shutdowns are devastating our country, the last thing we need in Oregon (or elsewhere, for that matter) is another massive tax scheme disguised as any kind of solution to traffic congestion. I don't think the voters are going to look kindly at your efforts to further damage our ability to do business and feed our families. While I strongly doubt that anything we tell you on this little "Have your say!" survey will make the slightest difference in what you push on us, at least we will have a say on Nov. 3rd!
- Who will be making money, if this tolling scheme is implemented? What are the percentage of income breakdowns? How much of each toll dollar will be reinvested into transportation infrastructure?
- Allow us to VOTE on it
- Don't do a toll.
- Think of the residents that live along 205 in the Willamette area.
- I-205 drivers currently push heavy external costs on the community. Tolls should be used to place more of those costs on the drivers, in part so that alternative transportation becomes more attractive to people.
- It is not fair to place a toll over the bridge when there is no alternative way to get across the bridge. This will NOT reduce traffic. You have to use it!!!!
- Amount of taxes I'm paying in this state is unbearable as it is already. Amount of bureaucracy I have to waste my time on is unacceptable. Every time I stop at gas station and have to spend 5 minutes extra - these are 5 minutes of my life I shall never get back. Now multiply that 5 minutes on number of people that live in Oregon and you will see amount of human suffering you are causing already just by that alone. Now you want to create a completely new additional bureaucracy for us to deal with?! Please call off this project before it's too late.

- This should be voted on by the public.
- Placing tolls on 205 is a terrible idea that will only increase issues. Instead the current funds could be better managed and not wasted on useless things. Take the needed money out of our bloated police budget.
- 3 Lanes in this area is the best option. If you going to toll, toll all of 205. That's fair! It's a state Hwy!
- The toll price to meet each objective needs to be an important evaluation criteria. If it takes an exorbitant to eliminate peak hour congestion (let's say \$50 toll) then the alternative doesn't make sense. Conversely, if the toll to cure congestion is reasonable (say \$10) then the alternative does make sense. If it is not possible to cure peak hour congestion, then the measure shifts to how many hours a day of congestion will be cured. Similarly, if the criteria is to pay for the bridge replacement, what is the toll level to fully pay for the project. If it is too high (say \$50 toll) then the question shifts to what percent is paid for at a reasonable toll?
- Tax large companies.
- Just no tolls!
- Build a WALL around the shithole that is Portland & LEAVE CLACKAMAS COUNTY RESIDENTS ALONE!!!
- think about the "average joe". These proposed toll areas are to ultimately benefit him. "Joe" is already dissatisfied with Portland traffic congestion problems. If "Joe" gets a new "tax booth" it complicates his life further, and he is further unhappy with the local traffic. One of the main reasons I enjoy living here and hate Seattle is because there are (not many) tolls. Let us please stop the state from creating yet another "cleaver tax" for the everyday Joe. If more funds are needed they should come from tax channels already in place.
- West Linn community members are against a toll on the 205. Read the facebook group comments - people are unhappy with the lack of communication and involvement with the community 2017 onward with this proejct.
- As of today there are very few ways in and out of the city of West Linn. Tolling this portion of the 205 requires the residents of West Linn to pay to use 1/3 of the entrance/exits that exist for their community. Not to mention the congestion that already exists and this will only add more. West Linn residents will be paying more than any other group in tolls just to get in and out of their city.
- The use of tolling at ramps, rather than on the highway should be considered as an option.
- I have no idea what you're trying to ask in this survey. Do I want to pay a toll on I-205? No. Will a toll improve congestion on I-205? No. Are there other ways to fund road improvements? Yes. How long before the costs of infrastructure improvements necessary to collect tolls get paid back and the tolls actually start financing road improvements? Is it actually less expensive and faster to find alternate financing?
- Tolls are just not a good idea. Increase gas tax if you need to and this would a much more economical way of collecting revenue as this already exists. If you must have tolls I would ask that you put a "sunset clause" on them just like we did with the I=5 bride and the Astoria bridge. Toll is removed once the cost of project is recovered

- Oregon is doing their very best every year to make living either urban or suburban less desirable. The project team, if focused only on tolling, should place themselves in the position I find myself. 62 years old, I need to travel this route to care for my 90 year old mother. We have both lived here for over 50 years and paid our dues for the construction of our current infrastructure. Amazon, FedEx, UPS, and other [exempt from weight/mile charge] delivery trucks add considerable wear to our roads. Are they being taxed appropriately? If Metro had considered available commercial/industry
- Stop pushing toll roads. They are unfair to local residents in both increased costs and increased traffic on local streets.
- No Tolls
- Tolling is not the right solution.
- No tolls. raise gas tax. Toll all of I 5 and I 205
- Some variation of "Fast Pass" or "Good To Go" seem like the obvious choice for collection. No pass -- photo of plate leads to billing or registered owner, at at least 2x the cost for the pas
- I want the ultimate decision on the ballot for a vote by the general public!
- I don't approve of tolls. Build another build a bridge off 192nd into Gresham
- Toll I-5 which is much worse. I just feel it is so wrong to toll locals doing local business and work. Tolls should be concentrated on Washingtonians clogging up our roads to work in Oregon. They live cheaply there, clog our roads here and now we are expected to pay? When new houses were built, didn't anyone think of the future of our roads? Why was no fee or tax added to the builders who build these homes? Why is it that those of us that have no say, continue to have no say but are expected to pay and pay?
- Dont do it
- No tolls.
- I believe West Linn residents will pay the highest price for these changes. What are you doing to keep our interest in mind?
- All alternatives will negatively impact residents of West Linn disproportionately. Will ODOT toll those drivers who divert into our community? And, will ODOT subsidize our travel on 205 as our local roads will be impassable.
- Tolls are a regressive tax and hit lower income folks hard. There are no good alternative routes available.
- literally no one wants this. so many people commute through that short area. i can't afford to pay a toll to get to work unless the mining wage gets raised and that's not anytime soon. it's really really really discriminatory towards people with low income. to avoid tolls they have to take a longer route, using more gas and creating more CO2. this isn't what we need and this isn't where we need it. put it on the bridge into washington. this is wildly irresponsible and honestly y'all should be ashamed of yourselves for discriminating against lower income folks.
- I would like those considering this toll to please come out and drive these areas during rush hour that will be impacted by additional traffic to see the current driving conditions. My guess is that those who have decided to toll this area do not live anywhere near here and do not understand the negative impact this will bring to the livability and safety in the area.

- Don't do it!
- I believe this puts an undue hardship on West Linn and Lake Oswego as it the side streets that will feel the pain.
- I hope all the planned work will meet modern seismic standards. I believe seismic upgrades would be another appropriate use of toll funds.
- Get your funding out of the money the legislature allocates you. Do not "tax" the residents twice.
- You should consider West Linn residents.
- Increase lanes on the bridge and open the flow. do not push commuters into non toll lanes and the suroounding community as drivers look for alternatives to the tolls.
- Dedicated toll revenue to maintenance and improvement of only that stretch of freeway that must be matched by ODOT. That way tolling revenue won't pay for bike lanes or light rail. I just don't trust the state to spend the money wisely, or really care if congestion is managed. It's just another way to tax and spend.
- I think the planning should consider having a commute lane. Ask what the drivers would want, and a commute lane would reduce pollution, which a toll road does not address.
- The extensive impact on the Willamette area this will cause. Not a good Idea in any form
- Highway 43 is in poor condition and cannot handle additional traffic. Tolling multiple bridges would reduce traffic on city streets. It would also help raise the funds necessary to repair multiple bridges.
- Highway 43 is already a congested mess. You are going to make it infinitely worse. Make sure you address this or you will be sued.
- Of course, environmental impact should always be taken into consideration.
- Scrap it !!!!
- No tolls
- No tolls
- It will reduce the amount of tourists we get in the area, they will avoid it to not be tolled. The people who live here wi look to move to areas without tolls! Stupid decisions don't make them right.
- Please don't do it!
- Public transportation is too dangerous. Now that the state has emptied the prisons and reduced the law enforcement capabilities it will be worse. Public transportation is becoming a very undesirable alternative. Bike routes are not utilized like they could be. Marine Drive is a perfect example. They are always on the road instead of the bike path. This problem has been coming for years. Poor leadership to not be ahead of it. Paying the highest prices in the industry is another problem. Not right to the tax payers. Poor stewardship of our roads and money.
- Take a good look at the 401 in Toronto, that setup would be perfect for the 205 and it will greatly improve the traffic flow
- That tolls are not supposed to be used for improvements on existing infrastructure, only for new construction.

- 1- no more taxes for Oregonians who work and have cars. 2- people will just take side streets and screw up WL even more at rush hour. 3- you all should roll the wa to Oregon bridge. 4- no tolls at certain times of the day.
- The reasons that there is congestion on I 205 in the stretch between Stafford Road and 213 is because there are hardly any reasonable alternatives to taking this route. Public transportation is scarce through this area. Local roads are not reasonable alternatives and would put pressure on local communities. Maybe the focus should be on having another route through the southern Portland metropolitan area. The bridge on Abernethy is the only bridge (other than the local bridge in Oregon City) to traverse east-to-west until the Sellwood bridge. Having another bridge between the two would help.
- You are complete morons for even thinking of this.
- WE THE PEOPLE DO NOT WANT A I 205 TOLL. PERIOD!!!!!!!!!!!!!!
- Don't do it.
- This is not a good fit for Oregon, WE dont need toll roads in our back yard. Thank you.
- West Linn residents will suffer with tolls implemented. I will have to pay to go to work every day.
- Toll people coming into our state, not the members of our state.
- We dont want tolls ! Stop cramming this down our throats ! Stop It ! NOW !
- We are not Seattle. The alternate routes available in Portland are all bad. In Seattle you can plan a trip to avoid tolls without using side streets. It's an absurd proposal to toll a two lane freeway in a city this size when there are no viable alternative routes. Find an alternate source of revenue for your projects.
- Shame on everyone affiliated with this dishonest scam. You know what you are advocating for is being sold under false pretense and amounts to theft of the citizenry. Enough is enough. Put this on a statewide ballot for vote or drop the idea completely.
- The revenue should be used for systemic upgrades to the bridges, and for improving transit and bicycle/pedestrian facilities on ODOT facilities in the north of Clackamas County so to provide alternatives to driving. No money should go towards expanding automotive capacity.
- I live in Clackamas county in Milwaukie and use 205 often. I would not mind paying this toll. we have to move aggressively on climate change and a huge part of that is going to have to be limiting driving. this will contribute to that, and improve traffic conditions for all.
- Way more impact on those of us who live in OC. Why do Clackamas County residents always get the short end of the Metro stick? Seriously, my father says it's been the same game in the tri county area since the 60a.
- with covid shutting down the economy this project shouldve died along with it. Traffic is so light now its 10 minutes to get to tualitin from se Powell. The economical effect of this on peoplebat budgets maxed out will just put us into bankruptcy. Quit pushing a false narrative to achieve another road tax on top of what we already pay.
- Alternative #4 is the only one that makes traffic congestion worse compared to the others. Why would this choice be in the top 2 being considered when it doesn't support the main goal of improving congestion?

- The environmental impact of this project is a disaster. The shortest alternative route is more than 8 miles of additional driving through local roads that have more congestion than 205. Nor will it not move people to mass transit. This does not meet the stated goals of the project other than increased revenue. If this is driven by congestion, it would be better to widen 205 between Abernathy bridge and rte 5. This is an ill advised project.
- Just toll the bridges.
- Lane expansion. Cost of increasing public transit between OR and WA.
- If you want public support (i.e. from those living in proximity to the I-205 bridge) you should find a way to offer something better (a 3d lane from OR-99E to Stafford Rd is not sufficient) for what we will be required to pay. Please consider further the situation of workers in Gladstone/Milwaukee who must work in Lake O or West Linn. Bus/rail alternatives are almost terrible for transit times, and the only alternative to the I-205 bridge will be an overloaded and soon-to-fail arch bridge.
- No tolls
- The troll project is not needed and anything done will increase cost to the people by increasing the size of government and giving it more power and money to waste. Government is not efficient at anything. When government is involved waste, fraud and cost go up.
- Remember folks are very limited in what they can afford, especially seniors having to visit Doctors and other medical appointments when using I-205 or locally in Oregon City, West Linn, Lake Oswego, etc.
- The state already takes more money from working people than the average state. When is the legislature going to do its part and live within its budget? Quit adding onerous taxes to people with jobs.
- Widen i-205 where congestion is the worst and you will solve the problem without burdening neighborhood arterial roads and without adding to everyone's expenses. We have enough taxes in Oregon.
- I'm not a commuter. Don't tax me just for crossing the river. I can't swim my way across. I just want to get to Kaiser and Costco.
- Instead, this toll will only make it harder and more expensive for working people who must drive and can't just up and change their schedules to get to work. It is a ruse that will transform our roadways, which are supposed to be public goods paid by public dollars, into special pay for play zones, where full access and use will be restricted to the economically privileged of the public who can afford to pay more.
- why on earth aren't you talking about tolling all the people coming in from Vancouver every day? Some of us drive very few miles on the freeway and are not contributing as much to the otherall environment impact as those who choose to live out of state yet use Oregon roads
- Stop spending time and money on this "study" as downtown Portland is going to stop growing.
- Stop. Just stop. To an outsider (outside your bubble) it appears that you only think about the needs of the wealthy. When only the wealthy can use our parks, drive the roads, or park on a city street, THEN you will be happy? It's nuts. Everyone pays their fair share of taxes. Stop

making all your decisions with only the wealthy in mind. Just what country do you think you live in? To me it looks like you live in a very dark place. Wake up!

- Tolls. Fine, but you better have someone on the committee reviewing state spend on trans. I want to know why we spend millions on projects that serve dozens and hundreds and cant redirect funds to this where hundreds of thousands of lives are impacted every day. I get to see my kid a few days of the week due to my commute. I may not be able to afford the tolls. You haven't stated costs. Which come after it's too late to provide valuable feedback. Damage is done at that point. Add a lane, make it a toll lane. Do anything else and it is negligence to the people of this state who call it home.
- I would like to know who the people are who are pushing this tolling. This is not in any way going to reduce traffic or achieve your goals
- I would like the project team to cease operations. Stop the waste. There is plenty of money available already with mildly-competent management.
- Neighbors do NOT want this! It will cause hardship and traffic in our neighborhoods. It's not fair to people that live here.
- Are you just trying to justify your jobs? Do you realize there is a pandemic going on? I would like to see my tax dollars being spent on things that actually lift people up instead of adding new stress when finances are tight. Who is lobbying for this and why hasn't that been communicated with the public? I know NO ONE that is in support of this so it makes me suspicious that someone's back is being scratched.
- NO TOLLS
- Do NOT add a toll, especially without allowing citizens to vote on this in an election. Add more lanes on the freeway. No big metro areas I've ever visited across the country have as few of lanes on their freeways as around here. And traffic here is as bad as much larger cities. Do not think a toll will in any way solve traffic issues. You have undeveloped freeways here with inadequate alternative routes. That alone is why you have traffic all day long every day of the week. Even if people could shift commute times it would only create more traffic in those times.
- What happened to the gas tax that is supposed to cover roads?
- I do not think current roads should be toll roads. Our past taxes have already paid for our use of these roads. If there are toll roads, we are being double charged, and should not pay taxes for the roads. If you make toll roads they should be a new bypass, not existing roads.
- no tolls
- It is better to spend the money to make it happen more quickly.
- Guaranteeing all toll money goes to improving i205 will go a long way in satisfying the general public. If we are going to have a toll forced on us it better go to what it saying it's going to.
- We for one find Oregon to not be a place for us to go very much anymore anyway. Certainly downtown. Very sad we used to Love going downtown especially Summertime As well as Christmas time.
- This needs to be put for a vote
- There are people like us who have no other way to get around except using I205

- What about local residents? We have no choice but to drive through proposed toll zones for being able to grocery shop; go to doctors, etc.
- We are being nicked and dined to death just to live our daily lives. Oregon is going about this all wrong. No tolls! Never ever! Enough is enough! Control population growth by limiting who lives here and there won't be a need for this. More is not better - it's just more.
- Using the Gas Tax in a more efficient way, stop wasting our money.
- Freeways were under built and require at least 5 lanes each way to safely and efficiently move traffic through the Portland corridor. Tolls should be solely directed to generating revenue for this purpose and not to penalize the population and enhance other unrelated projects.
- NOT ADDING TOLLS TO OREGON
- It is not clear how tolling will interact with the proposed construction that is slated to take place.
- Tolls are unfair on an established roadway. FIND ANOTHER WAY TO RAISE REVENUE!!!!!!
- Disband the thought of tolls, people can't afford it even more so now than before.
- We use a lot of on-ramp off-ramp access locally. That is, we never really get on I-205 but just use the ramps. These exits are often not nearly as congested as I-205 itself is. Please don't toll just for using the highway exits like this, as I guarantee if you do it will force many like us to longer, more circuitous, and after this more crowded local access routes.
- Tolls suck.
- Find a new leadership team for ODOT that is not in-bred incompetence, but brings a fresh perspective and an open mind to the table. We can find funding to build the needed capacity and still keep up our roads if we quit wasting millions on signs, traffic command centers, and massive intersections on places in Eastern Oregon, while ignoring the commerce center of the state. The goals are wrong. The premise for evaluation to get to the "toll" as only solution were wrong. Start over. With new consultants and a new team with fresh ideas. Include businesses and business leaders.
- I think the project team should have a toll jar in their car and toss coins in whenever it is traffic ridden. Then see how they like the expense after a year.
- You should abandon a tolling project. This just shows your bias against auto travel to suggest that tolling, which will increase congestion is a viable solution. It will only make things worse. All this proposal is for is to gain revenue and to try to force auto drivers into other modes of transportation which will not be successful. The result will be more congestion, more pollution, and more waste of people's time. You are living in bizarro world to suggest that this will improve traffic throughput.
- No Toll please
- Stop this ridiculous exercise until there's data in support of traffic congestion in a post-COVID-19 scenario. To think that the changes in commuting patterns will be "temporary" is ridiculous. Moving forward without a breather to analyze the data long-term will result in yet another huge governmental waste of taxpayer's dollars. Let's face it, no matter what you call it a "toll" is yet another tax.
- Don't do it!

- If you're going to do this, create a discount for West Linn Residents. Opts 4 and 5 get us coming and going. Why are our tax dollars used for other roads and congestion but now we are tolling???? The offload will also clog our local streets.
- This is going to hurt people even more. We're all running out of funds!
- My taxes have already helped pay for 205.
- How long the rolling will be necessary - can there be a proposed end date? How will this impact the transportation of goods through the Portland area and also the tourism industry - people may avoid the area completely.
- Our State, Our Lives is based on all people being equal. Let the People vote on Tolls.
- Consider a different way to find money or delay project until covid gone
- toll border Bridge also
- That the project has been cancel and no toll will be put in.
- Mức sống tiểu bang này còn nghèo, nhiều gia đình o có khả năng đóng phí
- TriMet and Metro should be directly involved with this project in order to add subject matter expert advice to the project for the transit, bike, and pedestrian technical details.
- I have lived in the metro area for 30 years, having grown up in Corvallis, Initially living close to my work. I used this section of 205 twice a day for years, and self adjusted my commute to avoid slow downs for at least one per day. What appalls me is the inability to economically relocate closer to my work, to avoid a commute. As of COVED, I commute less, work at home 3 or 4 of 5 days a week. Realtors, City's and Employers should be part of the solution not the cause of the problem. In other words those entities that have allowed the need to commute to rise over the years should be more accountable, and persuaded to contribute to the solution! Why are there more trucks now? Loss of POP container depot perhaps? Does the data to (dis)prove such exist?
- This is undue pressure on the people. I cannot stress enough that our family cannot afford another penny more than we are already paying to live. This WILL break us.
- This is crazy. Work with what you have.
- Better have a plan to improve the bottle necks and construction scheduled before you try this.
- The toll project should be scrapped. No tolls for Oregonians.
- How do you collect from people who aren't using registered cars?
- No tolls on workers from Clark county to Oregon. Clark county government has failed to provide livings wage jobs for citizens, has marketed the entire area as a bedroom community to Portland and it's Urban job market. To then put a toll on its citizens is a scathing oversight, mismanagement and misrepresentation of the Clark county area. Stop residential growth in Clark county and add jobs in this side of the river, until then, use county and city tax dollars to pay for bridge work and traffic deterrents. No tolls
- Heavy AM and PM traffic is really an affordable housing problem. People move out of Portland to find affordable housing and escape Portland's poor city management
- Tolling I-205 though West Linn will drive people onto the local roads such as Johnson Road, Borland Road, Rosemont Road, and others, which are often Narrow and winding with no sidewalks. Increased traffic on these roads will impact school children and bicyclists. Further, the increased traffic will means increased maintenance, which will have to be paid

for by West Linn and other communities, not by ODOT. My strong preference is to add another lane to I-205. Thank you for listening.

- Seriously, you're not listening to our community. No tolls. Find another solution. If Portland was more affordable, those who work there could live there and bingo, less travel.
- eliminate your assumption, such as could, may, Look at what happens when an off ramp or on ramp is closed, does traffic flow easier, is there a distance, What is the cost? to institute this, and what is return, are funds directed to a set project or is it a general fund to be wasted. Well it support this road for the next 50 or 100 years? or is it yielding a fix, or band aid to current issue? How many business's use shift work, how many people, what about schools, do things screw up when school is in session?
- That we do not want or need tolls on Oregon's roadways!
- I strongly disagree with any toll project.
- NO TOLL
- It's ridiculous that it's even gotten to this point. Something should have been done about the congestion long ago. Proactively, NOT reactively. Continuing to allow developers to build non stop over at least the last 25 years is insane. What did you all think was going to happen? But let's penalize us instead...good choice.
- Tolling is not going to solve climate change nor reduce traffic. It will put more money into the States pocket, this is the only truth in the project. I want to know where the accountability will be. Living in West Linn, we will get the brunt of all the people wanting to avoid tolling. I want to know that our street will be worked on to take on this larger load in the city streets. Willamete Falls Drive is already overload at this time and will only get worse with tolling.
- Consider scraping the road building and focus on more efficient mass transit options
- Please use tolls to manage demand (congestion) and not as a revenue source of highway widening or other road capacity projects. We should not be widening highways (including adding auxiliary lanes) or building new highways anywhere in Oregon.
- Include the portion of I-205 between Stafford and and I-205 in the toll.Spread the burden of improvements to all that are using it so expansion to 3 lanes can get done quicker. It feels like those that use (live near) the Abernathy bridge are being targeted to pay more than their share for road improvements. Our tax dollars paid for the expansion of 3 lanes between I-205 and Stafford road and of the Sellwood bridge, but now it is being asked that we bear the burden alone.Oregon City, Gladstone, Jennings Lodge, etc does not have the wealth to bear it alone. How else can we cross the river
- No tolls!!!!
- Scrap the idea and figure out another way to find solutions. Without taking from hard working Americans.
- Tolls discriminate.
- Alternative 5 should be chosen if it reduces driving most.
- Collecting tolls from users of public roads will be like crack cocaine. You'll want more!
- Look at tolling the entire I-205 corridor from the I-5 split up to either I-84 or the Washington state line.
- To charge for out of state drivers only. Shoppers and Uber or Lyft exempt from tolls

- DON'T TOLL ANY ROAD. All it will create is more traffic and limit a way to go.
- Go suck a bag of dicks
- Quit wasting our tax dollars on stupid studies like this and the one you did on the Interstate Bridge.
- Toll out of staters
- No tolls. Gas tax is simpler
- Public transportation as alternative to driving.
- No tolls!!!
- West Linn residents will fight this in the courts and on the streets. We will not allow the state to hold us hostage to come and go from our homes unless we pay the state a ransom.
- Thank you for doing this - Portland is growing up and it's time to consider this option to change behavior. Why not seriously study implementing a toll on the I-5 corridor in North Portland?
- Whomever the elected official(s) responsible for this should be exposed and will be voted out of office. This is absolutely horrible. I've been living in Oregon City for 20 years and I have not been so angry over an idea more than this. I will be looking for whomever is fighting this and will join on. I'm guessing none of the involved planners live in the immediate area of this disastrous toll! SHAME ON YOU FOR THE DELIBERATE MESS YOU WILL CAUSE TO THE HOMEOWNERS LIVING AROUND THIS TOLL.
- Creating a toll to raise funds for this project is not necessary. Raise the gas tax to pay for the project, DO NOT create a toll to raise funds
- Do not give a electric vehicle is a break
- No Toll Roads
- The goal should be to limit driving and to raise funds for alternatives to driving such as transit and biking.
- Poor planning and public policy are the reason the problem exists. Wasteful spending needs to stop, unnecessary studies divert tax payers money from fixing the problem. Quit diverting vehicle taxes and fees to non-vehicular projects.
- This toll project is a money grab.
- To Study the NO TOLL Option, since All of the Clackamas County Residents I talk to are very OPPOSED to Tolls on our roads.
- Public art improves the aesthetics of transportation projects and is valued by the public. A reasonable mitigation when constructing something controversial that negatively impacts the surrounding communities.
- There should be no tolls, period.
- If a toll is imposed, a definitive start date and end date. An out of state fee for use based on vehicle registration.
- Not to do it.
- No tolls
- Don't even start! You are disgrace to the state. Stop trying to tax us to death. Allocate the funds you already got!!!
- Put in around the moda center where traffic is worse and see how it works first
- Scrap the idea of tolls.

- Wasn't there another way to raise the funds? I know people haven't been driving as much, and there are electric cars not paying gas tax, but there must be an alternative. Obviously you have been planning this for quite awhile to be so far along, but I must tell you that there are a lot of us folks that will be impacted if the toll doesn't include the entire freeway from I 5 to 213. These are neighborhoods and city streets with the exception of Hwy 43, which is one lane both ways with only a few turn outs, but the turnouts don't do any good if no one will let you out of your side street!
- Stop it. If you would remove out of state cars from our highways we would not have congestion.
- Go to Florida and check out how a toll "reduces congestion". It's laughable to think some people buy into that notion! It's NOT true! We don't want tolls! Tell the project team to go pound sand. WE DON'T WANT OR NEED TOLLS! Too bad this was never put to the people to vote on-it would have never passed which is why Katie refused to let Oregonians vote on it. The leadership in this state is a joke! But I digress. NO TOLLS! Tell the project team to pound sand!
- Qué cambien sus perspectivas de proyectos y en lugar de esrar inventando proyectos dónde solo se afecte al ciudadano, mejor busquen e inoven en proyectos en como beneficiar al ciudadano. Hay muchos fondos del estado destinados a proyectos innecesarios que de ahí podrían sacar el dinero que necesitan para solventar la restauración de estos puentes e incrementar carriles en los freeways que aligeren el tráfico
- 1, impact of the cost to both businesses, large and small, and to individuals. When asking for support you need to tell each what the daily, monthly and annual cost will be to them. 2. Impact on the surface street communities breaking that down by zone where off freeway traffic can be expected to increase. Both of these need to be clearly identified up front in all discussions.
- Shut the idea down NOW
- My biggest concern is increasing traffic along our Westlinn roads if there are multiple tolls along i205 throughout West Linn, instead of just having one spot on Abernathy Bridge. I also think that if there is going to be a toll anywhere along this area that people who live locally should have some sort of pass where we don't get a toll charge every time we drive on these roads because this is throughout our neighborhood. Including those of us who live on the Tualatin side of Stafford Road because we are in the West Linn school district which means we drive throughout West Linn often
- Don't put tolls
- This tolling project and, hopefully future tolling on I-5, should focus on providing strong financial disincentives to use by non-commercial single occupancy vehicles.
- Using revenue to fund highway expansions would be a tragic mistake. Don't do it.
- Make equity and climate change your primary considerations. Make moving people rather than cars the focus of your agency. I also want to note a frustrating idea I see in this survey: that somehow cars idling in traffic is the big problem that raises carbon emissions and exacerbates climate change. Idling isn't the core issue. The issue is our society's insistence on designing cities and investing billions in transportation systems that prioritize and

incentivize driving in the first place. Real concern about climate change means fixing that, not worrying about a distraction like idling.

- i don't want Toll Roads in Oregon. You get enough money for roads!!!
- Fuel taxes should provide plenty of revenue to keep highways up to date if odot stops wasting said revenue.
- I dread travelling to areas of tolls. PDX travelers will experience my pain. Renting a car, then takes 30+ days to get till fees to file expense reports. Find an alternative to tolls.
- Roads are the most basic government service. Should not be tolled!
- Funds from tolling revenue should absolutely not be used to widen or otherwise expand roadways for single occupancy vehicles. A substantial portion of revenues should be used to improve multimodal transportation options, primarily transit. Acceptable use for tolling revenue would also be maintenance or seismic upgrades of existing roadways.
- You are going to harm low and fixed income families with this toll. It's going to end up in court. Very ill-advised. Toll somewhere that people can afford it.
- quan trọng là nhiều người không có khả năng trả tiền vì thu nhập thấp tiền nhà cao
- Rolling this stretch is ludicrous. Odot budget issues reflect DIRECTLY the states budge problems. Not US. BO TOLLS period. Asking the people to pay for yet another thing. Not happening and this even being considered is so beyond stupid. Cannot believe the people have to cover this on our backs. NO TOLLS
- STOP IT! NO TOLLS! NO TOLLS!
- no tolls!!!
- Figure your budgets out and cut red tape instead of constantly charging us more for the non "improvements" you make.
- Go another direction. In fact move to California if you like tolls. Really. Just move. Now.
- Placing toll fees that will greatly affect low income persons is not fair.
- Don't do it. I hate toll roads. They did this in Denver and I hate it.
- Who drafted this bill that was passed and why is it necessary to have instate tolls. Why is it that the metro area is paying the counties registration fees of 120.00 for new cars reg and 60.00 on every other registration in Washington and clackamas counties and Multnomah county is raising there fee in January. So where is all that money being applied to any why is that not going to road improvements. It seems that this is an unnecessary thing to do on roads inside the state.
- Tolls are not a wise choice. Your comparison summary makes this obvious.
- Consider being more resourceful with the money we already give you. Show that you cut spending elsewhere first. Show a case study of tolling working for the people and not the government. I'll wait.
- No tolls.
- no alternative should be chosen if it negatively impacts traffic.
- This will have far reaching impacts. Traffic will divert no matter what you do.
- No tolls
- stop your plan to toll
- Just tax millionaires

- If and when adding lanes has concrete been considered for the material? Cost more up front but lasts longer and able to repair sections rather than re-pave every other year. And if any new striping is done can the striping paint have the reflective beads making the lanes more visible?
- I think it would make sense for thru-drivers to not need to pay a toll or not pay as much. Interstate freight transport should be considered as well when it comes to tolls. AND I-205 should be THE thru-route whereas I-5 should only be for local trips or commuting into the city.
- As one who commutes Stafford to 213 daily this proposal would have a definite impact on my lively hood. I've seen nothing about the potential impact on I5 as thru traffic diverts to avoid the toll. If implemented I hope it would be as confusing & crazy to non residents as the one in Seattle.
- As one who commutes Stafford to 213 daily this proposal would have a definite impact on my lively hood. I've seen nothing about the potential impact on I5 as thru traffic diverts to avoid the toll. If implemented I hope it would be as confusing & crazy to non residents as the one in Seattle.
- As a low income Oregon City resident, I resent having a negative tax imposed on me.
- This is targeting the residents of West Linn, simply because it is a more affluent area. Residents will have to pay fees for daily shopping trips and have to deal with increased traffic on surface streets that are already overtaxed.
- Do not impose tolls. They hurt the most vulnerable folks who already find it hard to make ends meet
- STOP AND DROP IT!
- NO TOLL ROADS
- Two lanes on most of I-205 in this stage is ridiculous and should be fixed and tolled for cost.
- Please take a look at this article and realize the type of problems we need our state dept of transportation to be attacking: <https://theweek.com/articles/929196/case-against-american-truck-bloat>
- Tolling on the freeway will mean I will take 99 through Canby to I-5. Arch Bridge to Willamette Falls Drive is another option. It will be no problem to avoid your dumb tolls.
- Please remember I took pay cut already this year, thankful in current time to have work. High cost of living, pay high tax rate and now more just travel to work and have your projects undoubtably push even more traffic to my local streets. Not happy to hear this.
- Fire the current people running the Oregon budget and hire some people that can effectively manage the state with the money they've got
- how to improve public transportation in order to serve areas that aren't currently served, especially within the are where the toll might be implemented.
- Find a way that does not cost the local residents more money.
- What are the alternatives besides tolls? Some of us are strongly against this project, to the point of considering a permanent residency move to a different state.
- The plan is needed in a sense to ease congestion, but is being being handled and directed poorly. The current projections all assume a toll NEEDS to happen and SHOULD happen,

when in reality the congestion, repairs, improvements can all be funded in a more uniform and fair way.

- See answers above.
- NO TOLLS... This is only TEMPORARILY allowed because President tRump waived a long standing law.
- No tolls, listen to the residents!
- Do not toll existing infrastructure.
- Tolling every project is ridiculous since we already pay so much in fuel taxes. Before long we won't be able to drive anywhere in Oregon without paying a toll tax. That will not only impact Oregon citizen but it will discourage tourism. We will be known as the "tax toll state".
- How will mass transportation be implemented to offset the need for automobile use along the I-205 corridor that passes through the toll area? How will overflow traffic be prevented from using neighborhood streets to avoid the tolls?
- Traffic congestion on arterial roads in and around Stafford Rd are already a nightmare. Tolling down to intersection with I5 will only increase this.
- Please think about Willamette Falls Drive and all of the diverted traffic. West Linn citizens are very concerned about diverted traffic. I am also concerned about how the roll will impact low income individuals from Oregon City and West Linn who use this bridge daily to get to their low income jobs.
- Nearly the entire stretch of I-205 is wide enough to open more lanes...instead, you razed the area and installed wires for the rare event of a vehicle crossing to the wrong side. ADD MORE LANES, NOT TOLLS
- It is a given that bridges have a life span. Those should have been budgeted for many years prior so you had the money when it was needed. Please take another look at your own budget before you charge individuals who already pay for roads with the numerous fees we have to pay to drive. It's a little ridiculous.
- I would support tolls at both the borders of California and Washington.
- PLEASE do not punish local residents along Borland and Willamette Falls Drive! We live here, I am a fourth generation West Linn resident. Your proposals will make an already heavily traffic side road even worse! We will see increased traffic through our residential side roads putting pedestrians, children, and our pets at risk. Local residents will have an extra burden of tolls every time we need to go to our jobs, medical appointments, shopping, etc. compared to others who simply drive through this area to commute. It is not fair how we will be impacted!!!
- People have to cross the river. There are no other practical options for traveling in this area other than by car, and the illusion of tolling pushing people to other transportation "choices" is a baseless assumption. I do not have a choice regarding picking up and dropping off my children on the other side of the river. And what will you do when the tolls aren't paid? You'll ticket people. This project will hurt low income residents and continue the process of criminalizing poverty.
- Tolling should not be an option
- NO TOLLS!

- Please consider NOT tolling I-205 at this location.
- La situación actual sobre la pandemia que muchos no pueden ni pagar la renta
- Do NOT toll this highway
- I do not support tolling the I 205.
- How much have you spent alone coming up with this toll road proposal.
- Tolling the public at the exact spot where the citizens of Clackamas Co. must go in order to visit their County offices seems absolutely ludicrous. They are entitled to these services but because of a poor placement choice for a toll, they will have to pay even more to acquire these services when they've already paid in their property taxes. I-205 is used as a work-around by people avoiding I-5 & by people from Washington state. So either toll the Glenn Jackson bridge or toll the interchange of I-205 & I-5 if people are only passing thru.
- the cost to taxpayers who are already paying some of the highest taxes
- This "survey" is a weighted pile of malarkey. There seems to be few selectable options for "NO TOLL" opinions to be expressed. You've just presented questions about which toll system to use. Watch, the Oregonlive headline after this will be "75% of surveyed people prefer a toll on I-205". Junk statistics.
- No Tolls!
- If there is tolling, I would like some kind of structure or reassurance that a) the residents in the immediate area of the Abernathy bridge do not pay an inequitable amount, b) that there is some method for equally tolling ALL vehicles regardless of where they come from (like out of state) and collecting the tolls, and c) assurance that traffic within Oregon City, West Linn does not increase while still allowing residents full access and movement.
- I only drive for 1/2 mile on 205 per day...213 to McLoughlin. This is going to make all the OC and Molalla/Molino locals to take Molalla, which will be overly congested and more accidents and deaths.
- A toll road on I-205 is a terrible idea. It will make congestion worse and make the commute time longer.
- do not go through with it. we do not want a toll. thank you
- Why is everyone so brain dead they can't come up with other methods than constantly billing folks for services we already pay for..... no tolls, maybe we should start tolling for bike lanes, they use the roads with no charges !!!!
- How much does it cost to implement tolls-- to build the toll structure, to monitor, to collect and to bill for visitors and out of state?
- This project needs to be considered on a state wide basis to include all paths of travel and equitable solutions. Think: Sellwood bridge - that is a disaster.
- What other route is there between OC and stafford/borland (Meridian Park Hospital) other than Willamette Falls Dr which clearly can't handle additional traffic? There's no option here to avoid the toll without creating MORE traffic.
- During a pandemic????? Build another bridge next to Abernathy. Transportation planning is out of touch with reality. Tolling will be political suicide. How many tax dollars have already been wasted on planning this Toll Project that could have been used on maintenance and improvements. Please drop it.

- Consider building and placing a toll on a new bridge until paid for. Consider using the revenue already designated for the projects that our taxes are to go toward. Where are the taxes for road construction and maintenance going? Are the taxes going into the solar projects now eating up our lands? Where is the power from that going and is there no revenue from that to be tapped?
- the signs are up why ask you will do it anyway just like Milwaukie light rail that we voted down 3 time and put it in anyway
- The impact on families and business will continue to push people out of Oregon. Why not till the Washingtonians that come to Oregon and don't pay tax. Now there's your revenue!
- Evaluating options that don't involve a monetary fee for local residents, Oregonian do not want a tolled highway.
- Tolls obviously will generate revenue, but it must be clear what that revenue will be used for. Specifically, what congestion relief projects will the revenue fund, how much will those projects cost over what period of time, and how long will it take to pay for those projects, when will goals be achieved.
- Please find another way to pay for bridge repairs.
- How about you understand that a sales tax is the solution to this and many other areas of concern. Provide a test add a 2% sales tax while reducing state income tax 2% at the same time. No sales tax on groceries of need. This provides MUCH NEEDED state revenue from tourist and others not residing in Oregon. Anyone with business experience can reference several case studies for additional and supporting information!!
- I see nothing here about a time limit on tolling. Is the tolling permanent? Is there an end date in mind? All of this just sounds like one more tax on on drivers.
- looks like you all ready decided to toll. not happy about that. Stop trying to be like California and New York
- Your all evil mother fuckers who can't look past your greedy bullshit. The future is the kids of this generation. Don't break this world even more. The new human breed coming into the world is not profit hungry. We just want the best for everyone. And tolls are NOT the best for everyone. You can fix the problems in so many other ways that could actually benefit the public rather than oppress them even more. I do not support my taxes going towards that. Don't be a stick in the ass, your late stage capitalist death culture is coming to an abrupt end.
- I hate making major streets one lane each way (such as Foster Rd. Can't cross the traffic) every street don't have to have a bike lane Just steering traffic to the tolls.
- This survey sounds like you've made up your mind. Terrible idea. Nobody wants it.
- No tolling
- No toll on I-205
- I live in the historic district of OC. The traffic during the construction of the histoic OC/WL bridge was monumental and unbearable. Even now, on an average day, traffic is awful from Gladstone to WL and everything in between. OC can't handle any excess in auto volume. Tolling in general is an awful idea.
- I support exploring of funding options, and am not against tolls, but these options will make Willamette (West Linn) a cluster and a much less desirable place to live. It is the area that will be hammered the hardest by the large # of vehicles that will try to avoid the toll every

day. Also, it is hard to tell you exactly how we feel about this when you give no idea of what the toll will be. Is it \$1 per trip or \$.25 per trip? This should have been done 25 years ago. These improvements will not be sufficient to relieve congestion. Do it right or don't do it at all. 4-lanes each way

- No-No-No-No-No to making toll roads out of publicly owned roads/highways.
- No tolls
- FREE FOR RETIREES & GLADSTONE
- Quit wasting money on the signs. Make lanes from an on ramp to the off ramp. Redesign the bridge over the willamette
- Do not toll an Oregon Highway
- No tolls
- No tolls unless Residents pay a small, onre time fe for a local address sticker.
- Consider creating high speed rail down I 205. People could travel and stop and spend money down I 205 and it would ultimately serve the environment.
- STOP THE TOLL!it is just anothe tax! Plain and simple!
- No tolling!
- Tolls just divert traffic to roads less capable of handling congestion, and place the cost burden on the county rather than ODOT.
- Tax West Linn and Lake O more. They are a bunch of Californians that are making it to expensive to live here.
- Do not implement tolls
- I just want to make sure ODOT prevents diversions on Main Street/99E in Oregon City and Willamette Falls Drive in West Linn. The way it is now is a nightmare.
- Do not charge a toll for Oregon roads. They make zero sense for those who must drive them for work or other mandatory purposes.
- NO Tolls!
- Don't start collecting the toll until the new bridge/more lanes are in place. This one change will dramatically reduce opposition to rolling.
- A a business Owner, resident and heavy tax payer; a toll bridge is not the answer...
- For those that pay a higher toll, lower their gas tax
- Don't do it! Tolls will just force me and MANY drivers I have spoken to to go around the toll places. From Hillsboro to Oregon City, I'll just drive thru town. I will avoid tolls until my commute becomes substantially longer.
- Do not do this. Please, for the safety of our kids and our neighborhoods - please do not implement these tolls. People will cut off the freeway and drive through them and this isn't a better alternative.
- I feel there are some uses for toll roads where drivers have more options. This is NOT one of those situations. I've seen tolls used effectively in Colorado, and other places where there are more options for drivers. I believe this problem is caused my mismanagement and ineffective government. Throwing more taxes At a problem of growth and insufficient leadership is a unfair way to resolve the issues.
- Hopefully how unpopular this idea is
- you fucking assholes better start listening to the taxpayers of this state!

- Do not toll.
- The reason there is traffic congestion is because I-205 bottle necks to two lanes between Oregon City and West Linn. A toll is not going to reduce the congestion unless the funds were used for freeway expansion.
- I was here before I-205 was constructed. That you're even considering doing this shows that you don't give a shit about anything but finding new ways to tax and make life worse. If you go through with this the local neighborhoods will get ALL my traffic. It will be difficult to make the same time I would on I-205 but I'll do my best!
- Manage the money you get already better. Oregon already pays enough for roads that are failing. Tolls are NOT THE SOLUTION!!!!
- I'm afraid people won't want to pay and will take alternative routes which could be more problematic.
- Just divert the Burnside bridge funds to the freeway project, no further financial needs afterwards.
- Widen the dam roads and forget about toll charges
- Tolls harm low-income communities, do nothing to decrease traffic, push traffic onto smaller residential streets, and don't address congestion issues. Portland and the surrounding areas are becoming unlivable for low-income and middle class families particularly communities of color.
- Keep in mind that the students of Clackamas Community College are already on a tight budget. Students already can't afford bus fair or gas. Adding a toll would put mire of a financial burden on them.
- Ensure ALL \$\$ goes to roads.
- You are the Gestapo. You need to quit your illegal and unethical behavior now
- If the state of Oregon had better connections with the federal government maybe we wouldn't have infrastructure problems. When was the last time we built a major freeway around Portland? What myopic vision we have.
- no tolls
- No tolls in off peak hours
- Toll non residents of West Linn for using our back roads. Don't let diverted traffic ruin our city. I don't care about paying a toll, but it's unfair to make our traffic so much worse because people are cheap.
- Tolls seem to be a predetermined outcome of the "I205 toll project". I live in Oregon City and I can fairly easily circumvent I-205 travel using 99E to Milwaukie, then jump back on I-205. The project just diverts the congestion elsewhere, either I-5 or 99E and other side streets. If I was traveling on I205 northbound I could get off at Aurora and take 99E through Canby and Oregon City to bypass the toll section.
- STOP FLEECING THE TAX PAYERS!!
- the voters need to have an opportunity to be heard regarding a toll. I guarantee it is not supported by the majority
- Those living within a certain distance of the tolls should be exempt.
- Do not continue with this plan. I strongly oppose this and will vote against any elected official that does.

- How seriously will you consider a No Toll option? Residents of West Linn must cross the river for all kinds of reasons (medical, dental, groceries, PO?, day-to-day shopping needs, and much more. We should NOT have to pay a toll to do so! If there is a toll, at least build in an "end date." This should not be a problem for us forever.
- If 205 is tolled Oregon City Bridge and 43/Sellwood bridge will become even more congested
- This is not in the public interest. There is no way to make this either fair or effective. You watch. It will not reduce traffic. It will divert traffic into city centers and residential areas. I have seen toll roads close up. They hurt the region and surrounding community.
- Scrap it. Dinging people every time they need to drive especially when they are local to the toll is highly unfair. We know the funds won't just go to this section of the road. The entire metro should be taxed equally and all projects paid out from regular taxes not a one off toll.
- There are no carpool lanes on the entire 205. There are huge shoulders almost the entire length. Build a carpool lane and stop trying to justify tolls. What about a tolled express lane if you insist on tolls. It would be voluntary, but would siphon off enough traffic to make the rest usable. .
- No tolls!! No tolls!!
- Would like some confidence that impact on local streets is considered. I feel that Oregon City citizens are going to be adversely affected by tolling all the bridges or by increased traffic through the city center.
- Why is this the only section? I drive everyday between 213 and Gilson. Seems that Sunnyside to Powell would be useful
- You want to talk about hurting the lower income people, that is what this will do. The people that really don't have much choice. The people that have plenty of money will just pay and go on as usual. I can't even believe you would consider this.
- Everyone hates tolls and any politician that supports tolls!
- It seems like the project is prioritizing revenue over demand management. They should be equal, and "congestion relief" should be defined as non-capacity expansion projects whenever possible. We have to invest in transit and alternatives and stop widening freeways!
- Cancel the tax toll part of project. Use funds already being collected
- Existing funds have been diverted to light rail and other pet projects that do not reflect our actual transportation needs (i.e. additional lanes, fixing roads, repairing bridges, etc.). I do not support tolling.
- The project says that the money raised could be used to improve the roads. The money raised should be required to be used to fix the roads where it is raised. There should not be an option of using the money anywhere else and that should be made clear in the proposal.
- TOLLS ARE DESPICABLE. Oregon doesn't need "Lexus Lanes" for the rich on roads that we've all paid for.
- Do NOT toll 205!
- Don't make it a toll road I pay enough gas taxes as it is. Maybe if you'd have spent them on the roads instead of bike paths and boondoggle bridges. Taxation is theft. Spend your ill gotten funds wisely.

- Hey you. Yeah you, unfortunate sap tasked with reading these comments. Don't toll. Don't do it. Ever. It's profoundly un-Oregonian. Our highways and roads should be open for all to freely travel. The only thing tolling benefits is the garbage-heap companies that make tolling equipment.
- Why not raise gas taxes and equally spread the burden
- I think you should give it up.
- When will the 205 bridge be expanded? Tolling is just another expense for the tax payer. I understand the ideas behind it, but the roads you Toll need to be clear from road jams and parking lot highways. Make sure your infrastructure is in place before you Toll!
- Will there be any time of the day when there will not be a toll fee? Currently, I go to work at 5am to avoid traffic. In the future if I am charged to drive at 5am, when traffic is very minimal, I will choose to sleep-in and leave after 7am. I will make the money I am being charged to drive over the bridge worth every penny by adding to the congestion.
- we don;t want a toll and won't sanction one.
- What you are doing is destroying the opportunity that used to be what made our country great. What you are doing by tolling is making a larger gap between the rich and poor. Making \$250,000 a year you wouldn't be affected...single mom making \$25,000 will suffer immensely resulting in her children being negativity effected. Putting a toll on this bridge will cause suffering.
- There is no description of how equity is ensured. What about the local access? I think the population traveling on I-205 should be taken into consideration more in detail.
- I do not support tolling of any kind as it is a regressive form of taxation.
- Consider other ways to raise revenue that are truly equitable to the people in the area. Consider how this will hurt local businesses and quality of life for residents. Tolling as a deterrent is completely against what roads are for. Roads are there to be used by everyone, not just businesses that can pass cost on to the consumer.
- Stop taxing the middle class. Enough taking our money without any benefits. Enough.
- This is a piss-poor, short-sighted idea, NOT a plan. Reading through it I get the feeling this was written as a means to an already determined end, rather than a solution to a much larger issue. It makes me sick to think of how much tax money has paid the salaries to this planning group to come up with verbiage hoping to sway public opinion
- Dont
- There is already options, such as the Canby ferry, to reduce time and wear / tear on the roads. Why is there not upkeep built into the current budget??? Our gas tax has increased dramatically, as has our registration, in Oregon compared to other states!!
- Share real evidence with the public about how tolling will reduce congestion. That is not the case in other parts of the country.
- Expand highway capacity for drivers! Put most transportation dollars toward increasing highway capacity which is long overdue.
- A fiscal defined goal and deadline for when the toll income will pay off.
- Pack your things and move to a state that has the time and money to indulge your woefully misbegotten plans.

- This is not a survey. This is a presentation of what you are planning to do, made to look like you are seeking public input. Tolling should be voted on by the people.
- There should be a number of free tolls allowed for low users.
- Take the C.A.T. Tax, and new Metro Tax, and any other new taxes imposed over the last few years on small businesses trying to survive in this state, and spend it on widening the freeways.....
- The OC/WL Bridge congestion should have been addressed when it was shut down for 2 years. Residents couldn't even drop or pick up high school students 1/2 mile away but rather had to reroute. Poor planning. Now the congestion once again affects living in west linn. West Linn residents will bear the fallout of tolling the 205, that is not equitable.
- We are not the East Coast, Tolling is like throwing salt in the eyes of someone already in pain. Stop wasting my \$\$ talking and just put the money you already have to work building more lanes and routes. I have little hope that anything good will come of all of this, The Mt. Hood Expressway was never finished and the resulting Decades of increasing congestion is something we all lived through.
- No tolls belong in Oregon! We already pay a road tax!
- We pay for highways through fuel taxes and vehicle registration fees (which have increased dramatically) I do not feel toll roads are an appropriate way to fund road improvements.
- stop planning
- Why isn't not tolling and finding another, better solution not an option?
- I think this project is punishment for Clackamas County refusing to help pay for the Sellwood bridge.
- Don't do it. Poor planing on your part shouldn't cost US money to fix the ODOT blunder.
- Simple. DO NOT PUT A TOLL ON 205. I drive it several times a week and several times a day. I will use alternative roads and unfortunately WEST LINN AND WILLAMETTEE BUSINESSES WILL SUFFER. Have you even thought of the impact on the local small businesses off of 205 that will be impacted as people will not drive on the toll roads. You found the money to build the bypass from Newberg to the south end of Dundee without tolls. You can find the money to add lanes to I205 without asking people to pay more taxes to drive on them.
- Aren't there any solutions to overcrowding besides tolls?
- ODOT has completely subverted the purpose of the core elements of the 2017 transportation package, using tolls as a revenue source and not proposing to actually add pavement capacity on I-205.
- DO NOT TOLL I-205!!! Please look at other funding sources to make the needed changes, and the first thing you should consider is that people will do whatever they can to avoid tolls. I would not want to live in any area close to the 205 since many cars would be traveling there to avoid tolls.
- I really want to consider a bypass instead of tolling.
- If you give a mouse a cookie, he will want a glass of milk.
- 1. Local resident travel is not the issue because the off/on ramps are not congested at anytime of day. 2. Thru traffic is the issue as the Abernathy bridge is the choke point. 3. Does this really require a toll? Seems like normal course of growth. 2 lanes in each

direction on the only thoroughfare around the city is a poor design choice. 4. I205 should be extended on the west side of the city to join Highway 26. This would solve a lot of the Hwy 217 congestion. That extension does seem toll worthy.

- Impact on alternative routes for those avoiding tolls
- NO tolls. We already have the gas taxes!
- I am an 83 year old widow who lives just off HWY43. Traffic is already so bad and a toll will make it much worse as people will try to avoid it. It will also cause a terrible tangle of traffic in Oregon city going over the narrow bridge. Personally, I will have to pay a toll just to go to Riteaid to get a prescription. Seems unfair to penalize our community as a toll to use any part of 205 would have more people contributing, and hopefully a lower toll for all with a quicker return
- There are two bridge options for the citizens of Oregon City to easily transport across the Willamette River: The Abernathy Bridge, which is designed to withstand higher traffic counts, and the historic Arch Bridge, which designed to withstand lighter traffic and cars the size of a Model T rather than the larger and heavier modern pickups and SUVs. Please consider the traffic impacts to the residents of Oregon City, the historic Arch Bridge, and the economic impacts for our residents.
- That Oregon might not be a migration state any longer due to income tax and toll tax and the CAT tax and the Arts Tax and the Rents Tax and the.....
- Everyone needs money. sure tolling sounds like a great way to get some. do you have the studies from the Seattle tolling? does it really reduce traffic congestion and make enough money for roadway improvements? I have not been a fan of the I-5 bridge replacement with tolling either. There should be a toll free direct route between Canada and Mexico. You need to consider the added traffic to the other roadways and make sure you can afford to maintain them as well. and consider your neighboring states and counties.
- stop this program
- It's funny how they'll spend all the money on the trams but not on the road conditions and the pensions
- I am most concerned that the project will become a self serving bureaucracy with no accountability to the customers who are forced to use it. That's why I recommend full transparency regarding how much money is collected and how effectively it is spent. Like any business, a project should have predefined success metrics that can be reported to all customers. This would also include metrics on how much low income folks are benefiting from the entitlements provided.
- Research must be conducted on traffic post-pandemic to see what "normal" looks like for traffic and congestion. With more people working from home permanently, or in a hybrid model, daiy traffic levels may be no where near where they were prior the pandemic. This is critical for further action at this junction and must be studied comprehensively, either through traffic monitoring, surveys, speaking with employers/employees in the area, etc.
- Don't do it. Invest in public transit and community programs. Stop building more roads and taking hard taxpayers money.
- If my taxes build it I don't want to pay to use it.
- Let the people vote on the question of toll roads.

- Why is not tolling not an alternative option for residents of West Linn.
- If there was a way by Max to get from Oregon City to SW Portland, it would ease traffic. I will probably never use the toll bridge due to money and my daughter will either have to find another job or finally figure a way to get from Oregon City to Sw Portland which TriMet at the present offers difficult routes. That's why you have a problem to begin with. No you just cook up a way to tax the public because you failed back in the 2000's.
- Not enough emphasis on the impact on local access to 99E and Hwy 43 by residents of West Linn and OR City.
- It is a Social Engineering attempt to solve a problem, that allows for the continuation of funding out Alternative Modes of Transportation that we cannot afford and do not want. It hurts minorities and those with limited incomes and creates greater inflation, and the negative outweighs the positives.
- 1) Tolling is good for reducing congestion and encouraging less travel / travel by other modes. 2) Issues of equity should be addressed not by discounts for certain people, but by transfers of revenues collected to communities of equity concern 3) Re-direct a portion of revenues to low-income communities through things like community development project grants, scholarships etc.
- How is the 205 corridor THE ONLY area being considered for tolling? This feels inequitable for Clackamas County and the residents along the corridor.
- Why put a toll on the bridge? Onramps seem cheaper and would create less congestion, by spreading out the wait times. How about WA's "good to go" system that photographs your license plate and sends a bill?
- I would like the team to go back to the drawing board. Why not a gas tax that has provided funding for so many other transportation projects? Why not tolling up near the airport? Reducing the commute volume from WA will help all area roadways.
- There are plenty of alternatives to tolling an oddly short distance of an existing thoroughfare, and more than likely causing other new problems or exasperating ones that already exist. Create a new bypass, highway or interstate that will be require a toll fare for travel from day one of opening - people will choose it, use it, and pay for it.
- Housing prices will drop in the surrounding area. I will plan to move out of state if implemented.
- Good Luck!
- BS
- This is a bad idea. instead of causing more congestion and widening the rich to poor gap we should look at private/public funding of a regional rail from Salem up I5 and 205. I would take the train as i did on the east cost every day if one was available
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- If you must use the toll method, this is an additional tax to Oregon residents using the bridge. The toll should (tax) should be divided equally across the state. The toll should have an ending time written into the plan. When the bridge upgrades and the lane improvements are done, the toll should be ended.
- The people of Oregon are already in debt and run out of money due to taxing and this pandemic. Asking your own citizens for more of their money when they already do not have any, especially when they're trying to get to work to make any sort of money they can to be able to even eat is quite frankly disgusting and it shows that Kate Brown and ODOT do not care about their citizens. They care about the money.
- I-5 should be tolled from Eugene to Vancouver. Congestion, pollution, waste. Time to invest in electric and fast trains .
- toll it all. we all drive too much.
- Every single one of you can get down on your knees and take turns sucking my huge fucking dick. Die of AIDS you fucking queefs.
- As I wrote before, Environmentally and economically, we cannot sustain the current level of private motor vehicle use. We need to look for ways to reduce vehicle miles traveled, and downscale wasteful infrastructure. It is immoral, knowing what we know, to expand infrastructure for motor vehicle use.
- To Whom It May Concern: The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents: The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion <https://steelinterstate.org/projects/oregon> + Higher Performance Rail Service for the Oregon State Rail Plan <https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf> Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public? Best Regards, Robinson Foster, Western Affairs Steel Interstate Coalition fosterr@comcast.net call/text 503-781-9339
- Tolling I-205 is completely unacceptable. If the state cannot manage the public highways through fuel taxes, either fuel taxes should be raised, or the road system should be sold off to the private sector.
- This proposed tolling project should specific in scope, prices, duration. The better solution I already shared in my comments. Thanks
- The area you are tolling seems quite narrow. Why not consider tolling the duration of I-205 in Oregon?
- Do no harm. Your tolling solutions are all meant to avoid addressing the real issues. Think farther out. What is the state to do when all cars are electric and no gas taxes are coming in. How is the state going to address the impact of the cars that to avoid tolls go onto local streets and cause backlogs in West Linn and Oregon City.
- If this really is about environmental reasons then hybrids should get reduced rates and electric cars should get a free pass. The other option would be for residents of Oregon City (at least) to get a free pass given it disproportionately affects Oregon City residents.
- I would strongly appreciate the tolling not start at Stafford road. It negative impacts are too great for our city of West Linn.

- Prioritize citizens over cars! Private vehicles are the basis of so many of the problems you're trying to solve, and better public transit and alternative transportation infrastructure would go a long way towards alleviating all problems: environment, traffic, equal access, etc.
- Add new lanes that are tolled. DO NOT TAX ME to use roads I've already paid for and currently pay to maintain just to support the influx of Californians. I propose a license release and vehicle registration fee for transplants.
- Seems these zip codes are wealthier than others and just can't handle growth that doesn't benefit them. And I can't say it enough- this reeks of classism.
- Tolling is a way to tax hard-working citizens. No more taxes. Government mismanaged our money anyway.
- No one wants tolls ! Get that through your heads ! No Toll ! Why are we getting tolls crammed down our throats ? Stop it. We will not pay tolls. We will fight you to the end.
- Please don't utilize tolling to pay for roads. I already pay gas taxes, property taxes, vehicle license tabs, state income tax, and am happy to pay all of those things, because I believe in contributing to the common good. My household is fortunate enough to be able to afford those taxes easily. But people need to drive on the freeways to get to work, low wage workers often live further from work than higher wage workers and have less choice of when to commute, tradespeople need to travel to get to job sites, etc. Tolls are the wrong answer for solving this issue.
- Que piensen en la comunidad de bajos ingresos o solamente ganen lo mínimo
- Put your resources towards the I5 bridge replacement not on this garbage.
- Don't put in toll roads.!!!
- Why do people looking at these issues always assume that biking walking or public transportation are even valid options? The routes that many of us have to take and errands to help elderly, work, etc. are not even remotely conducive to other forms of transportation. I am all for environmental considerations, such as electric vehicles, which will still require roads and infrastructure.
- Pues que lo utilicen ese dinero para autofinanciar mejores carreteras
- Perhaps residents of West Linn and Oregon City within a short distance of the Abernethy Bridge could purchase a monthly pass, like TriMet offers, rather than pay by the trip, since the communities are closely connected.
- Consider a new freeway connecting Coos Bay to I-5 and on to I-84 to the east.
- I've already said it - tolling is an abuse of the state's effective monopoly on the highway. Us unlucky stiff's paying for it have no realistic alternatives and have zero say in how rates are set, how funds are used, etc. Will official state vehicles be subject to tolls? Electronic tolling systems also constitute an invasion of privacy as the state must by necessity track motorists' transit through the tolling zones. Please consider simpler funding alternatives like increasing fuel taxes, adding taxes to electronic charging stations
- Devise non-tolled routes for us to take.
- There is no reason to start tolling roads. It's Oregon, we've survived this far without a toll system. Toll into/out of Vancouver if you want to help congestion.
- no tolls

- No tolls. The middle class workers can't afford them either. You only seem to care about the poor people and making sure it is free for them.
- With no other viable options to avoid this you will be forcing people into this creating more ill-will and frustration that will lead to aggressive / frustrated drivers.
- There's thousands of people who are in poverty already. They can't afford more toll fees and taxes. Stop charging the citizens. All this is is another project the citizens and tax payers will end up footing the bill for in the end plus having to pay to drive the i205 each time we need to.
- Tolling 205 segments affects negatively primarily Oregon residents, and we already pay our fair share in taxes. Make out of state people pay to use our roads.
- Revenue should be used for biking, walking, and transit projects and not for widening freeways in order to meet equity and climate goals.
- Needs to align with long term public transportation plan
- I think the plan is unfair to local neighborhoods. We are already being unfairly impacted by the traffic and the tolling plan appears to further impact neighborhoods unfairly.
- A toll will do nothing more than create bottle necks on neighboring area's like Canby and Downtown Oregon City (Which is not equipped at all to handle more traffic). This is TERRIBLE idea! TERRIBLE!!!!
- I think the 'no toll option' is the best option unless the tolling is moved up to 213 or Gladstone to prevent diversion.
- I-205 tolling should be simulated with I-5 tolling scenarios to understand the actual impact at time of construction.
- The tolls need be on the bridges from Vancouver to Portland and limit the amount of people who come from Washington and abuse our no sales tax those are the ones who are not paying there fair share to this state and should be the first ones to see a toll the last ones to see a toll should it have to happen due to the states ability to manage money like a 20 year old frat kid should be the people on the interiors of the state who pay more than there fair share of road tax already
- The cost to the average person of having to pay to go to work .
- Considering that COVID regulations are requiring most people to continue working from home, is this really necessary AND will it even be lucrative given that traffic is significantly less? Congestion through neighborhoods is going to be extreme in West Linn and Oregon City as commuters find a way around the tolls. We have apps and smartphones now, we don't have to use toll roads.
- There's no way any tolling will not effect neighborhoods. Traffic will be diverted through our streets . Is there no other way to raise these funds and reduce demand??
- It's not wanted by the voters.
- Looking at construction to be in later part of day after business traffic. I realize this would pose an increase of safety issues, lighting and other expenses. But it would save road rage, and patience of the daily commuters and surrounding communities.
- You've completely missed the mark by jumping ahead and titling this as a "Toll Project". It should be called the "How can ODOT make for effective use of the money I've already given them" project.

- I pay enough taxes, my property taxes are already high, state road tax, I pay high state income taxes, fuel taxes, licensing tax, there is way too many taxes and money that is coming out of my pocket. It seems like Kate Brown's only solution is to steal more from the citizens of Oregon... I have a medical condition that costs me even more money every month. The cost of everything continues to go up, and my pay does not.
- Impacts to I-5.
- See comments above
- Toll is theft! Just like taxation! People already have to pay to go to work. Parking, gas, vehicle expense, tax on wages... now a toll to drive to the workplace?? BS!!!
- Consider not putting a toll in and utilizing the taxes we already pay. This will cause a financial burden on the people of Oregon city. Oregon city will also see a rise in traffic on all of the side streets and downtown area as people avoid the toll. All this will do is cause more congestion in the city and cost the people living in it more time and money. This is an absolute awful plan.
- We do not have any decent transportation options in the south metro area. Cars and the Abernathy bridge are OUR LOCAL NEIGHBORHOOD transportation. If you insist on tolling the bridge then anyone who lives in OC, WL or Gladstone should be exempt from paying it. Toll all those from outside the area coming to use our bridge.
- Be prepared to bolster the other roads and highways to handle the traffic that diverts there. This plan will solve nothing.
- Make a new bridge. Tax big employers who hire employees who have to commute long distances and cause so much traffic and congestion. Not only will that fund the bridge, but it will encourage employers to hire people who live more locally to them, thus reducing the total amount of vehicular travel required by the workforce.
- If you want to run the working class out of Clackamas Co then just keep doing what you have been doing. If the goal is to make my life long home completely unlivable then you have been doing a fantastic job.
- Stop screwing with working class people. It will cause me to drive farther to avoid tolls. Which I can do. And do will many more people. Causing congestion on 43 and 99E. Then you can deal with more pissed off people.
- I am vehemently opposed to any capacity expansion to I-205, and it should not even be considered.
- Sorry, I don't live in that part of the metro area and drive that part of 205 about once per year. I think it's more important though to replace and widen the Interstate Bridge as that is likely the worst bottleneck in the metro area.
- The local residents we use these roads for daily life. We already avoid using them during high congestion times. So to say this will help is misleading and the project reeks of gaslighting local residents.
- This is, by far, one of the dumbest things ODOT has come up with. We do not need tolling. It is merely a cash grab by the state and will do NOTHING to ease the congestion. In addition, will cause more problems off the freeway than are there now. West Linn does NOT want tolls!!

- It feels like the team has already decided on tolling and is only studying that option because it's required as the no action alternative. I have strong concerns with this being prejudged. This is a regional area, and freedom of movement between them is an important value. Particularly between a number of commercial establishments on both sides of the toll. Access to these would seem limited.
- Stop screwing with working class people. It will cause me to drive farther to avoid tolls. Which I can do. And do will many more people. Causing congestion on 43 and 99E. Then you can deal with more pissed off people.
- Add more lanes to I-205
- A community/local rate should be considered for those using the route frequently. Either an annual maximum or reduced daily rate to consider.
- we dont want tolls on the US highways. it restrics travel and will impact the economy by the cost of transportation going up.. balance your budget and stop trying to fleece americans
- Tualatin and surrounding area is a large industrial/manufacturing area and a lot of people depend on this route daily for there living. This would impose additional costs on top of the taxes they are already paying to support the state infrastructure.
- As with most everyone else, my driving habits for the past few months are different from those before and likely those to come, but the issue isn't going to vanish. I also think the seismic resilience component is essential and there's more to it than just the river bridges, but they're the obvious starting points.
- Stop funding nonsense and then you'll have money for infrastructure.
- See #3, please consider the West Linn residents and how they would be paying to most and having to suffer with the horrible traffic congestion on alternative streets for those that will avoid the freeway. If you know this area, you know that we have very little options to come and go from West Linn.
- I really don't understand why only one short segment of I-205 is of interest as it is certainly not the worst traffic on the highway. I find that the farther north, the worse it gets. It seems to disproportionately affect Oregon city and west Linn residents. Looking at tolls on the east coast, there are entire roads where you get scanned when entering the highway, then when you exit. The total toll is based on the length of the trip. Why not toll all of I-205? I'm not being sarcastic, I would prefer that.
- Fuck you! No tolls!
- I'd rather Metro's transportation package targeted for ballots this November 2020 not go to building the SW Corridor MAX extension; but instead go to projects like I-205 more effective in reducing traffic congestion.
- The traffic may continue to be reduced sine many people will continue to work from home. Also, we pay taxes already to deal with the roads. This is double dipping and limited to the people who live in this area.
- Seems like the decision has already been steered to alternative 3 and 4.
- Not to do it. We are against it!
- Not to do this
- If tolling is implemented it will be just the beginning. More tolls will be required to pay for the infrastructure to support tolling. It's a never ending cycle. It's just another form of

taxation and no ones taxes ever go down, only up. Oregon residents know this better than anyone. Amazing that all the taxes that Oregon residents already pay and it's still not enough to maintain infrastructure to support growth.

- Expand the tolls. I live in Portland, much of the traffic here, is to or from this city. I would like to see the roads improved here as well. Roads like Division And 82, which are major arteries, are a mess.
- Tolls designated by your zip code
- it effects locals more than distance commuters.
- Focus on ways to move users out of cars, not to increase road capacity.
- Add HOV lanes the entire route if I-205. Make the HOV lanes active 24/7
- As I stated above, are you kidding me? Seriously? ODOT are you that out of touch with our daily challenges with life during Covid-19? Our priority is making it through this horrific time, alive. We are focusing on staying healthy, educating our children, having a job and a roof over our head. And, you and the state & local government, you represent, want to focus on tolling a freeway? Oh my! Seriously? You need to stop. and look around at this Covid Oregon and it's deeply upending impact on your fellow citizens. It is NOT the time to undertake this project.
- As an engineer, I know that a lot of things make sense on a computer simulation based on equations or on paper, but I urge the planning commission to get a common sense point of view. Go learn from other cities what works and what doesn't. Get some firsthand knowledge before the situation becomes worse. The city is already an expensive place to live and this "solution" if not managed and implemented correctly could have long-term effects that aren't seen immediately.
- Let's not add tolls.
- What are the plans to mitigate the impact of diversion to local roads?
- Tolling is a bad idea. I live in the area and I'm low income. It is a negative tax.
- I think communication is key with this project. If I didn't work for the county, I do not believe that I would've known that this was happening and I live in Milwaukie, not far from where this would happen. I would love the extra money to help the county with roads and bridges, but being able to make everything clear and easy to understand would be helpful. A lot is going on over in the West Linn area when traveling so to add even more would need to be elegantly planned out to help out those who regularly travel there. Help out those who would be paying.
- If I pay taxes for roads AND as a local paid for the current bridge, why am I now being asked to pay MORE money? and with tolls, I will continue to pay more EVERY MONTH/WEEK/DAY forever! ALSO, QUESTION #16 SHOULD BE INVALID! YOU STOPPED AT INCOME OF \$90K? YOU NEED TO ANALYZE HOUSEHOLDS AT \$100K / \$250K / \$500K AND MORE!
- Stop looking for more money to burn!
- don't , don't don't
- No tolls period. Ban truck traffic during rush hour periods. Institute ride share lanes. Expand freeway. Learn how to manage the budget you already have. Stop stealing from the residents.

- Many people including me do NOT accept the premise that toll roads are necessary in Oregon on roads for which we have already paid and continue to pay via gas taxes. Get creative, look within existing budgets of multiple state departments for the funds. Hold a bake sale, whatever, but stop raising taxes and fees on residents whose incomes are not keeping pace with inflation.
- Any toll is regressive. Gather funding from raising gas taxes or registering luxury cars.
- The freeway should not be widened to 3 lanes in each direction causing induced demand, and the price of tolls must be high enough to encourage non-driving modes of transportation.
- Do not do this we will fight it all the way just another government money grab
- I just really implore you to consider the impact to people in the Oregon City and West Linn area and the potential impact to local businesses. We have only two options for travel in WL, we either go down the 43 towards Portland or we get on the 205. Our access to local businesses depend on the 205 and the Abernathy bridge. There has to be a better place to toll where the local residents have other options and can choose to pay the toll to save some time or find an alternate route. We don't have that option here.
- Look for another solution. I strongly believe there is little public support for tolling. I have not heard of anyone that really thinks this is a good idea.
- Please show the numbers of how much the cost of tolling is (Project cost). How much to build and manage the tolling process.
- Please show the numbers of how much the cost of tolling is (Project cost). How much to build and manage the tolling process.
- The toll should start further down the I205, after West Linn.
- A lot of people's wages don't increase and more and more money is taken from them. We already pay plenty of taxes.
- A los automovilistas que lo utilizan solamente por un corto tramo
- Don't do this. It's insane. West Linn in particular will be hit hard since the Abernethy bridge is the link to most shopping. WL has very little commercial retail space so we depend on the bridge. WL residents will pay a disproportionate amount of the tolls. Given the local property taxes we already pay here this would effectively spell the end of the community as we know it.
- Any toll program must provide exemption for west Linn residents, otherwise there will be a negative impact on property values, a negative impact on local businesses, and a negative impact on West Linn community life.
- #3 sounds like the best option. Please consider walking and bike riding safety alternatives. Also possibly offer no tolls or fare increases for bus riders - though I never have seen a bus on this route of I 205.
- If the tolls are kept under \$2 for the duration of the plan, then I would support it. I just know that Portland City Government will find a way to increase the toll until it is too expensive for regular folks. Also Motorcycles and Motor Scooter must be exempt from the toll.
- No peaje
- No tolling for West Linn residents!!! Would you like to have your area tolled??

- Tolls cost unneeded money to travelers.
- Please consider not tolling, this should have been voted on by the people using the road not just forced upon us with no chance to stop it.
- What is the plan for local residents? That is not addressed in the study.
- You need to do a much better job of describing the difference between the alternatives and exactly how the tolls are likely to impact everyone financially. There is nothing said about the amount of the toll. Without understanding that it's impossible to adequately determine how I feel about the plan. Will this cost me an extra \$2 per month or \$100 per month? That makes a BIG difference.
- Tolling the "freeway" is a bad idea that should die on the drawing boards.
- I would hope that adding lanes to 205 is not a foregone conclusion, and that the impacts of tolling will inform any future congestion relief projects.
- People who live in West Linn HAVE to use a bridge to get to the other side of the Willamette. Why is it fair to punish us with a toll when we need to conduct daily business such as picking up a prescription at the Oregon City Rite-Aid? We have been told that our Post Office will be moving to Gladstone. So now we will have to pay a toll to get to there. Why here? Why us? Why do those in Multnomah County, the largest population area, not have toll rolls? This is ridiculous.
- NO TOLLS in OREGON!!!!!!!!!!
- Residents in WL do not support this proposal and feel that it erroneously assumes that residents in WL can afford to pay for the same access to public roads that everyone else will continue to receive for free. This is not equitable.
- relative attractiveness of alternative Oregon City bridge for drivers avoiding the Abernathy Bridge
- How to collect tolls without the waste of mailed paper bills, or required tolling device in car
- No local impacts. No local tolls. Reduced pollution and noise along I-205 corridor. Put tolls, if we must have them, on state borders where they belong.
- For the past 30 years, almost nothing has been done to add highway capacity in the PDX area. Even this I-205 project and the improvements to I-5 in north Portland, while desperately needed, come nowhere near what is needed for the growth that will come to this area. We need to get rid of this concept of trying to force people out of their cars in order to avoid building new highway capacity or in 10 years, we will end up with absolute gridlock.
- Should be free to residents of Multnomah and Clackamas County. There's no other realistically viable road options that can withstand additional traffic once the tolling starts.
- Go back to the legislature and ask them to reconsider the whole funding package for this project and ask that they be instead used to study and build a Western by-pass.
- Why is West Linn one of the first to "win" this type of project? Has tolling been considered for any of the downtown Portland bridges?
- There should not be any tolls on I-205 period!
- No additional extortion to Oregon residents.
- A los automovilistas que lo utilizan solamente por un corto tramo
- we do not want tolls!

- Do not toll our freeways. Use the current funds we have to address issues. Budget what you have- don't toll to get more.
- I think the basis of your analysis is good. I strongly believe that more public transportation on the corridor is called for and that people driving daily on the 1-205 should be willing to pay for the related costs, especially environmental costs to the communities they drive through. That said, options for low-income workers who cannot afford housing closer to work need to be taken into account.
- Please be wise and don't try this. Instead, build a new road, bypass or other highway and toll that road to pay for it. People will take this who can afford it and it will not create a hardship on those that cannot. You would be making it so much harder on people than it needs to be.
- Tolls are a terrible idea! Once in place, they'll never go away. It's the equivalent of another tax. Our existing taxes should be sufficient if budgeted wisely.
- Why should I pay for the toll if I live here in West Linn?
- We don't need any tolls. Stop taxing an over burdened population
- Nothing, I have made myself clear. I will never visit your state again
- Alt 3 seems the best option. More bridges are needed.
- Drop the plans and quit using TAX money to figure out how to TAX us more. Only thing left in the money bag is dust. There is TOO much tax money used in administration and not enough on actual maintenance.
- This area is so screwed up now the best way to correct the problem is get rid of the current government and ODOT leaders and replace them with people with common sense.
- Travelers would need sufficient info. How would RVs and trucks be effected?
- One alternative should be "not to implement toll segment"
- Build a new set of roads if you want toll roads
- When will the tolls end?
- Covid has changed the way people view city population. The population prediction need to be updated for the pandemic effects.
- NO TOLLS negative impact on local traffic unfair financial burden to local area to finance other Projects. NO TOLLS
- Orgonians need to work. low income needs to work. let truckers and business pay the tolls
- Put a toll on a new bridge/road/highway. Stop squeezing the community for \$\$\$ you're just causing footprint spread.
- See number three above
- Washington state should start tolling all roads for Oregon drivers to enter our state!
- See comments on #9: in general, it seems the study should assess a broader range of considerations than are described in the brief descriptions of the alternatives. Maybe that's just a result of the need to be brief. But, if not, the study design should be expanded, I think.
- Pulling the zone up to Foster Road or Hwy 224 entrance to I-205 would capture more traffic which most likely will still use Abernethy Bridge and would maybe help lower overall toll costs to drivers
- Encourage population control.
- Para los que usamos solamente para ir de un lugar corto que no tengamos que pagar

- no to tolls
- Please make sure that poor people and seniors are not screwed over by this.
- As a thru-traveler, ease of passing through toll areas is primary, with no delays due to toll areas. Toll booths can be set for off ramps for each segment, with one toll set for thru-travelers.
- This is great. We need time-sensitive tolling to control traffic! Please keep this going despite all the uninformed opposition.
- Stop tolling start casinos way more money, way more fun, isolate security to just casinos... collects revenue from tourists, locals, etc. And becomes a tourist attraction... look for fun solutions not just fee fee fee you subservient people
- Please just get some professional help with your tax and spend more then you take in insanity.
- Do you really need to ask this? It took a committee to come up with this? Just another example of how Oregon leadership can't lead. How about considering alternatives to fix the roads without collecting yet another tax. Other states have figured this out, Oregon can too if elected officials actually spent time and effort on what's important. Worst. Leadership. Ever.
- This is simply going to make it even harder on oregonians to live with yet another unnecessary money grab. The issues that are being laid out are frankly, bull. We all pay so much in the limitless taxes already, our roads rarely get fixed because "they always need more revenue". It's sickening to think that we are all going to get screwed because our local government is incapable of spending our tax dollars and other revenue wisely but in turn put their hand out and demand more money.
- It's just another way to gouge us low income people who cant afford it his, and to hit everyone else so you can have more money to play with. You actually are paving it, but most every time we get taxed for the roads, they never get fixed! Toll at Stafford. That's where it's bad..
- Que el peaje implementado no sea fijo, si se aprueba el proyecto, ya se ha elevado mucho el tax para los. Which los en las carreteras de Oregon
- Consider scrapping the whole idea, then scrap it. There should not be a 205 toll project.
- Surge pricing for peak hours to discourage driving.
- Tolls generate money. Does not stop congestion.
- By segmenting this project as not part of the whole I-5 north south corridor, you are placing more responsibility for the payment of this project on the local surrounding community, while the benefits will be realized interstate wide.
- Tolling is not a viable option to prevent or reduce congestion, it forces people to use surface or smaller highways, it moves the congestion and does not address. It is also bad for the economically under served.
- I understand the legislature authorized tolling for this section of the i205 back in 2017. Just because you can, doesn't mean you should. Collectively, the state benefits in revenue (outside of tolls) when the movement of people and goods are unrestricted. To tax one section or community disproportionately does not pass the test of representing all users and beneficiaries of the utility.

- quit affecting the people who use 205 daily. We pay your salaries with crossing and using 205 daily.
- Oregonians do not want this!!!
- Adding a toll to the only primary route on the south side of Portland will cause significant congestion on side streets and basically pushing the problem unfairly to the County and cities.
- Where are the options for low income individuals? Why is there no effort to acknowledge the impact to minority communities who need to travel here for work and cannot simply travel at another time?
- Any tolling begun prior to actual construction should be limited as much as possible.
- Top to bottom evaluation of current spending and re-prioritizing road maintenance before other capital expenses.
- You need to show the public the data you've collected to support your desire to implement a toll and projections on the impact each of suggestions. I don't believe this committee cares about the environment and they are using buzz words that make people feel good about throwing their support behind the cause. I do not believe the committee cares about the impact this toll would have on local communities and some of the communities members. I do not believe that this committee will toll commercial trucks such as semis. all of your suggestions are a hot mess. Toll roads are not welcome here.
- If you don't want people to drive cars, then make them illegal already. We can all live in stacked tiny homes next to our jobs if we're lucky enough to still have one. For vacation, we can walk a block to the 1000 sq/ft designated green space on a scheduled basis. Or just kill those not on board with your bull shit.
- I don't believe it is fair to toll those of us who have been living in this area for a long time. We are not tolling other bridges in other areas. Also what happens if we cannot afford it. I also don't think it is fair to toll are friends who want to come visit us. This could make it harder for those of us who live in this area to see our friends who have to come our way or we have to leave our area to see them. That is not fair.
- This is insane. Another tax by the greedy, corrupt government against the working class.
- Again, build more lanes now. Plan for a great future, not a mediocre present. Make Oregon roads great again.
- ODOT should cut it's insane bureaucracy of staff and spend more on actual road improvements.
- Would like to see that those who pay are those who benefit most.
- I've experienced tolls in other jurisdictions throughout North America. Some that were supposed to be temporary to pay for bridges (which became permanent even after the bridge was paid for) and some that were permanent to either allow quick passage or reduce congestion. Asking to toll a road (build infrastructure and its associated bureaucracy) on roads that have been built, paid for and maintained through tax dollars goes beyond the pale - taxing Oregonians through tolls should not be the solution!
- must be affordable for everyone--everyone pays the same amount
- DO NOT TOLL I-205

- In order to access social services in the county seat, Oregon City, people have to travel there from Wilsonville and West Linn. There are no good transit options to get there. Behavioral Health, Energy Assistance, Housing, Medical Clinics, the Courthouse are all in Oregon City, people will have no choice but to pay a toll to get the help they need. Why aren't the builders of the million dollar homes being forced to pony up additional monies to assist with the infrastructure demands their properties are putting on our outdated roads?
- Monthly pay rate for folks who use it regularly.
- No tolls
- ?
- Again, this is the main freeway I take. I live right along 43 and use this freeway way too many times in a day than I can count. I don't see very much care for the road ways as is even with tax payer money.
- To make sure they have had satisfactory input from citizens. Too many times projects are activated either without, or against, a majority opinion of all peoples impacted by the "finished" product.
- While you mention a no toll option must be studied, it is not mentioned in this survey. This is an admission of bias and doesn't allow people to select options that express their disagreement with proposed tolls. Tax EVs and Hybrids that weigh more causing more road wear yet avoid paying gas tax.
- It is my opinion that the additions of tolls on 205 is unfair to the people using it on a daily basis and it will increase traffic congestion on other regional roads. We have already paid for these roads through taxes. If there is a need for maintenance or expansion there are other avenues for funding. 205 is a major piece of the metro traffic system and the cost should be shared by the entire metro area. We all benefit from 205 regardless of how often we use it as individuals. We shared the cost for other major projects Why is this different. There is no toll on the Sellwood Bridges.
- Start fixing the I-5 bridge problem. Do not demand a max train to Washington just to get the bridge built. There are way to many people living and commuting on the interstate roads to build your way out of the traffic mess. The people want to vote on this.
- Reduce vehicle miles traveled. Preference for EV, multi passenger vehicles. Fund to bridge seismic retrofit. No lanes added. Price to reduce use. Enable option for low income subsidy to tolling through special work/personal hardship transponder that would charge less per trip.
- ODOT and WASHDOT should be tolling all highways in the region rather than the short segment for this project. In south Florida, the sunpass is universal and easy, and people are used to it. We will all adjust.
- This is all fine, but implementation considerations should really take into account what would be the best tolling system to expand to all other regional freeways (at least 26 West, I-5, I-405, 217, possibly some of the other big new 2xx roads in Clackamas like 213 south of I-205)
- Add toll to I-5 bridge

- The businesses have suffered through a major road construction project, then Covid and now you propose to absolutely paralyze our community with a 24/7 traffic nightmare. What else do you need to hear? Stop it!
- consider not doing this - people will just figure out how not to use this route causing more problems in local traffic - I feel this is a bad use of tax payor dollars
- TOLLS ARE ANTI POOR. HAVE FUN WITH ALL OF THE ROAD USERS BYPASSING YOUR STUPID FUCKING TOLLS AND RUINING ADJACENT STREETS
- We absolutely need a robust tolling system. The revenue from the toll likewise needs to be invested locally in visible ways to garner support. It needs to be spent on urban mobility and equity related projects.
- This is a terrible idea. Don't do it.
- Tolling is not a solution, only construction or increased lane usage will minimize congestion
- Where can I view other peoples comments? Without context from contributors it is not very meaningful to participate. You should share all comments in an unvarnished manner. What will be the outcome of the survey? Will it change the course? Is tolling a forgone conclusion?
- Give my suggestion of "peak commute time only" tolling some consideration will you please?
- I am strongly against tolls. We pay heavy taxes in this area and there are many areas where 205 could be widened to reduce congestion. Please use the resources you currently have.
- How much study would it take to secure funds from other sources instead of the locals using this bridge? I'd rather not have the bridge widened than pay a toll.
- Drop this money grab by Metro. If you want to toll roads then add a new lane to I205 and toll that. That's fair!
- No where is there a mention of the effect of traffic migrating from I-205 N to I-5 N. It seems inconceivable that all 5 alternatives have an average impact, equal impact on traffic diversion.
- I am one who has always set my gps to "avoid tolls." Tolling 205 does not excite me and feels like a way to give those with money a way to buy access to faster travel while further hurting those unable or unwilling to pay as they look for surface street alternatives, which then become congested and cause worse problems. I'm not sure how Seattle does it, but during congestion, they open up the shoulder as an additional lane. HOV lane? What I hear in this project is that tolling a single lane does not generate enough revenue. Who will be managing that revenue and how will revenue be spent?
- No tolls!!!
- We need the max line out here
- It would sure be great if there was a way to actually see a different way forward for this corridor. The fact this area has been neglected for decades and now will just hammer one residential neighborhood is quite honestly unacceptable. I am sure that in addition to the new traffic in my neighborhood the new increased noise from the added lane will just add to the negative experience. How about this? Just toll 205 then leave I5 out of it. That should reduce the traffic on 205. Bingo, 205 solved, but that just creates a bad experience for people in Portland. Thank you for reading.

- I would like the study to include the based income/salaries of folks using the road, and base the pricing of tolls from studying those groups income/salaries using the road.
- Poner más transporte público. Así reducir el tráfico
- The state and now Clackamas County with the Vehicle Registration Fee has funds for this kind of thing. A solution to reduce on/off ramp access points needs to be pursued instead of the tolling option.
- No ☹ lo agan estamos en un pais libre no más ristringiones
- The project needs to be driven by the best possible mitigation for traffic congestion/travel demand, not by project cost.
- Que el peaje solo sea por un corto tiempo.
- No toll should be the only option. Listen to the people.
- Que el ingreso promedio del Oregoniano es muy bajo. Sugiero buscar los fondos de otra manera mas equitativa y no solo de la fuerza laboral.
- Pay By Plate & EzPass Options, possibly commuter discount?
- I wonder if tolls on i205 without tolls on i5 will cause problematic traffic shifts?
- This is just going to make locals more upset with the state.
- Please keep in mind that those in West Linn don't have many shopping, eating, and entertainment options. We use I-205 to access these businesses as well as for work. It feels like you are punishing us not only with the toll but with the traffic nightmare that will ensue.
- We have to live within our means. You should too. Stop taking my hard earned money.
ENOUGH
- West Linn has two way roads two lane roads throughout the city this will not work with a toll on the bridge and a toll on 205 it will just make everyone get on our surface streets so they don't have to pay the toll
- To listen to the community members. We live her and understand how this will impact our community negatively. Diverion is a HUGE issue to us. If the highway will be tolled, the offramps need to be tolled as well except for the local community. This will help ensure that diversion will be limited in our area. People will still divert from connected roads but division onto Stafford and Oregon City Bridge will be less.
- Mark roadway with "through traffic and local access lanes" Make trucks stay in slow lanes especially on hill
- Tolls will slow the traffic, how are you going to collect them? What if I'm driving a friends car? You don't need more money! Take some of the marijuana taxes for upgrades instead. This is a terrible idea. NO TOLL Some of us have NO options for getting around. Do I need to take I-5 and then you toll that? This is a terrible idea!!!!!!!!!!!!
- You guys are just money hungry. Expand the road, increase the gas tax across the state to pay for the expansion, and let it go. No need for tolls anywhere in Oregon.
- It is infuriating as a West Linn resident. You are overly stressing a population and area of the greater Portland community and it is infuriating.
- See my above answer.
- I want them to stop planning it and come up with a better idea!
- Bridge across troutdale to camas. All east side Washington traffic can skip i5 and i205!

- This is unfair to the residents who live in West Linn. It feels targeted toward West Linn residents as it is only through our town.
- Unless your plan is to totally widen the bridge another 2-4 lanes to correct the massively wrong original design (aka the southern merge access from WL southbound 43), it is pointless to even talk about tolls.
- 205 should not be where a toll is placed. Look at alternatives.
- Improved bike paths, along Stafford Rd from Mtn. Rd to Johnson Rd, & 10th Ave. in Willamette to Tualatin along Borland Rd.
- If West Linn and Oregon City are going to grow economically, we must not put in place impediments such as increasing traffic with no upside economic value add. More traffic will result in increase in pedestrian accidents along 43 (which is already a dangerous road for walkers, bikers, bus riders...) this lowers the livability index. Further there is an Elementary School right in 43 and WLHS off 43 that will become untenable for arrivals and departures.
- Please listen to the local communities who will be negatively impacted both by mandatory toll fees just to drive across town to work or shop! And on the unsafe traffic diversion onto our local streets that were never designed for that capacity.
- That this is a terrible solution and the community is disgusted that it's being forced down our throats.
- This should not be a Toll Area at all! It is a State Wide Issue and needs to be incorporated into State Transportation Taxes or Gas Taxes.
- The residents of west linn will have to pay a toll anytime they want to get in I205. This is not equitable. We pay enough in taxes.
- How many of the people making the decisions will be affected by this. My guess is none. These decisions should be driven by people who will actually be impacted.
- When I went to your presentation in Oregon City, your three staff members confirmed, "You cannot toll existing roads, lanes, already built and paid for." Thank You. This should be the people voting on, not any other way as it effects our quality of life and health.
- No tolls. They should never be approved for current roads. Taxing is the answer for increased needs of funding.
- Again, as a resident of West Linn, I cannot disagree with tolling of I-205 strongly enough. This will place a burden on our community street, our family budget and the very nature of our town's personality.
- Make sure that people only passing through the Portland Metropolitan area have a toll free alternative.
- NO TOLLS!
- I would like to know how you will keep diverting traffic off of the arch bridge and WFD?
- How is this fair for those of us who live in the toll zone who have no choice but to travel through the toll zone to go ANYWHERE and EVERYWHERE?
- This SHOULDN'T BE DONE!!!!
- Please do not add tolls. It is not needed and is an inconvenience to the public and will not solve traffic issues
- Please consider what horrible money grabbing greedy people you are.

- Do not do it! I will vote against the project. It will cause major back up in neighborhoods!!!! Go back to interstate bridge Toll between Washington. & Oregon. It can fund many projects due to volume of traffic.
- don't implement tolls. add additional traffic lanes instead
- Has anyone on this project team ever lived in a state with tolls?? Once one toll goes in, it is always followed by more and more. How are out of state drivers not having to stop and pay?? How is this going to lessen overall congestion (the explanation in this site is idiotic)?? The population is still going to grow, and more people will still be driving no matter if tolls are in place or not. The side streets are going to be packed! My daily expenses are going to go up! This entire concept is terrible.
- This is patently wrong on so many levels in addition to being grossly unfair to local residents. It has not been thought through carefully, and truthfully, feels like meetings of employees trying to justify their jobs. I am wondering if these surveys will be read by anyone. They feel like a panacea to concerned local citizens.
- West linn residents will now have to pay in order to leave and get to our homes. With tolling, others passing through will likely be clogging side streets to avoid the toll - which makes even smaller streets more clogged and seems counterproductive to the whole project.
- The toll should not tax the local community more than the passing by commuters. I see no consideration in your plan for this. West Linn and Oregon City do not need support of the larger infrastructure, commuters do. It appears your plans will pass the buck onto local residents who are just staying local!
- Don't do it. No one got to vote on this and 90% of the population would've vetoed it
- this toll is unfair to residents that have no option but to use 205. West Linn will be heavily impacted and has next to no public transportation options
- This agenda cannot move forward until solutions preventing diversion into local communities and surface streets are fully realized and the potential for mass transit development has been thoroughly explored.
- If something as enduring as tolls are to be considered, then a long term solution for the entirety of I205 through the metro area needs to be addressed. Otherwise we don't really address the whole problem. The congestion can't be fully locally produced. There are really only two feasible options for traffic moving North or South along the US West coast in this area. I5 and I205. When local traffic peaks, the bandwidth is too narrow to accommodate both. With or without public transport. Give a viable 3rd option for those only passing through the region.
- All other suburban areas around Portland have been improved without requiring tolls. Why would one area be singled out?
- Leave Oregon toll free. They are morally wrong. They reduce congestion by forcing low-income residents off of the road. People like me can deal with the small expense when driving through these areas. Low income workers will see their wallets impacted or their daily lives altered. This idea sucks and I can assure you, I would never vote for this.
- Abandon this project, stop discriminate motorists! Better develop a transit bypass around Portland, possibly tolled one.

- See response to #3 and #5. My concern as you move forward to toll I-205 north to the Columbia River and beyond, SE/NE 82nd will be the alternative route to avoid a toll or partial toll. SE/NE 82nd will be impassable, next will be 92nd, then 102nd, then 122nd and even 148th, push all the traffic into East Portland and create gridlock.
- See response to #3 and #5. My concern as you move forward to toll I-205 north to the Columbia River and beyond, SE/NE 82nd will be the alternative route to avoid a toll or partial toll. SE/NE 82nd will be impassable, next will be 92nd, then 102nd, then 122nd and even 148th, push all the traffic into East Portland and create gridlock.
- How is the committee considering the continuing option of having no toll on 205 or having alternative driving routes to avoid these tolls? Would a third lane on the bridge be enough to ease congestion without even needing a toll in the first place? What other considerations for avoiding ongoing costs to taxpayers? For those without much savings or income, implementing yet another cost will be terrible in the middle of an economic recession.
- Мне нравится 4 вариант. Было бы замечательно ввести карточки для оплаты толла по типу карточек проезда на Trimet.
- Глупо потраченные деньги на такой проект. Вы думаете, что 60% бедного населения, не имеющего даже 1000\$ на сберегательном счёте, будут пользоваться шоссей-205?. Правильно! Нет!. Ваша цель достигнута! Так держать!!! Продолжайте не расширять дороги, а создавать припоны и неудобства для некомфортной жизни в этом городе. Люди начнут уезжать в другие штаты. Заторы на дорогах уменьшаться и вот! Вы достигли цели! Сарказм
- STOP wasting taxpayer's money on this "Project" and use it to add additional lanes to I-205. ODOT does NOT have a funding problem, it does NOT know how to spend taxpayer's dollars effectively. It could have used the billion dollars it wasted over the past 10 or so years to add more than one lane to I-205 between Stafford Rd & Hwy 213 with money left over. I plan to do everything I can to stop this "Tolling Project."
- Stop believing that a toll is the way. Figure out how to stop wasting money, including changing punitive policies.
- Следует рассмотреть проект строительства нового моста и сделать его платным.
- YOU CANNOT EXPECT WEST LINN TO BE OKAY WITH PAYING TO LEAVE HOME! THERE ARE MANY PEOPLE OF LOWER MEANS IN THIS COMMUNITY THAT WILL BE ADVERSELY AFFECTED BY THIS MONEY GRAB!
- People have paid enough!
- How do you justify tolling a road that we have already paid for with our taxes? You say traffic. But how do you reduce traffic by tolling? People still have to get to places. So what will we do? We will use the side streets. And you know what will happen? A lot more accidents, because the side streets are curvy and narrow and people speed. So you are creating death traps with you asinine ideas of tolling. You don't have a solution for traffic, you have a solution for a revenue generating scheme.
- Planning routes for public transportation across the river
- The plans for tolling the Abernethy bridge are really unfair to local residents who would wind up paying the majority of the tolls. If the tolls were to be collected to eventually expand the Abernethy bridge which WOULD reduce congestion, then that's something else.

But nowhere have I seen that being in the plans. This looks like a permanent toll to collect money to be used for what? I'm really angry about this plan.

- no tolls. Unfair fee on citizens. All benefit from road use..not just those actually using the road.
- NO TOLL OPTIONS. Dissolve the task force.
- Please do not toll 205. It will ruin our quality of life due to traffic being diverted to neighborhoods.
- We need more roads. Let's build them.
- I personally, along with the majority of residents of West Linn, would like you to consider doing away with this most unsustainable, harmful idea! Why not Toll the Sellwood Bridge; There are many more reasons to toll Sellwood bridge or any of the mainstream bridges in Multnomah County on the I-5 corridor. To even consider a toll on the Abernathy bridge is absurd. All alternative routes are on residential roads. As citizens, and tax payers, we need a vote on this proposal. A vote where all of the citizens most impacted can be heard...that is not in a city council meeting.
- Feels like this is a forgone conclusion it going to happen with the new Southern California toll signs that have been installed on 205!! Need to communicate how roads and traffics will improve. How to u improve heading north or south in the two lane bottle necks that can not be expanded. More cars less lanes more traffic.
- Until you realistically address the impacts of diversion through West Linn and Oregon City you need to stop and reimagine this project. Tolling should be used to pay for infrastructure, i.e. use tolls to build and maintain. Tolls should not be used as a penalty. The idea that you will toll commuters out of their cars is nuts. If a person drives an hour it will take 3 hours on transit to get home. On the equibility front you can't toll 205 and not toll the Rose Quarter projects. I understand the systemic racism issues around this, but tolling needs to be fair.
- Please do not move forward with the I-205 Abernethy Bridge Toll Project.
- I would like them to not proceed with the tolls. There is already a gas tax to make rd improvements. This is a money grab
- Toll 1-205 at Vancouver. Have out of state people pay. They get us when we go to Seattle
- Stay focused on the primary goal and don't wander into the weeds with fluff and politically-correct agendas.
- Fix the I-5 bridge.
- 收费站设在哪里，排队缴费是不是更影响交通堵塞？
- This is an unfair project, tolling our roads is not an agreeable option for the Portland metro area at this time.
- Consider ramp closing mechanisms for peak times. Take out 50% of the on ramps during peak times.
- Have toll lanes and free lanes this allows the freeway to give access to those that can not afford extra expenses by fighting the gridlock of the free lanes, but allows those willing to pay the luxury of passing on by. The lane gets priced by flow rate of lane. The slower the lane the higher the price until it reaches a set flow rate.

- My grandfather took toll on the Old bridge that I82 replaced crossing the Columbia. Once the bridge was paid off the toll was removed. What's your end goal here? When do you stop adding fees/tolls across all the roads? Isn't that our DEQ and license fees? Add a lane, toll it until it's paid off. Stop squeezing \$ from people that can't keep paying your fees. Stop spending and find ways to remain in budget. How many in government have waited for a paycheck during COVID shutdown? Should government stop getting paid until everyone can work again? Would that speed the process up? When did we lose compassion?
- Enforcement of tolls, the cost of collection and alternatives to low income persons
- You need to publish all feedback received, and show the % of residents who oppose this bad idea.
- Думать о создании НОВОЙ альтернативной платной дороге или НОВОЙ добавочной платной полосе на этой дороге.
- Seriously consider the No Toll option. Contrary to popular belief, not all West Linn residents are upper middle class who can afford tolls on their daily commute.
- Come and station yourself on Willamette Falls Drive at the 10th street intersection. PreCovid traffic was a nightmare for local residents trying to get home. Cars race through our streets (look at 5th Ave) to get around WFD traffic congestion. Our kids are not safe when this happens - Motorist go from Stafford to Shaffer rd and then onto Mountian road - dumping them right into downtown Willamette. So we get traffic diverting from I-5 & 205 this way before tolls are even being discussed. How is ODOT planning to protect Willamette when even more traffic will be diverted?
- There should be no tolls. There could be bonds or other means of providing the funding.
- Fee would be ok just make it easier.
- No Tolls, Period. It will just create another slush fund, and is not needed.
- Cancel the project of tolls
- I live in Oregon City. If I take I205 from Hwy213 to 99E I should not have to pay a toll to travel from one side of Oregon City to the other. Yes, I can take back roads but it increases my travel times, local road congestion and more pollution. Just as those who live in West Linn should not have to pay a toll traveling from Hwy 43 to the 10th Street exit. Locals should not have to pay a toll to travel around their own cities. And those who travel across the bridges during low congestion times should not have to pay any tolls if the true goal of this project is to reduce congestion.
- Traffic in downtown Oregon City is already congested, and tolling on the Abernethy Bridge will drive traffic onto local streets and many times directly through the downtown OC area as 99E is used as an alternate route. Pedestrian and bicycle safety is already a concern and will be even more concerning with the additional traffic impact.
- A toll would be a disaster for people like me who go to West Linn a few days a week for church and to Tualatin for shopping. I would not pay a toll - and driving on side roads isnt feasible with the added traffic that a toll would cause.
- There is a huge disparity in this tolling for West Linn and none of your alternatives or discussions address this. Shame on you! I would suggest you go back to the drawing board and take this into consideration.

- Oregon has one of the highest gas taxes in the nation, and if used correctly there should be no need for tolls on any of our roads.
- Taxes are high enough. Do not double tax citizens for existing roadways. Take a look at states like Texas and Idaho and do better planning for growth. New developments are added but no new ways to handle the traffic. Very poor planning on Oregon's part.
- Logical design. Who ever thought when the roadway was built to subtract lanes and or slow down the speed limit when approaching a hill was a good idea was not realistic. Slowing down things prior to a hill which slows things down already is a very bad idea. Look at what both sides of the traffic congestion have in common, the hill in West Linn, once past it on either side, traffic speeds up. Making it faster to go over or easier to go around the hill could make things a lot better.
- We do not want to turn into another Seattle. Driving in Seattle is horrific.
- Live within the means that the tax dollars generate from gasoline and DMV fees. We pay enough through those avenues to use the roadway. Charging us every time we use a road we already paid for is ridiculous. Gas prices dropped below 1 dollar in some states due to less demand and we still pay over 2 dollars and sometimes over 3 dollars per gallon because of the taxes. Quit stealing the hard earned money from the taxpayers. We pay enough!!!
- Do Not put in Tolls
- The two areas affected are very different income levels. Stafford is affluent and can afford this toll while Oregon City residents will be unfairly impacted economically. Also, this will put congestion on neighborhood streets and rural highways as people will seek to avoid the toll as this will be the only toll area on a freeway in the Metro area.
- I understand the complexity of Option 5 but would still prefer a single zone toll
- Stop this project
- Find another way to fund the widening. I have seen fiscal waste of taxpayer dollars. The ODOT survey showed people didn't want mass transit, it doesn't work for this area.
- Tolling the whole length of I 205
- At a first read, it's hard to believe a single toll zone (Alt. #5) is going to be more complex to install and operate than multiple toll zones (Alt. #4).
- STOP IT! You are already funded, use the money more wisely.
- I feel Tolls are a bad idea. They punish people who live in the outer areas of Portland. Many of those people who live in outer areas do so because they can't afford to live in Portland.
- As a member of the West Linn Planning Commission, I do not find this proposal to be equitable to the local communities of Stafford Hamlet, West Linn, Lake Oswego, Tualatin, Oregon City, and Gladstone, as well as the nearby unincorporated areas of Clackamas County. The transportation upgrades support the nationwide interstate highway system, yet are proposed to be paid in large part by local communities. And we will pay in other ways, including diversion of traffic onto our local surface streets that will also need to be maintained more frequently under local budgets.
- Provide adequate alternative routes that are comparable, sufficient in traffic flow and expertly maintained for us citizens that are not in support of tolls.

- If we have to pay a toll just to go through Portland to get to the I 5 and are gone on vacation for a week or 2, would we have to pay an additional toll to come back through to come home to WA? I did not see anything like that in the planning.
- Many commuters have no option but to drive 84/205/5 to get to/frm work. I live in Multnomah County, work in Clackamas County. The quickest public transportation option for me from Troutdale to Milwaukie is well ovr 2hrs using a weird combination built by TriMet online. My wife drives from Troutdale to Salem 3d/week and alternate options are non-existent. What's the future plan for 205 when a new CRC is built, toll CRC and push even MORE traffic to 205? If a tolling plan included 205 lane expansion, then it's actually a plan that will build support. Cars are not going away guys.
- Diferente tarifa Segun el tipo de vehiculo o transporte
- If only certain segments of the roadway are tolled and there are surface street options, the congestion will move from 205 into the neighborhoods. This solves nothing.
- What compensation will you give residents who live off Roots road and other similar roads that will experience horrendous traffic due to diversion?
- I am against I205 tolls. It will negatively impact mine and other businesses in Oregon City. People will avoid Oregon City because of the cost and inconvenience of the tolls.
- If I wanted to live in a state where every time you turn around it costs me money, I would move to California.
- Dump all light rail transit projects and spend the \$Billions on more lanes for I5 and I205. Its a very easy solution that metro and ODOT continue to ignore due to poor leadership in Salem and at Metro. Brown and Peterson are total failures.
- That I drive into portland daily and your traffic is caused by low speed limits and too few lanes. This freeway system was outdated in the 60s. We are 50-60 years too late. Add more lanes or you will see jobs leave and head north into WA. Less traffic and lower taxes.
- If tolling hits multiple points, could this affect business revenue due to decreased customers? For example, I don't usually shop downtown because of the cost and hassle of metered parking.
- I do not believe that tolling drivers is the best solution here. My vote is that you do your due diligence in exploring the "no toll" option(s).
- No toll
- I'll just quit driving 205 if it is tolled. I can still get where I need to via I5 or surface streets.
- How will traffic be managed during years of construction? Potentially making traffic worse? Are any improvements planned on HWY 43 which many will use as an alternative?
- How about we don't toll it. We all know almost none of that money will go back to that stretch of highway. They'll go to pet projects that make people feel warm and fuzzy but do very little to help people and goods move around the area. This just seems like another boondoggle that is going to go sideways that will do very little to ease congestion and will ultimately put the burden on the cities and county in this area to improve their alternative routes because people will avoid this area.
- Look at things Washington has done like going after out of state individuals who still have out of state plates and registration because they're not paying our state fees! If they want to

move here they should pay our state like all residents do, to pay for projects like the bridge expansion!!!

- STOP THE PROJECT. It is inconsiderate and will take needed money from citizens who are already struggling. Stop being greedy and inconsiderate and take the money Kate Brown uses for campaigning and fix the roads instead.
- Raise gas tax.. Citizens are not going to pay For tolls .. it force more traffic on local roads! State of Oregon increase Gas Tax abs increase registration fees
- Same as 5
- Reconsider adding tolls and work better with the money already received.
- Why not reallocate funds from pet projects that do little to help common citizens. Use those funds to fund new bridges.
- The decision needs to have options for those who are low income or those residents who must use these roads (both tolled and alternative) to go outside of our local communities.
- Option 3 makes the most sense
- Exclude Oregon city area residents
- Tax payer money is not pet project money. Sensible solutions without further taxation are easily obtainable. Stop wasting our money and driving middle to low income families out of their homes; perhaps consider the city and its citizens as a whole.
- I would like them to consider that this is unfair to drivers who already pay a gasoline tax and fees for their vehicles that are supposed to pay for the roads and maintenance.
- Tolls are not the solution!!
- Scrap the plan!!!
- No tolls
- i do not support tolls and will avoid toll zones
- I will not pay a tax to cross a bridge
- No tolls
- Waste of government time and resources to pursue, especially when covid reduced the traffic congestion for \$0 cost.
- Tolls increase congestion. You need to add capacity not fees. Add road miles for tolls, not toll existing roads.
- Have a great time with this project.
- The citizens of Oregon are sick of being taxed and fee'd to death. Come up with alternatives and scrap the toll idea.
- Find other solutions that actually add capacity. Population is growing, road capacity isn't. You can't legislate away the need for travel enough to help make a difference. You'll just have poorer people, just as much (if not more) congestion and my tax dollars won't improve capacity.
- No tolls. Completely unfair and will ruin the neighborhood streets as people will just drive around
- no tolls dismantle ODOT non essential positions
- There is no need for tolling. Unless the money will be spent on adding more lanes of travel, which does not appear to be happening.

- Don't toll I-205. The taxpayers already paid for that road and should not have to pay more and more to continue driving on it
- Most people who live/work/shop in the area have no other option other than driving passenger cars. Effort needs to be made to offer Tri-met alternatives.
- Minimizing the political aspect of our travel and looking at solutions that will have lasting impacts to a growing and wonderful region. Improving our ability to do business without undue expenses and burden in an already difficult culture, employees ability to commute and a road system that is sustainable and not underperforming because it hasn't been built to the need of the existing residents.
- People do not want and will not pay tolls to use roads we already paid for. Yeah, you will chase everyone off the freeway, making it nice light traffic, but the side streets will take all the brunt of your idiocy. And guess what, your fear mongering about "seismic upgrades" won't matter when the big one hits. The bridges will not be usable without massive reconstruction, no matter what you do.
- Don't do it. You will create major problems for local roads not maintained by odot
- The lack of mass transit options from Oregon City to Tualatin/wilsonville concern me.
- I think I stated them in my previous comments. I would also like you to think about the elderly population which lives in that area (my parents included) that live on a fixed income. My parents would have to pay the toll twice to see their children. I would like for you to take in the consideration of the demographics of the area. I bet you would rather have my 78 year old father driving on a straight highway then navigating through neighborhoods to avoid a toll that would strain his livelihood.
- No tolls on Oregon roads.
- No tolls in Oregon.
- I don't believe anything you say. You don't care about low income people, otherwise you would not suggest a toll to begin with. But screw the poor people right? Thanks for making it clear that ODOT hates human beings.
- This is totally ridiculous. We have already paid for these roads we paid a substantial taxes via gas tax. Our elected officials need to do better. Toling these roads is absolutely unacceptable
- How in the hell do you think tolling will decrease congestion. Your damn toll booths will definitely cause congestion. If you really want to do something positive for the environment, close all the on and off ramps in metro so the liberal whiners can officially not be hypocrites. Take away their cars, make metro an isolated community where they can continue to eat their own.
- Fuck you again
- Appears that Alternative #3 is the only alternative that will result in infrastructure improvements to that segment of I-205. Sadly none of the alternatives affirm adding a third lane in both directions which was needed 25 years ago. Remain very concerned that tolling revenues will not be used to add capacity improvements to that segment of I-205 but siphoned off to aspirational projects not directly related to the commuters who use the segment on a daily basis.
- no toll

- Once implemented, the tolls won't go away and there will still be traffic, the congestion will just be moved to a different area of 205 based on where the toll is.
- It doesn't make sense to toll here. Toll the bridges from Vancouver or the highways with public transit or biking alternative options.
- Tolls limit where low income people can look for work and live.
- If we have to do tolls, make it fair- don't just lay the impact on one part of the metro community but spread it out for everybody. It seems like this is going to put a heavy burden or additional time tax on low income people who live or work in the affected area. Low income workers generally CAN'T decide when to schedule their work hours to avoid high toll times and this is an area where workers have fewest alternative transportation options.
- Worried about the cost to travel from se portland to Salem.
- When I have lived in other areas with tolls, people will always try to find a way around the tolls. All other options to not use the toll area need to be vetted carefully to determine the impact of additional cars in those areas.
- forget it
- No tolls
- Efficacy. Your admirable goals intersect with the daily commute of tens of thousands of peoples' livelihoods. Many people who make the daily slog along this stretch have paid many thousands of dollars for fuel and vehicle upkeep to get to and from their place of employment. If we are going to pay, we should be able to do so easily and in advance. Moreover, if we can prove our livelihoods depend on this route, there should be consideration for reducing our net cost versus your average commuter.
- If tolls are implemented, keep it low cost. Tolls in the New York area, for example, are very high and I wouldn't pay to use those roads and bridges on a regular basis. Build in a sunset clause so that the tolls expire once the work is paid for; or improve the state highways so that are a viable free, but slower, alternate route.
- Tolling a completed and paid for road system is one of the most ridiculous ideas I have ever heard. This is a terrible idea. Give the people what they want and improve and expand the existing roads to better reflect our current and projected population growth. Stop pandering alternative transportation options. Use current funds wisely and responsibly in order to make this happen. A toll will most negatively affect those already in poverty or close to it. This will hurt so many in our community who already have to closely monitor every dollar.
- Question for the planning team...If every time you hopped in your car, you had to pay ODOT to leave your house and then had to pay to come home, how would this impact you? (There is one grocery store in West LINN) Let's put a toll on your driveway and then you will understand what it is like to drive out of our community. I205 is the only way to leave West Linn unless one travels all the way to I5 in hwy 43. Oregon city will now be the main route out for West LINN residents utilizing the ill conceived Oregon city bridge that is more dangerous now than before the recent "improvements"
- Consider allocating funds appropriately as needed from State collected taxes and budget
- Don't put a toll on the bridge. We're already dealing with enough of an economic crisis in Oregon due to the virus, there's no need to make it worse on people who are out of work

and/or add more of a financial burden on those of us who still work. We're already paying more than enough in state taxes. Utilize those funds better.

- I don't support the project in any form. It should be cancelled.
- fixing the gas tax revenue stream system that is already in place instead of creating more inefficiencies and working with other agencies to control growth and expansion in the area
- Scrap the idea
- your plans seem like day dreaming for a solution to the traffic overload. You are late to the game. Do what you can as soon as you can.
- Y'all can toll your salaries, we don't need government reaching in our pockets anymore.
- When presenting information make sure it includes impacts to the surrounding area. Do the appropriate due diligence needed which I don't think is occurring based off reading the information here. Explain why other non tolling options are not being explored and how it will fix congestion when it will not since you still have the same number of people that need to travel and will find alternative routes. It only diverts congestion and does not fix the root issue.
- Since we are losing money due to people buying more fuel-efficient vehicles, shouldn't we be looking to these companies to help with this instead of punishing drivers for being more eco-friendly? Will there be an option for businesses to buy a "monthly" pass?
- require employers reimburse employees affected by the tolls
- This unfairly penalizes people who live in West Linn and work in Oregon City or vice versa. This is the worst possible area to toll, with only Willamette Falls drive as an alternative that area will be impassable all day. Horrible idea
- No toll
- Bad timing.
- This plan is unworkable - adding a toll is just going to cause more people to leave Oregon for both housing AND their job. As Portland gets worse you want to charge me to come into it? Get out of your bubble and speak with real people living in Washington
- Quite taxing us, you receive enough taxes already
- How many of your group are from Washington? Will Washington share in the revenue generated by this tolling?
- I like alternative 3. I know your job is tough and we the drivers need to pay but people do not want to hear that.
- I think it's more equitable to have a flat toll for all hours in the day. A lot of folks don't have a choice which hours they have to.
- You didn't place a toll on the Sellwood bridge. You taxed everyone, regardless of whether they used the bridge or not. It seems to me that roads are for everyone and everyone should pay. If the gas tax is not raising enough money, raise the gas tax.
- I'm hopeful that the toll isn't put in a place that affects me daily.
- If you want to generate money use the bridges, charge the Washington residents, especially since they would not pay for half of the I-5 bridge project.
- I do not travel much on I-205 anymore but will studiously avoid I-205 if tolls are implemented. I saw tolls implemented in Southern California and do not feel they solved traffic problems, just moved them to other roads.

- Find another way to fund road and bridge projects. If you have ever lived in areas with toll roads, you will know what a pain they are. I love the freedom of driving roads west of Chicago, because out here we don't have toll roads. Sure, sure, there are a few toll roads and bridges out west, and yes, they are such a disappointment of what would be a wonderful drive. The argument for easing traffic by tolling is such a farce. Drive the toll road portions in the greater Seattle area. Tolls have done nothing to ease traffic congestion. Please dig deep to find any solution other than tolls. Thanks.
- No tolls!
- So what is the new state wide transit tax doing? ODOT should be using these funds for this project, not tolls. Duh...yes the area is growing. Time for ODOT to build new freeways to actually serve the public. Stop wasting money on studies and other non vehicle modes of transit. Move vehicles. In the long run this is just a money grab that will not relieve congestion, just make it worse in other areas. It is clear ODOT doesn't know how to build a roadway to move traffic. The newberg/dundee bypass is a joke!
- Widen I-205
- Maintenance is a big reason for the tolls? Why not ban studded tires in Western Oregon? They chew up our roads at a dramatic rate increasing maintenance costs and studded tires are rarely needed. If the weather is so bad you need studded tires, it is probably so bad you should not be driving! Another big maintenance cost is the heavy semi trucks. Roads have to be built thicker, stronger to support them. They add to the congestion by not staying in the right lane and taking a mile to pass another vehicle. Make them pay additional fees for the they problems they generate.
- Stop wasting money on fluff projects and focus on core services. Every roundabout cancelled and signal lights installed would save millions.
- Tolls and the pandemic are a great game-changer for us to improve many aspects from economy, transportation to environment. There will be kick back but we should not err from the task of making improvements for future generations.
- Again please take additional time to evaluate local traffic effects when making the decision. That is my biggest concern.
- Toll the I-205 bridge into Oregon only. Land and infrastructure exists and low cost and quick implementation would be a benefit.
- Tolling unnecessarily targets all demographics along this corridor where it is very poorly served by mass transit. Only toll new alternative routes, not pushing current traffic into neighborhoods along the freeway.
- Consider defunding public transportation that no one uses because it's is gross and full of homeless people and redirect those funds to fix or build new roads that will minimize traffic problems.
- I'd like to know how you plan to reallocate money in your budgets. How you've cut costs during COVID How you've done anything to be more efficient with your current spending and finances before the people approve another tax. I'd like to know for how long the tolls are planned. What's your budget for each option and the payback on investment study. Where is that? Or is this just another "forever" tax long after the infrastructure has been paid

off. I'd personally be afraid that this toll would just be paying for Oregon PERS and continue the poor management of the peoples of Oregon's taxes.

- Stop regressive tax. You gonna charge top 1% of earners more to use this road?
- Tolls are not wanted by the community.
- There is very limited access to get from Oregon City to West Linn. This would cause users going from one exit to the next to pay a fee equal to those using the bridge to commute.
- This is foolish
- Do NOT toll the bridges. Build more if anything. Traffic only getting worse
- Please find a way to make low income families not have to sit on public transport for HOURS to get downtown before taking away their right to drive on 205 for free. And it's not traffic causing that delay! Add more solar panels, budget with your current tax income better and remove Large public transport Busses that only have 2 riders that don't pay for the cost of the bus. If youre worried about the environment give tax incentives for electric vehicles and stop repaving already nice roads in lake oswego & save more money for other projects. Do better with what you have before asking for more.
- Tolling people who live and work in this area to use I-205 seems like a last resort. Have all other options been reviewed or is this just an easy way to "tax" those of us living in this area? I am surprised to see I-205 as the first toll area in Oregon.
- This doesn't address congestion over the 205 bridge!
- While something needs to be done to the roads to maintain and improve them tolls are made to limit access to those who can pay. Income, especially now, is on razer sharp margins for a lot of people and those are people who wouldn't be considered "low income" but they live pay check to pay check. Adding extra cost to my community, even if it's just \$20 more a month, means that I need to take that money away from good or being able to do something with my kid. This would mean that I would need to find a non toll route and possibly spend more money because of traffic in those areas.
- MANAGE YOUR MONEY BETTER, YOU KNOW LIKE THE AVERAGE CITIZEN HAS TO DO !!!
- Review other options to expand our traffic system other than tolling which would create more congestion on all of the side roads of the nearby communities. Review how our money is spent correctly expanding and maintaining our current system. Not going to things like ridiculously overpriced sign boards to tell us our advisory speeds.
- All these toll options may work for people with access to smart phones, etc but not for people of low income or limited ability to go places and say NOTHING AT ALL about travelers using road a few times a year.
- Tolling will not provide the financing needed to improve this section of road and fix the Abernathy Briidge. The project team need to provide some honest revenue numbers like, cost to implement the system and time it will take to recover these costs, yearly costs of running the system, how many years to accumulate enough for the road work and who will run the system? Does this revenue go to a company in Oregon, or to another state?
- Monthly or yearly toll passes available for purchase to use 'pass-through' lane for regular users.

- With the current quantity of transportation tax measures in consideration, how can this added tax be justified in the current time of COVID and reduced traffic? If there is tolling, how will these tax dollars be spent? How will the public officials be held accountable for responsible spending? More tax money does not always equal results or improvements. Also, why is this the ONLY section of highway in consideration?
- Toll I-5 too
- Stop and listen. This state has ALREADY priced people out of their futures and now you want to take more money from us. STOP! We are hundreds of billions in debt because of the States PERS mis-budget. Education is ALWAYS getting money taken from them. Oregon's negligent response to COVID19 has left many of it's citizens in financial ruin with no relief in sight. Oregon's broken promises and policies that make living in this state nearly impossible for minorities. Oregon left 2008 folks homeless and jobless and are set to do it again. So, NO! I don't think I will support yet another tax.
- It is unconstitutional to put tolls on a road that's already been paid for. Especially without putting it up for a vote which you know would be emphatically shot down by the citizens of Oregon. You should all be in jail for corruption.
- Deal with the increase in traffic with new Freeways, not tolls.
- Oregon is a wonderful place to live. Do not turn it into Seattle with the excessive tolling. I'm happy to pay my share in taxes, but 5 tolling options and do nothing is not a comprehensive feasibility study on how to fund the required maintenance and repairs to the bridge.
- I live in West Linn, and often get on at 43 to immediately get off on 99. We need a straight through lane from entrance ramp to exit ramp on the northbound Abernathy bridge, just like there is from 99 to 43 on the southbound side. The reason the congestion is so high here is because one has to merge with traffic before exiting. Also, I refuse to use the Oregon City bridge, as it's so narrow, and traffic has to stop when a bus needs to go through. Also creates too much local traffic, winding through a congested business area. OC bridge is too dangerous. I shouldn't be tolled to cross the river.
- If there's not a clear plan regarding where this money goes, how long it's collected, and how the public gets input on projects being added or removed, I plan to fight this any way I can.
- If we are going to begin tolling, we should do it at all locations around the state. It is not fair to do other improvements and fund them with tax dollars and toll out local pollution that already contributes heavily to the state.
- Tolls are not a solution. Tolls cover up the real problem. We need some administrators and politicians looking for real solutions rather than immediately jumping to tolls and encouraging less use of cars. People want to use their cars. Please help facilitate our wants and stop forcing us to do things we don't want to do.
- Fuck the toll
- Tolling is a regressive right-wing tax scheme that disproportionately harms the working poor, and I will never support any form of tolling under any circumstances. I will vote against any Oregon politician who supports this right-wing toll scheme. The Portland region is supposedly a progressive and liberal place, we should be raising revenue with progressive tax schemes that disproportionately effect the wealthy, and we should be reducing congestion by improving our alternative transportation options.

- This is a terrible idea. Tolls are regressive and this sets a bad precedent for tolling in our metro area. Tolls should only be placed on NEW infrastructure. Freedom of movement is key in our region. More public transit options should be explored before making this route more expensive for everyone. This will direct traffic elsewhere and create more problems than it seeks to solve. More members of the community are working from home these days so the additional capacity is not needed. This is a greedy move by ODOT. Build new infrastructure and toll that instead. Raise gas taxes for revenue.
- tolling the 205 will impact folks that live in Oregon City negatively
- This is just another attempt to force motorists out of vehicles and will make the city even less livable.
- Toll the washingtonians
- Do you have any people of color working on this?
- People here still think toll booths will be involved. Massively publicize automated tolling solutions. They will be able to move at speed.
- Use alternative methods to raise revenue such as registration fee.
- Don't do it! This is a seriously bad idea and borders on incompetence on the part of project team that puts this as best option
- Tolls are not the answer in terms of climate change or social justice. Tolls will not decrease overall congestion in Portland, it will just divert traffic from 205 to other roads. People still need to drive to work unless a better public transit system is implemented. Other revenue sources need to be seriously considered.
- Many people who drive 205 rarely drive 84 or 5, and those highways are your more congested highways with more commuters. It makes little sense to put a toll here when there are far better areas that would bring in more revenue and charge the actual people who are causing the majority of the congestion. The reason why congestion is in this area is because the highway goes from three lanes to two. Putting a toll here is not going to fix this issue, and blaming it on commuters is not the whole truth.
- I strongly disagree with tolling 205.
- All if the time and effort being spent on this project just postpones the necessary work to improve the i-205 corridor. We should simply raise revenue from all highway users through gas tax and registration fees, as we do for the rest of our highway system, and widen the darn highway.
- Review all areas of congestion, add Lanes. Strongly consider officially Closing or Opening the Rest Area Southbound I-205 before the 10th Street Exit in West Linn. This area causes huge congestion during commute times, merging and exiting from the freeway and also traffic accidents between Hwy43 exit and Abernethy Bridge due to back ups - full stops. The past 10 years this small area has become a common trucker RV and car stop-off and it was closed since the 1990s.
- Bring the MAX to Oregon City. That would alleviate tons of traffic along the 205.
- We are taxed enough in this state. I will not pay a toll. I will divert to side streets but this is ridiculous. You'll be driving residents out of the state with all these fees and taxes. I work for a moving company and this toll will be harmful to our bottom line. We have a thin profit margin as it is and adding additional fees will harm us.

- Road wear is related to vehicle weight; at the risk of increased complexity, tolls should reflect this rather than tolling all vehicles the same.
- STOP taking money from already cash strapped families. This would NOT reduce congestion, especially when people still have to be able to get to work or school. BAD IDEA!!
- There are very limited "non tolled" routes if all lanes of 205 are tolled. I believe tolling increased capacity and not all lanes will help reduce the currently sometimes overloaded non-tolled routes. Tolling all lanes of 205 is a clusterF\$%# waiting to happen especially in Oregon City.
- Stop, tolls won't address the problem. They will continue to balloon over the years while the money intended to "fix bridges" gets sucked up and wasted on other projects. Leaving us in the same predicament while adding another tax or inconvenience on the working class.
- I just purchased a house very close to the Abernathy bridge/exit. There is no other bridges in the area for me to get to work in Tigard. The next closest bridge would be Sellwood and that's arguably worse than i205 congestion. I believe there should be a discount or free option for those with addresses within a certain mile radius of a given toll booth.
- Build a new bridge if you want to toll it.
- NO TOLLS in Oregon
- How to improve the safety of pedestrians on local alternative streets. That this seems like you are trying to find the real problem 205 from OR to WA. And that people can wait a few minutes on the freeway....the whole city has grown.
- Don't put a toll on 1-205 at all. This will create more traffic on 1-5 and surrounding side streets. Portland is limited on freeways. Tolling will just create more traffic on all other freeways and streets because everyone will try and avoid 1-205 because of the cost.
- The toll project needs to have a clear and defined metric for success - where the money will go, and SPECIFIC metrics that when met will end the toll program. An open-ended program with no clear fund allocation is not permissible.
- The community will strongly oppose tolls. The voters will reject you and your attempt to place tolls on any Oregon highway.
- Consider involving community input on this, especially the vulnerable and poor in our community. This should be the number 1 priority if you actually care about equity and are considering what actual people think - the people who pay your salary with their tax dollars. I hope you get input from a lot of people, because I have concerns that it isn't reaching enough people. How are you ensuring this kind of survey reaches people who have the most relevant input and the highest stake in this?
- This is like the gas tax they imposed in Multnomah. Promised betterment and instead got the opposite. So I pay more at the pump so they can take lanes away and give bike lanes to bikers that don't exist where I live. And to top it off the same potholes exists years after the tax implementation. This tolling is going to be the same nonsense and will just keep going up. Again I came from a place that tolled drivers, almost every year the fees went up. We as tax payers already fork over a huge amounts and the government doesn't spend it wisely so they ask us for more money in tolls.

- YOU FUCKING CROOKS FUCK YOU AND YOUR STUPID FUCKING TOLLS. I CAN'T AFFORD MY CAR MUCH LESS THE FUCKING TOLLS TO GET TO FUCKING WORK YOU STUPID PRICK.
- The money. Given local government has no clue how to manage money.
- It's time for a FULL STOP on any work involving tolls. Commuting has changed and will continue to change and be reduced because many companies have realized work from home works!
- I'm against a toll road in all forms but again I think weekends should be toll free if you are worried mainly about congestion which is bad between I5 and 213
- Toll should be looked at in the city of Portland between downtown and the Washington border on both I five and 205
- Please consider a new span between Sellwood and OC. This could serve as a detour for the Abernathy construction and in the long term shorten trips for people that just need to get across the river and alleviate a lot of unnecessary congestion.
- The financial impact of Washington and Oregon residents that have to cross over the I-205 bridge for work. This may not be affordable to most.
- Given a limited funding, managers need to re-think what is working and what is not. Tri-Met's mass transit system is a poor use of public funds....it doesn't adequately serve the public.
- YOU ARE HELPING THE HORRIBLE GOVERNOR DESTROY OREGON BY DOING THIS. HOPE YOU CAN LIVE WITH YOURSELVES.
- Please consider the impact \$\$ this will have on people living near this part of I-205 and now treat this area and roadway as a local road for short distance travel.
- File a lawsuit to stop the tolling project.
- Spend your effort somewhere else. Why is it that it is ALWAYS about raising MORE revenue? If the gas tax is not cutting it anymore because of electric vehicles, go after them so they pay their fair share of road use.
- This project is a pure cash grab and it's blatant. All tolls are blatant cash grabs.
- I would like you to quit you job and give up on this attack on the poor. Stop trying to take my money and destroy my business. It's like you can't see what you're doing is wrong. You should be ashamed. I'm tired of you trying to pick my pocket and claim it's for better roads, when you continue to reduce road size, add light use bike lanes, close roads for restaurants, and mass transit. Portland needs better leadership and government agencies. I hope all involved in this terrible gets this message. 2 Thumbs down.
- Get funds from any other tax source, including raising taxes.
- This will face severe push-back. I lived with tolls on the East Coast, and everybody hates them.
- What's next? A sales tax in addition to the Oregon Income tax? More tolls throughout Oregon?
- Transit ridership has been falling for years The state frequently ignores that and throws hundreds of millions of dollars at public transit. Use toll revenue to do actual work on the freeway system. Not road art and not light rail.

- This entire proposal makes no sense. Why 205 in this location? This area isn't even in the top 10 of Portland area traffic issues. Makes no sense to toll this area. Solution in search of a problem.
- Find a better way to generate the revenue.
- Don't do it stop government miss management of public funds and do a better job
- I suspect the only people who will respond passionately about this proposal are the commuters who will end up paying the toll. Then it comes down to who hates tolls vs who hates congestion. What gets lost is the extent to which the highway impacts the important part of the metro: Portland. This highway and the sprawl it facilitates are a detriment to the region. Commuters need to get used to paying their share for the choice they made about where to live. Also If we don't take every opportunity to reduce greenhouse gas emissions then simply put, we're gonna die.
- Please don't do it, no tolls. It will only clog up traffic further up the freeway in both directions, and divert a significant amount of traffic over the old Oregon City bridge--which is old and narrow. We don't have any toll roads in Oregon. Why start now? These proposals will severely punish and hamper residents of Oregon City and Gladstone, and other cities, who regularly use this section of the freeway. Just say no. If traffic is too bad for people that use the freeway regularly, they have a choice to: be patient or to find another route or time to travel. Free enterprise works.
- This was poorly communicated. I was not aware of any of the public communications about this project until it was reported by KGW news on August 25th. I read multiple news sources daily, listen to local radio, watch local television. I have lived in Clackamas county since 2000. I immediately went to find out when the town halls were taking place, only to find they had already happened on August 12th, 18th, and 20th!
- No Tolling
- Why screw up our open highways/freeways with tolls?
- Wish you had a simple "agree" option... I'm not usually a 'strongly' sort of person.
- Many of us would be more than willing to adjust commute times and expand work-from-home if that was encouraged by our employers (who might be encouraged by tax or other incentives). There are alternatives to hitting workers with yet another tax. Why are we focusing on this section of road? I-5 sees *daily* congestion...but drivers have alternatives to I-5 if they want. Drivers on I-205 have basically a single alternative to crossing the river. You have a captive audience. Doesn't seem like an appropriate reason to inflict taxes on drivers who don't have an alternative.
- How is this going to affect PDX and freight? It is going to make I-5 and I-84 much busier
- it will never help traffic
- STOP PLANNING A TOLL. FIND FUNDS FROM A DIFFERENT BUDGET SOURCE.
- No tolls of any kind should be added to any of the I-5/I-205 corridors. We have been paying via gas taxes to get more lanes and repairs of which none have happened. This additionally hurts low income people. Stop extracting the tax base for your pet projects.
- Consider ways to reduce traffic such as encouraging employers to let people work from home. Consider taxing Commercial Drivers of trucks and encouraging them to drive routes during non commuting hours.

- No tolls of any kind should be added to any of the I-5/I-205 corridors. We have been paying via gas taxes to get more lanes and repairs of which none have happened. This additionally hurts low income people. Stop extracting the tax base for your pet projects.
- I am not in favor of tolling in Oregon as a way to raise funds. The streets need to remain free to travel on and the state should consider the significant financial burden this will add to the average family in Oregon, especially given the long lasting effects the Corona Virus Pandemic will have on Oregon. I realize budgets are tight and the state needs to fill budget holes, but this is not the way to go.
- I have some suggestions, but what I have to say will not fit in 600 word count box. I think I have this figured out since I have been a new commuter for the past 1 1/2 years. In less than a month I have figured out what we could do to reduce the congestion from Stafford to the bridge in OR City. Call me at 503-849-0771 Tim Morgan
- Toll crossing the Columbia
- The way to solve traffic congestion is build more lanes not punish people who have already paid for the roads by tolling them into driving side streets.
- dont do it
- I can't afford to pay money to get to work every day. Tax drivers coming from Washington not locals. We already pay fuel taxes and
- Your welcome to your opinion, but the voters should make the final decision.
- Oregon's taxes are inanely high. This is just another tax. It's uncalled for & unnecessary.
- No toll roads. People will actively avoid this.
- Explain why they ran out of money
- That tolls are awful and do not help with traffic congestion. You're taking money out of peoples pockets the wrong way and it's not benefiting traffic.
- If you're going to toll do it at I-5 in Wilsonville. This isn't about Clackamas County where this toll is being placed it's about Multnomah county and their poor choices. This project is terrible for West Linn and Oregon City.
- That the reality is this is just a money grab by the State and it should NOT be done.
- Tolls are not the solution!
- Do not toll all lanes of 205. Other states have implemented express (toll) lanes that allow people to decide if they want to pay a toll or not for the added benefit of less congestion
- Don't like tolling idea what so ever.
- I will avoid this route at all cost if tolls are implemented. Causing more congestion and pollution in other areas of the county.
- The only option provided was to toll everything a bit or more. I work and live only in this area an literally ever road an point named are part of my daily, Multiple crossing uses and it's an unfair and unwanted burden on everyone that uses these roads daily while not having anyone else contribute to its building. It will take decades to siphon money away from the people and will on be spent like the i5 bridge project with millions spent and no new anything.
- I think you should only be tolling the Abernathy Bridge. That is where the major bottleneck is and for someone who has been in a major accident on that bridge during morning rush hour it needs to be fixed.

- Oregon has had a proud history unlike the East coast of not having Toll roads of any kind. We as a State and community have always had a wonderful highway system. The current system should be looked at first for solutions to the congestion and funding issues including analysis of where is the money being spent or diverted from the intended purposes
- Get Kate Browns hand out of your ass and stand up to her and say no tolls.
- No tolls until public infrastructure is built. Maybe borrow some from police. Fewer tanks, more trains. I would love to walk and bike everywhere, but there are no safe or protected bike lines (and that trail is a shit show of meth), no train options, 2+ hour bus ride options (what, leave at 5 a.m and get home at 8 pm for an 8-5 job?), and no community development projects planned to make individual neighborhoods and communities walkable/bikeable/less car dependent. This is a regressive fee without solutions.
- Describe options for local residents living in these areas go access their homes and property with reduced tolling or exemptions. How will traffic be managed on alternative/side streets, particularly in West Linn.
- We do not need tolls.
- I want less people to drive. I want people to bike and take transit. But people seem determined to mostly drive. I wonder if actually making SHORT trips could be penalized more - driving shorter distances that are more easily biked or bussed. Because on longer trips those are more likely to not be options, and it is the small trips that contribute to the most congestion.
- privatize all the engineering and construction function .. the private sector is much more efficient
- I will have to quit my job and not work on or around I205.
- Manage your tax dollars more efficiently and tolls are not needed. If you want to toll, build and new roadway for the toll to pay for it.
- tolls are a short sighted and harmful solution to a much bigger issue. we should not be paying a private vendor for a public utility. avoiding tolls would increase travel time drastically, which doesn't save anyone time or money (which is just spent on gas instead of tolls). it will make back roads more congested and more dangerous to pedestrians and cyclists. again, fix and focus on public transportation to create any real positive change. is there even trimet service in this area?
- See above comments.
- Do Not Toll. You will solve nothing. You're incompetent. Everything you touch turns to shit. Add a fucking lane and use the money you've already stolen.
- solve the problems without thinking of charging more fees
- why do you pander to the minority when the majority of Oregonians just want to have roads that work and have capacity - inconvenience us to avoid your responsibility is not right - spend the money wisely - there is never enough for the government that get a paycheck regardless of the economy
- Build new roads.
- We don't want a toll for living in West Linn!!!!
- People don't want tolls on highways.
- The fee will persuade people use I-5 and cause more congestion in I-5.

- We really just need the lane capacity increased. It's asinine to have the freeway reduced to two lanes between Stafford and 213. That causes the majority of the congestion and accidents.
- Whoever thought this tolling up should be tarred and feathered. :) And you should have sent a link to this survey so I didn't have to hunt it up. I saw the issue posted on the City of West Linn Weekly Update.
- I believe tolling an highway that has been in place for 30plus years is a crime and is absolutely a way to cover peoples asses that have no accountability
- Anything but tolls. Look at the money you wasted on the columbia gorge bike path.
- Add more lanes. Use funds wisely!
- We do need 3 lanes on 205. For free. With a toll, everyone is going to drive Rosemont Rd or other West Linn streets to bypass the toll. This proposal is poorly thought out and needs postponed. No toll. 3 lanes.
- Be SURE that current funds are being spent wisely and not "paying for Gold toilet seats".
- Segment rolling.
- Tolling existing Freeways Is not the answer. If you want to build alternate routes and toll that, then okay.
- Your presenting the toll as Edward is the only option. I do not believe that you have falling in compasses the desire of the general population and do not believe atoll is necessary. I am against a toll 100% and do not believe you are being fair by not listing an alternative option I've no tolland the impact of not implementing a toll
- Do not toll! You choice to only fix and toll the freeway moving through west Linn community is questionable. Problem solve with resources you have like what was done on Sellwood bridge and that congestion. The cost wasn't placed on the local community! Not right!
- To consider literally any other option.
- Do not toll existing roads. Create an HOV lane or add a toll lane but don't toll the already existing roads.
- 1. 必须考虑当地居民使用与过境通行使用的差别！2. 建议采用备选方案三。3. 建议周末少收费或不收费！
- I think you should all burn in h***
- as a traveling field service professional, tolls just add to the paper work and costs associated with my career and business. Those in my profession will be unfairly taxed by this. There are times when I'm up and down that section of road all day and being charged for the privilege of doing my job is absurd.
- The real issue seems to be the bridge to Washington. Is the 205 project a bandaid when we really need to fix the Columbia River bridge issue?
- This is horrible
- Consider fucking off
- Let us vote on this, I promise the people will vote it down
- tolling sucks - and having lived back east where it is more common - I can testify that the most heavily tolled roads are in the worst shape - just try driving on the Pennsylvania

Turnpike some time - the money must be going somewhere (program administrators probably) but it ain't goin' to the road

- This would have a negative economic impact on my family
- ALTERNATIVE 4 IS GREAT! Texas and Massachusetts already do this, we should too!
- Please send information to local residents on consequences of toll on the roads we have to drive on many times multiple times a day.
- Current democratic leaders in Oregon can not properly use the funds they are given this will not help
- No tolls
- Please look carefully at the NO TOLL option, not just as a requirement, but as a viable alternative.
- This is another tax on people of Oregon and should be voted on by the people of Oregon and not decided on by the project team. It seems that the plan that makes the state the most money is what is being chosen and forced on the people.
- No tolls
- You are wasting your time. Tolls will go to the ballot and lose.. Lazy solution, the funds are already available in the dot budget.
- Improve/create direct bike route into Portland from surrounding communities. Improve public transit
- YOU are going to ruin Stafford Road! Hwy 43 and Stafford will become parking lots. Add more lanes to 205 with existing road taxes.
- Use tolling only until construction bonds for this project are paid. When the debt is paid tolling should end.
- Real impact on other roads and the city residents
- Toll lanes are easy to manage, easy to communicate fee structure via reader board, and provide means of maintaining flow by increasing volume capacity and decreasing volume by encouraging carpooling. Steep fines for violating toll lanes. Look at I-15 in Salt Lake City as a study case for flow with toll lanes.
- Who lives predominantly out of city and have to commute in for their jobs? People who can't afford to live close enough to the city, and aren't able to rely on public transportation. Really consider who you are burdening with the costs of this type of project, this is a choke point, no bridges close enough by, incoming traffic from 3-4 SW cities, there is no Max line connecting across to aid public transport use, no large enough parking structures to support commuters taking public transport nearby, you might expand 205 but it's still a main route for people out of LO, you plan on tolling them?
- This is dumb we don't want tolls
- My primary concern is traffic diversion to Willamette Falls Drive through West Linn. This issue does not seem to be adequately addressed in the planned alternatives. Also, bicycle access in this corridor (Gladstone to Tualatin) should be high priority.
- Do not toll these highways without a public vote.
- Que busquen otras opciones , el pagar a los usuarios el peaje para aser más carreteras no es la solución

- seems like the worst time to survey the public about their transportation habits. pause this project or reevaluate how your asking these questions with COVID in mind.
- Because you are tolling existing lanes instead of building more and tolling those new lanes. Poor people like me who make less than 20k a year will be affected most by this but benefit the least.
- Going to doxx anyone involved
- To STOP.
- I think they are a bunch of dick heads looking for a raise
- Don't make it a toll road!!!!!!
- Be efficient, be on time, and don't discount how the fee will impact low income families and service workers traveling to provide services to the communities along this stretch of 205
- You are about 15 years late to the party. Congratulations for finally showing up. The party hats and alcohol are long gone.
- I just really cannot stress how stupid of an idea this is; traffic is already horrendous and you pretend like this is gonna help instead of clogging surface streets and make a bunch of \$ for contractors?? If you are really concerned about PDX traffic add a \$500 toll on I5 North in Ashland ya dolts.
- Please set a limit on the amount and cost of the "study". As a tax payer, it galls me to have had us taxpayers pay \$300,000 for the Columbia R bridge that the politicians spent for no new bridge. Same thing happened with the Oregon Health Care computer system. I used to work for DAS and all of my design and construction projects came in on budget and on time, but I learned to limit responses to the few loud mouth self centered individuals.
- This I-205 toll project is nothing more than a money grab!! It will fix nothing but will only bring more Oregonians nearer to the poverty line. Keep you hands out of our wallets!!!
- Un express lane that you would have to pay to use like in Florida. 205 is wide enough to make it happen
- Oregonians do not want toll-ways. If it is allowed to be voted on that will prove true. If our elected politicians aren't listening then they will be voted out.
- Do not allow a for-profit company to run the tolling! I can not emphasize this enough!
- DO NOT PROCEED WITH TAXING I205!!!
- If tolling has become the best option for upgrades and improvements then I feel the state needs to work harder to find a better funding source. My experience with tolling from the Seattle area is the tolling won't end ever and they will increase because of inflation, operational cost to toll, and redirection of collected tolls to other projects. I'm very much understand the traffic problems and the need to solve the issues. But tolling is not a good long term option. It's kinda like writing a blank check without much accountability.
- Please consider the options I provided in question 3.
- Child/student safety in neighborhoods. I would rather sit in traffic for hours than see one child Lose his or her life from a car in a neighborhood because someone is trying to avoid the toll.
- Write a law that when it fails to meet any goals, the toll will be removed and the law cannot be rescinded without voter approval.

- As stated before, this is inequitable for those living within the tolled area. These families and individuals will be tolled in order to leave or return to their own communities. They will also suffer local economic hardship with added surface street congestion and businesses suffering from the surface traffic as well as the local maintenance of over use of surface streets
- Please stop wasting our money. This project represents a tax payer rip-off. We are going to shut it down.
- the plan must include impact assessments and mitigation for West Linn residents. We need the roads to continue to be free to West Linn residents, including the abernathy bridge as oregon city is our local neighborhood. The plan must include measures to lessen the impact on local roads from drivers avoiding the toll. Willamette Falls Drive is already extremely congested during the afternoon drive from drivers avoiding traffic on 205- this road must be improved to provide and a diversion from downtown West Linn added. The plan should include sound walls to mitigate sound pollution everywhere.
- This would be another TAX that I would have to pay to work / live in this state so how will this "TOLL" money collected be used by this state that is known for misspending / managing money (IE repaving 217 & having to redo it 1 year later).
- What you are doing should be illegal and you should be ashamed of yourself. The people have voted on this topic multiple times and you still don't listen. End the project and find a more respectable job.
- Are you kidding me? Tolls would be an absolute nightmare. Terribly idea based on greed and corruption. Not one dime would help people. Resign immediately
- I'm opposed to tolling on I-205. There's no alternative that is acceptable. Your survey is written so that my opinion will not be tabulated. Thus, it appears that my opinion is not valued.
- I may have missed this, but I didn't see a statement about widening this section of 205 to three lanes. You need to explain how long the tolling would be in place and how long the construction project would take.
- When 1% of Americans own 80% of the countries wealth, you shouldn't be looking towards the lower and middle classes to fix these road issues. Find the money for this by taxing the richest Oregonian citizens.
- Until I see specific plans that have a prayer to actually "Limit additional traffic diversion from I-205 to adjacent roads and neighborhoods", I am against this plan 1000%.
- Historically, under-served populations are promised equity in government projects; seldom in reality has that happened. If Advisory Boards are set up that include people of color, senior citizens, folks with physical disabilities and members who can support the developmentally disabled in the community, that will alleviate a lot of my fears.
- I really resent the fact that after living in West Linn for nearly 50 years and building significant equity in my home, I'm going to see my property value decrease to benefit the rest of the metropolitan area with no benefit to me.
- I doubt that this is anything more than a tax to raise revenue. I do not like tolls and feel they inhibit freedom of movement. Existing taxes should suffice for operation of the highway system if they are collected fairly and used intelligently. If congestion is an issue now it may

not always be so, especially as technology plays a greater role in vehicle operation and movement on major roads like the interstates.

- Spend the already high tax revenue wisely and you won't have to come up with these scams. Your tax-base is going to simply leave the state.
- Scrap wasting our money on studying collecting more from us when you don't use what is already collected to our benefit. You don't seem to represent a large component of citizens.
- How can you assure the public that all of the toll money will be used to improve I-205 and not diverted to other projects elsewhere? Can you provide any assurance that the tolling will not be privatized and therefore be made into a profit generation for some company instead of being used to improve the road?
- I do not agree with a toll to solve this problem. As a local resident this will increase the cost of living in one area of town. I already pay taxes to cover road and bridge infrastructure, you need to manage the funds you already have to reduce the congestion in this section of road.
- DON't make tax payers pay for a road construction and the pay to drive on the road.
- TO NOT DO IT you are bleeding citizens dry
- Please do not do it on this stretch. There are better ways to reduce traffic congestion
- Please allow for an exemption for low-income users if you must proceed.
- It seems like there is significant traffic congestion for people using I-205 to get back into Washington State - would it be possible to put a toll location for those drivers?
- I agree that options 3 and 4 seem the most fair.
- Toll roads are east coast bullshit, we don't need that here
- Stop tolling immediately. I am going to vote against any politician in favor of tolling.
- Those of us who live off the 10th Street Exit of 205 have no other transport alternatives--no bike lanes on WFD or Borland Road, and only one infrequent bus. The toll should be paid by everyone who uses any part of 205, or else it is an unfair burden on one neighborhood, while the improvement will benefit the entire length of 205.
- This will cause more people to use 43 which is a single lane hwy, more of a country road. It has very few turn lanes and is already difficult to use for local residences. You should fix Hwy 43 first so it can handle the extra traffic. It would be good also to restrict truck traffic off of the old Willamette bridge, with extra traffic cutting through to Oregon City it will be more difficult to use. I already bring in my mirrors on my suv.
- If we let Oregon add tolls here, they will add them elsewhere as well. Stop mismanaging your revenue and spending on pet projects. Let people vote and listen to them.
- Toll between Oregon and Washington. WASHINGTON TRAFFIC IS THE PROBLEM.
- Why is the toll at West Linn rather than a more commercial area like Sunnyside? Oregon City and West Linn absolutely cannot handle the inevitable diversion. Likely an add-on, more costly fix would come along later to widen roads, totally changing the character of the cities. Whereas the whole Sunnyside intersection is already a problem and could benefit from some re-engineering.
- It will increase congestion in the West Linn Willamette area which is already congested with traffic (I-205 3rd lane).

- Honestly congestion is everywhere. Toll this bridge wont help. It will just push traffic elsewhere. Oregon City will be a parking lot.
- Figure out why they have no money to maintain with the income they already had coming in its just going to be another way for the mismanagement of funds.
- NO tolls, do not use public roads and make them toll roads
- Please consider tolling all roads into state hood River already done. More revenue less hassle. Don't pick on 205. It matters. If you do you'll find more citizens fighting the project then joining it. See what N.H. / Maine have done.
- Tolls cause traffic, annoy residents and frustrate drivers. They also cause huge amounts of waste for management, upkeep and overhead. They arent efficient and are a terrible concept.
- Spend the current budget responsibly and don't break the backs of the locals that travel this corridor often.
- Locals must have no cost option for nearby trips to neighboring cities and resources.
- Creo que este proyecto va a empaacar más a las comunidades vulnerables económicamente y racialmente y no es claro como las comunidades van a beneficiar de este proyecto
- Pay special attention to protecting downtown Oregon City from traffic changes. Place Abernathy Bridge tolling such that going off 205 and using McLoughlin and the bridge in OC doesn't avoid the toll if you go on 205 before and after the Abernathy bridge. Protect people who use the Abernathy Bridge from daily tolls if travel is not part of daily work commute or longer distance on I 205. We live across the river and it could be a burden to have to pay toll every time you need to cross the river.
- Keep Tolls out of Oregon
- if the state quits squandering tax payer money there would be plenty of funds for these projects! How about a mi tax on hi-bred and elec cars that pay little to no gas tax yet use the highway.
- Let the public that reside in the surrounding areas decide if they want a toll system by letting them vote. I believe it is not wanted. Stop spending our money on this project.
- Put a yearly tax on electric vehicles. Put a toll on out of state vehicles. Up the gas tax. Don't worry about the environment. If there are more people in the area using the roads then there should be more money coming in to pay for road improvements via the gas tax. Don't waste tax payer money.
- Tolling is not the answer. Better management of available funds is the answer to fixing the funding problem. We do not need one more "tax".
- Don't put in a toll. Anywhere. No tolls. The people who pay the most are not necessarily the people most capable of paying. However, the people most capable of avoiding tolls are the likely the people, based on their extra available time, most capable of affording a toll. People with the least flexibility in schedule, like me, are often the least able to afford regular tolling. Raise the gas tax and vehicle registration fees to evenly distribute needed revenues over a greater portion of people. Roads should be untolled. Who do you think you are, Sam Barlow?
- Chuyển hướng giao thông

- No one wants toll roads. We pay for roads already in our taxes, so see if you can get a tax increase passed instead of tolling public roads we already pay for. Stop paying for studies. NO ONE WANTS TOLL ROADS.
- El impacto positivo/negativo que se pueda tener en el ambiente. Si vamos a mejorar en forma considerable la contaminación ambiental, es una buena opción el pagar peaje. Aunque de mi parte no estoy de acuerdo en pagar peaje, pero si vamos a mejorar el ambiente, lo pagaré. Tomar en cuenta que habemos personas que no tenemos el ingreso suficiente para andar pagando peajes. Con trabajo y sacamos para pagar la renta y/o utilidades.
- No tolls is the best option
- Get a lot more input from the community and include BIPOC at every stage. It'll be disastrous if you don't.
- I do not want or approve of more cost being placed on Oregonians. This will affect on all goods and services.
- Please consider that west linn has a freeway dividing the town. I rely on the freeway to drive my kids to sports practices and that would be really tough on families to be rolled to get from point A to point B. I am worried the side streets in west linn would Get dangerously Congested. I worry about the toll affecting property values. The part that really frustrates me is a toll is not needed. It won't lessen traffic. People need to get to work and school. Don't punish and fine people for activities of daily living. And to pick a higher income section of 205 is clearly not right.
- Take the money of trying to add tolls and just increase the size of 205. There is space to be able to expand to 05. Vancouver is a great example of a city who is actually changing their infrastructure and expanding roads to match their population and traffic requirements.
- You've clearly failed at your job.
- No toll
- Tolling will not make I-205 travel easier or quicker. It will destroy the rural nature of the areas surrounding I-205.
- Gee - Why not toll surface streets too, then you could rake in the bucks. What a criminal enterprise you are running. You should be ashamed of yourself.
- Không đáng, tiền cầu đường là tiền thuế của người dân đồng. Mắc mó gì phải thu? Tiền đã đóng rồi thì điều đó đương nhiên các quý vị phải làm thôi.
- Don't do it you morons.
- N/a
- That it is a know fact that you will do whatever you want and this survey is just lip service to make people THINK their opinion matters.
- cancel the project it's a bad idea we don't need another toll added to another freeway anywhere in the United States you guys make way too much money on taxes as it is
- DUMP IT!
- Non-tolling options must be considered. Fees on vehicle and/or DL registrations would be easiest. Product taxes (car sales or tire sales) would be reasonable.
- The system will hopefully be a highway speed transponder system rather than a tollbooth system to avoid toll collection choke points.

- NO TOLLS is the way to go
- If you wish to toll the road please first go to the bridge and think about the edge a little bit. You are talking about taking more money from people who are hard working and charging them extra money to go to and from work or the movies, shopping, out to visit family now not only is it costing Gas money there is a toll as well that could be added on this? This is a joke. You are going to prevent people from wanting to use the roads and spend their money having a fucking life.
- Keep it simple. Why charge for multiple sections? The main problem you want to effect is the congestion. This should not be a big revenue Maker. Also, revenue should be predesignated and accountable.
- please consider that many people are not working now
- To consider that it is not so easy for many people to pay for everything
- Maybe when we pay taxes it should be noted that some money will go to pay for bridges
- I do not know
- I do not know, but I wish they can maybe help to get other roads or freeways
- Making money is not easy , but paying for everything is so hard
- We do not need tolls, build more roads.
- We are in needs of more roads and not tolls
- It's going to further clog already clogged local routes. Please do not do this
- Please make the fee processing easier for the riders.
- When all of the "upgrades" start being made on 205, what will congestion look like? What will I-5 look like?
- Where is the federal money to complete I-205 projects without the need for tolling? Where are the cost control options review for commodities/construction materials and contractor rates?
- The impact on the small communities who already have traffic issues and need upgrades to allow for the extra traffic that will be diverted to these communities. Especially in high congestion areas like the West Linn-Oregon City small bridge areas, Willamette, and downtown Oregon City. Also, the residents near the 10th Street exit will be hit extra hard because the tolls will be all around anytime the freeway is used, putting an extra financial strain on the community.
- I would not want to install a transponder on my vehicle.
- Consider more lanes, not tolls, which are not helpful
- Like I said they have redone 219 several times in Washington County and yet to fix things in Clackamas County we have to pay a toll. Inequity there. I see more traffic on surface streets which are already full. And worse held up by construction. Not road construction. Most by construction of buildings/homes/apts etc. That is not Keep Oregon moving.
- Have you considered where the traffic is coming from or ending up at? Perhaps there is a better place to put the tolls that don't effect long time residents as severely.
- Please take into consideration school buses that are making many stops to load and unload students. Tolling will cause congestion on local neighborhoods resulting in unsafe stops and possible injuries due to the traffic.

- Learn how to balance the budget better. Don't make your short comings, the problems of everyday Oregonians.
- NO TOLL ROADS. This is racist. Institutionalizing taxes for getting to and from work is born on the backs of those who are economically disadvantaged. Toll roads are racist.
- Tolling is a sham and doesn't solve any problems. It discriminates against citizens of West Linn and those in lower socio-economic status. I'm a senior citizen on a fixed income in West Linn/unincorporated Clackamas County and have NO public transit alternatives! Tolling will force traffic onto already congested side streets, ruin the quality of life. This proposal is a travesty! We already pay gas taxes - put off this project until post-pandemic gas tax revenues are up - don't add another highly discriminatory tax. Pay attention to land use laws to reduce density, congestion.
- Toll Collection method!!!!!!!!!!
- Tolls are a regressive tax that affect lower incomes people more. Find an alternative source of funding.
- Toll system should be in operation for at least a year before constructing any motor vehicle capacity-expanding project(s).
- I205 tolls - brought to you by the same people who drove heavy equipment onto 30 feet of loose fill dirt - in February - in Oregon. Stone cold geniuses, this lot.
- How are you going to ensure this doesn't negatively affect lower income drivers? Have you evaluated implementing toll lanes for people who want to pay it? That should be considered.
- Community is in need of more roads
- We pay enough
- No tolls. We pay enough
- No tolls.
- No tolls. Tolls will only make congestion worse on streets near i205, and on i205 itself!
- people voice
- Fix the roads we have and build new ones. We do not need tolls
- We do not need tolls. We need more roads
- I really think you need to consider tolling another area of I205 and not where you are suggesting. We live in Oregon City and the majority of our driving is on the I205. I don't feel it's fair to toll the people that live there especially when I don't believe it's going to solve any congestion problems. I feel the backup on the I205 is a result of the traffic from I5 Wilsonville.
- How will out of state vehicles pass through the area pay tolls?
- Consider adding more lanes from Stafford to the bridge.
- none
- Don't do it. We already pay an extremely high gas tax that should be used to pay for our upgraded roads!!!
- only will call traffic on side roads
- Alternative 4 seems to be the most fair, particularly to locals. However, I wouldn't agree with the performance comparison summary chart above that the "diversion effects" are

equivalent ("average") across the different alternatives. What could they possibly be thinking? That is entirely nonsensical.

- The decision to toll our freeways is completely out of date. Covid has brought a demographic change to travel. Business and employees have learned to work from home. Electric cars are growing, even with reduced gas prices, reducing pollution. Freeways are not being used as much. You simply want a new tax that does not define what the funds are to be used for. Use funds to EXPAND the freeways. SF Bay Area does not have the congestion it used to as they added lanes, EXCEPT going over the toll bridges. Tolls are a bottle neck. Funds should ONLY be used to improve the freeways.
- The idea of tolling is wrongheaded in that it will very negatively impact my city, West Linn and its residents unless a) there is a major discount or exemption for residents and b) means are worked out to prevent diversion onto West Linn surface streets, which is already a major issue
- I'm concerned that more and more money will be taken from residents as opposed to improving budget allocations. Tolls rarely get eliminated or see their rates reduce over time. Knowing how this state handles its finances, costs will likely steadily increase with time, making it even more costly to live in this state than it already is with high income taxes, new car registration fees, high property taxes, and the new CAT business tax. When will residents see the cost of living here decrease for once? Tolls are just another state tool to take more money away from hard-working Oregonians
- Let the people vote. Do not put up tolls unless the people vote for it. You have not used transparency and citizen participation as your guides. That is Goal 1 Citizen Participation that you have forgotten about in this process. We are in the middle of a worldwide pandemic. The economy is being strained as never before in our lifetimes. And you want to charge people money to use the same highways to get to work. You are not adding highways. This has not been done in any other new tolling projects that I have ever heard of and it is morally wrong to do so. Let the people vote.
- Give West Linn residence TOLL FREE CARDS
- Traffic in West Linn and Oregon City is going to be much worse, Every tollway I have ever driven on is a mess with traffic slowed down by the tollways. We already pay for the roads through other taxes....stop mismanaging the funds!
- State should charge land developers to improve the infrastructure as they are building houses to bring in more people. Frog pond is a fine example of this, too many houses and no where for all the traffic to go!!!!!!
- No projects in Oregon have been tolled for decades. Why us? Tolling would greatly penalize locals needing to get over the river. The alternative is narrow arch bridge potentially causing huge bottlenecks. Going to hospital, doctor, shopping, etc we'd need to pay the toll or try to get over the narrow arch bridge. You are penalizing all businesses within this area if patrons need to pay a toll to get there. Walking in west Linn is not accessible for many-very hilly roads, no walking paths on many roads, & trying to cross Willamette falls Drive On foot is taking your life in your own hands.
- Have other options besides a Toll for I-205 been studied as in-depth as this project has been? Seems like certain powers that be are hell bent on pushing this through without exploring

other avenues. Understand population is growing rapidly in this area but with all the taxes the new and exiting residents are expected to pay I would think there would be money available to improve the interstate without having to implement tolls. Although, maybe the \$ is being mishandled????? I can appreciate all the hard work that has been put into this project though.

- Stop considering the tolls. It is a harmful plan.
- Muchos no tenemos trabajo permanente y nos Cuesta hasta para pagar la renta
- Consider NO tolls.
- Revisen su proyecto al final los únicos beneficiados será ustedes , y no es justo para los conductores pagar un peaje cuando ya tenemos muchos gastos, e impuestos por pagar. Los camiones grandes que usen las rutas alternativas como la 99 highway.
- There is already a significant amount of traffic that diverts to local streets. At times local traffic is backed up for miles through West Linn and Oregon City. Please don't make it worse! Option 2 is my preference for that reason, with Option 5 being my second preference. Has a bond or other financing been considered?
- One city and its residents are unfairly being targeted and tolled This would cause horrible traffic on local streets costing it's residents in multiple ways The funds aren't specifically targeted and guaranteed to solely help congestion in that area
- There needs to be a backup plan to address diversion traffic through adjacent communities if it becomes a major problem for residents and business of those communities. Monitor traffic impacts on those local streets that are the most likely candidates for diversion traffic. Apply mitigating measures if additional traffic on those streets exceed a certain threshold.
- Tolling is not the right solution.
- you need to come up with something other than a toll on I-205. Possibly a bond measure to finance improvements
- Toll 205 within Portland City limits where congestion is created by merging traffic lanes. Best to toll at merging entrances.
- The increase of cars on smaller streets will put cars, cyclists, and pedestrians in closer proximity and at greater odds. There will be an increase in accidents.
- none
- none
- Toll somewhere else or not at all. If funds can magically be allocated for BLM and cares, then maybe you can magically find some money for this. I have nothing but support for equality, but we are all struggling right now and the state needs to look at the most critical needs right now. Not punish people who are already struggling to make ends meet by charging tolls just to commute to their job.
- Tolls based on peak usage vs non peak times
- No TOLL!
- Just KYS
- Just KYS
- Forget the tolling project and and look for ways to save money in this time of pandemic. Stop doing stupid things like advisory speed signs. We are all adults and we know how to

drive in traffic with out Big Brother ODOT telling us how to drive. They are a BIG waste of money.

- This toll would place an undue burden on the already poorly managed roads of smaller surrounding communities and places a burden on these smaller communities. I strongly oppose a 205 toll.
- El equipo de proyectos debería obtener el dinero de el Gobierno estatal, DMV, etc. no del la persona que USA las carreteras para ir a trabajar, por lo que ya pago tarifas al dmv para poder conducir, y paga impuestos federales, estatales y locales.
- Option 4 looks like it'll make traffic worse, so why is it top for consideration? Developers should not have been able to build huge apartment complexes right next to Abernathy bridge before having this situation fixed.
- Don't plan on tolls, use money from rose quarter to do seismic updates
- Widen roads with an eye towards 10 years traffic projections. Tolls aren't going to reduce traffic. They just going to back up the toll booths.
- This is a tax on people not privileged enough to afford to live near their place of employment. Put a toll on 205 at the Oregon/Washington state line So that all those folks that work in Oregon but reside in Washington for lower property taxes can help pay for our traffic woes!
- This is a waste of money, time and resources.
- This is not only going to affect the Portland metro area. Weekenders heading to Seattle will start using hwy as an alternative and the infrastructure can not handle it (as we saw back when I5 closed due to landslides a few years ago. This will be pushing more traffic to other areas, same amount of cars just in other places. Look at ferry alternatives, look at better public transit, look at actually connecting the MAX to Vancouver.
- Do not do this. If you like tolls, please move to California or Washington. Do not ruin Oregon. Tolls only hurt the less fortunate in our society.
- Que haya anuncios escritos en español para que no haya dudas sobre el peaje.
- several notes above. there are no reasonable public transportation office to get from home in gladstone to work in tualatin. strongly disagree with tolls as a means to raise revenue use the revenue you already get to fix the problems, or, put on the ballot a temporary tax to raise funds so we can decided whether we want it or not.
- If you're tolling, make everyone pay the same amount. It doesn't matter if you're poor or a minority, that car is taking up the same amount of space and sending out the same amount of pollutants as every other car on the road.
- 减少对低收入或被忽略的人的影响 minimize the impact on people of low income or otherwise
- I am so tired of taxes increasing at the same time quality of services is decreasing. The financial mismanagement in this state is astounding.
- MAKE IT SIMPLE, AVOID COMPLEXITY
- ALL roads get congested at times. Do NOT toll just 205 that is ridiculous idea! What about people who live in Oregon City, Gladstone, Milwaukie, West Lynn etc. This toll will mostly affect people living in the areas not the ones that use it as alternate route for I-5 congestion. We already pay gas taxes for road projects.

- Huge opposition to it from ordinary people who know about it. Please stop looking for new revenue sources and stay within your state budget. The budget is made by our elected representatives. That is how government is supposed to work. This individual department is out of control, and out of bounds.
- Use lottery \$ to fund projects.
- Tolling will Not be the solution to the failure of ODOT. We already pay for roads & highways through tax dollars. Public transportation in the Portland Metro region sucks. It has become too dangerous to ride Max. People are not going to give up their vehicles to ride public transportation. Oregon Gov Brown & Portland Mayor Wheeler are incompetent leaders who have violated the rights of businesses to operate by their inability to protect the environment of downtown Portland, bankrupting the tax base & turning Portland into a ghetto. This is on Wheeler & Brown. You reap what you sow.
- Cost needs to be low for Gladstone, Oregon City and West Linn residents who must use the freeway to connect to I-5 to the west.
- Khong co y kien. Lam ra moi biet duoc.
- Don't punish people who live in the outer areas. Many live in outer areas because they can't afford to live in transit rich Portland. Tolls would impact them severely. Tolls are not the answer.
- Consider other ways to pay for this. No tolls!
- People DO NOT WANT tolls. It needs to be voted on then you'll know why you aren't getting the support you're looking for
- Eliminating the word "toll" from your brain.
- People will find ways to avoid the toll, which means additional traffic through West Linn. This will reduce the property values for the city and we are not happy about it!
- That it's outrageous for the taxes I pay to have to deal with this inconvenience. The study's do not support the said benefits. And I wish that the people implementing these changes would stop dictating to us how to live our lives in our community .
- Don't do it
- Consider how much Oregonian's already pay in taxes compared to other states. Oregon's state income tax is 4th highest in the nation. Citizens must live within our means, so should the government. Tolling is yet another "tax" on the people who are already paying for the roads. Cut the "fat" out of the budget and you'll find you have more than you need.
- In these times of financial crisis for people a toll is the last thing we need. Have a heart. Figure something else out. That's your job. Help the citizens. All of them. Not just the rich and powerful. A toll is not the answer. Ive seen them in place. They limit traffic. Divert it horribly. There has got to be another way.
- How will the increase in local accidents and potential deaths on local roads be accounted for in the tolling project?
- I do not support tolling of any public roads. Find an alternative that doesn't involve tolls.
- 晚上十点至早上六点不要收。 From 10 at night to 6 in the morning no toll
- Stop the plan-campaign to get a state sales tax contingent on a reduction in income tax as one possibility for funding. How about taxing car licenses according to the value of the car? Brainstorm and look into other ideas-again public transportation is what makes sense for

increasing population needs and getting cars off the road. Do more to make it available and accessible

- You can't just toll a segment of I-205. The congestion is caused by people moving THROUGH the congested area. If you really want to raise money to build a new freeway or roads to handle traffic, then Toll I-5 from Vancouver to Salem and I-205 from Vancouver to I-5.
- 喜欢第四方案。 Like alternative 4
- I will say it one more time. We live in changing times. What we needed back at the beginning of 2020 most likely will not be what we need in a post-pandemic future. WE SHOULD PUT THIS PROJECT ON HOLD FOR NOW.
- I would like the team to know that it's part of the New World Order and that every member should quit.
- I work with people that have to use the 205 bridge 10 to 12 times a day. They won't be able to support their family with 75% of their income going to this stupid improvement. Just widen the damn road with our tax money you already take.
- Consider tolling the I-205 bridge between Oregon and Washington
- I don't understand why only a portion of the Portland Metro residents should be impacted.
- Give us an alternative to tolls. It is clear you are giving us this false sense that congestion is going to be completely dissolved by tolls...not true. It has not happened anywhere where tolls have been instituted. Toll just adversely affect the poor, and it is only a matter of time before tolls pop up everywhere.
- Please provide a report about the public safety impacts to surrounding communities especially regarding increased high-speed vehicles on neighborhood streets coinciding with school start/finish times.
- There are many alternatives to tolls. Please very carefully consider the many unintentional but meaningful impacts of tolls.
- ODOT will be acting irresponsibly and ignoring fact-based evidence of the ill-effects of tolling. Toll increase congestion in neighboring communities. Studies like the Barcelona study prove this. Do not toll Oregon roads.
<https://link.springer.com/content/pdf/10.1007/s13209-011-0071-6.pdf>
- I believe both I-5 and I-205, in the metro area, need to be tolled for anyone driving on them. I think it would mean lower tolls for everyone and traffic would stay off local roads. Oregon City doesn't need more drivers using our local roads. The roads are already congested during peak times. From on top of the hill in OC it often takes 20 min to access freeway.
- No tolls!
- Do not toll roads... but please expand out roadways as should have been done for the past few decades.
- Tolling sections of I-205 that run exclusively through one or two cities places undue strain on the economy and transit of those cities. It also creates an ethical dilemma regarding access to freeway transit, with residents who reside in West Linn especially singled out and will be forced to increase their driving due to the unfair burden of being surrounded by tolls. More must be done by the Metro Council and the State to find the funds necessary for

the construction of a third lane from exits 3 through 10 as well as the seismic outfitting for the Abernethy Bridge.

- stop toll projects in Oregon only provides toll options just spreads through a different areas, no other solutions are proposed, this is really partisan towards the idea that gets pushed through of tolling
- We don't need tolls we are taxed enough already and I have lived in other parts of the country where they already have tolls they told me they were lied to and even though they promised the tolls were temporary not so they are still there to this day.
- DO A SURVEY OF WASHINGTON DRIVERS USING I-205 AND HOW MUCH THEY PAY TO SUPPORT OUR HIGHWAYS VS. OREGON DRIVERS
- I work off hours 2:30 am to 10:30 am, would someone who works those hours be subjected to tolls?
- 2人以上同車免收
- You may also end up tolling I-5 and 405
- TOLLS SHOULD NEVER BE IMPLEMENTED ON OREGON ROADS
- 收費以求達到疏通車流，只是權宜之計，從長遠規劃而言的話，有否探討高架橋或擴闊目前的 205 公路，以能容納更多的車流量。眾所皆知，外州移民，尤其加州，日益增加，車輛增加，交通繁忙是指日可待的事情，唯有增加車道才能解決問題。
- No matter how hard ODOT tries to discourage diversion to local routes, it will happen. Motorists will use Borland Road to access High 43 before crossing at the Arch Bridge to enter Oregon City. From Oregon City, motorists will re-enter I-205 via Highway 99.
- I want you to know this is just a sad excuse to deal with a problem ODOT created by not expanding the freeway to 3 lanes in each direction.
- This seems to be at odds with other taxes (e.g. metro transportation bond). Also, will the tolls be discontinued once the bridge projects are complete? My concern is once all projects associated with the tolled areas are funded and complete the funds will then go to other areas of the state. This may create a larger backup around holidays when drivers who are unaware are now trying to figure out how to pay a toll. It seems like a tax directed at L.O. and West Linn since all access to I-205 is tolled for those cities.
- No tolls!!!
- Address the problems on a global level - provide alternative transportation such as heavy rail and light rail or bus rapid transit systems. Create a partnership and privatize toll lanes
- If you modify Alternative #4 to be a single toll rate instead of splitting the cost in segments, then this may solve the problem of diversion effects to local streets. Any car that exits 205 to surface roads in order to avoid a toll, will ultimately need to pay the toll anyway upon re-entering 205...not saving them any money. This also makes the pricing structure easier to understand.
- Toll where really will benefit the environment. Possible north of 84.
- Traffic congestion has been substantially reduced due to the pandemic and is expected to remain so afterward. Therefore this project is not needed now. Traffic congestion, should it ever return, provides its own deterrent to driving. If this is really about the need for seismic improvements on bridges, that is a cost that should be borne by the state or federal government. A freeway isn't free if there is a toll. I-205 has always been a freeway.

Gladstone will be negatively impacted by a lot of traffic when drivers reroute to avoid the tolls. This makes our traffic worse, not better.

- The areas of congestion should not necessarily be the location of the toll. Tolls can be placed at other locations to help pay for the needed expansions on I-205 such as at the OR/WA border. Penalizing residents near the abernethy bridge who must travel over it to get across river to get to work etc does not seem equitable. Much of the traffic does seem to be interstate driving trucks trying to avoid I-5. These employers should pay as well as residents of WA coming over to Oregon congesting Oregon roadways.
- No tolls
- Que no hagan peajes
- Stop the whole damn project and find something else to do with the money.
- SINCE AUTOMOBILES & COMMERCIAL TRUCKS PAY ALL THE ROAD TAXES BY ROAD MILE TAXES, TAGS AND PLATE REGISTRATIONS AND MANY FROM LOCAL WASHINGTON LIKE VANCOUVER USES THE HWY, I SAY TOLL OUT OF STATERS AT 50% MORE THAN OREGONIANS AND GIVE THE OREGON RATE TO THOSE THAT LIVES WITHIN A 10 MILE RADIUS FROM I 205 AND I 5. BECAUSE MANY WORKING MIDDLE CLASS .COMES AS FAR SOUTH TO WILSONVILLE TO WORK! USE THE MONEY TO ADD LANE FROM TERWILLIGER CURVES TO WILSONVILLE BOTH SIDES TO IMPROVE TRUCK TRAFFIC. EXEMPT CARD CARRYING VETERANS, DISABLED VETERANS AND PEOPLE OVER 65 FROM PAYING THIS TOLL
- 收費用途要透明
- No tolls
- drop it . spend money where it needs to be spent. On the road building more lanes. Its only going to get more expensive.
- Imagine how the toll would affect you if you lived in West Linn. There are many other areas where a toll would make more sense, if there has to be one. If you have lived in an area where there are tolls, you would know it does not decrease traffic. I would prefer you raise revenues in a different manner. You will be killing our way of life in West Linn.
- the need to study the economic effects on west side businesses depending on revenue coming from eastside of the river over the Abernathy bridge that could dry up due to tolling I205 short roundtrips...
- I really feel that tolling is short sighted and my quick searching of how tolls are doing at improving roads is not really working.. Thus why I feel it is short sighted. Try a bond levy from the community, the community is where the road is. If a business were to build a lane and charge for its use and they also maintained it as a legitimate business. I think that a toll lane is the only way you could really guarantee any on going reduction in congestion and when the time comes add another lane.
- I think it will be interesting for you to study the no toll option as a full comparative to the options in the running (3 & 4). It seems like there has to be other ways of generating funds than taxing people who need to get to places on roads our taxes already pay for.
- There needs to be an option that does not put the worst impact on the local residents, more impact on the through traffic

- Scrap the tolling idea and start over. All you're going to do is make traffic on other side streets worse. How dumb is that?
- I will never use public transit. Some other people would. A better way to get more people to use it is to model it after the Japanese system with local, semi-local, semi-express, and express buses and trains. It would allow someone to get from Oregon City to downtown in 25 min on public transit vs. whatever it takes now. As you said time is money. Have those fare to be higher for faster trains and buses. If there is a toll i will simply avoid the bridge due to principle and take my money elsewhere. The local communities will miss out on that revenue.
- There is no clear choice here. Because of that, no single alternative seems desirable. Just what is the clear, definitive outcome you're looking for, other than to raise money?
- Yeah... don't do it!
- Tolling is a way to sell public property / rights of way to the rich. It doesn't reduce congestion - it shifts the burden of sitting in traffic disproportionately to those who aren't wealthy. It is therefore fundamentally anti-Democratic and unfair.
- If you toll it, the people in Oregon city and west Linn are going be inundated with people going around it. I will be one of them. I don't care about how long it takes to go around or how much fuel I burn. I will do it just to spite you. You have no real plan but to tax tax tax. I hate you and can't wait to see you fail.
- Public transportation options should be expanded for those who do not want to or cannot afford tolls. The State should study the destinations for those using the bridge and add more public transit options.
- Please stop this idea.
- Build a third bridge across the Columbia and add substantial highway capacity...then maybe I would consider tolls. Stir most transportation dollars toward additional highway capacity and not toward mass transit & bike paths.
- Stop planning tolls and build a third or fourth bridge Between WA and OR. What you're attempting to do doesn't add any capacity whatsoever.
- Don't do it. Don't toll Interstate highways. Toll new capacity, rather than making us pay for the privilege of using existing roads.
- We pay gas tax to pay for the roads. This is a double tax for drivers. The money is being diverted to fund public transportation initiatives in other parts of the region but does nothing for those who will be paying the tolls.
- Look at underlying reasons for congestion and reduce congestion fixing those problems.
- No tolls
- Pueden construir otras rutas alternas, otro puente sin necesidad de peaje
- This is just another money wasting fiasco from ODOT just like the billions of dollars wasted on the Interstate Bridge which all went down the toilet.
- Establish no tolls for those living and working within access points on and off I205 from their living and or working address, school access, shopping for necessities, medical etc. in own neighborhoods/ cities.
- We will push for statewide initiative to ban tolling if you keep going forward with this wasteful endeavour

- strongly support studying no toll option too. consider alternative fuel vehicles like electric in the analysis, possibly get discounts
- Talk to residence who get on and off HWY 43. Also consider fixed income people living in this area who can't take on more expenses. Consider giving people over 65 free passes.
- Why do you continue to lie and steal from the people of oregon.
- Look at other alternatives such as light rail.
- the gross mismanagement of our state tax monies is what has led to this ...how much has been spend on this survey alone,,,never mind the years of knowing this was an issue and doing nothing
- Look at your map outlining the project area (Hwy 213/I-205 to Stafford Rd) and then pull up Trimet's service map for the same area. Trimet doesn't serve this area at all. It would seem that people that live in this area and use 205 to commute on a daily basis will not have any alternatives other than paying daily tolls.
- I think your diversity discussion group is a joke and looks to further divide the country.
- Please don't add new revenue sources to pay for existing public infrastructure. Use the ones we already have.
- Toll bridge is not a good solution
- I do not want tolls. This will not reduce traffic in this area.
- If they approve of this project, I would like it not affect my family, because I use it every day for driving my children to school
- People's opinions
- The amount to pay, the hours of the day that the toll is working
- The amount to pay, the hours of the day that the toll is working
- Some people drive more than once a day and it will not be easy.
- Some people drive more than once a day and it will not be easy.
- Some people drive more than once a day and it will not be easy.
- Some people drive more than once a day and it will not be easy.
- Not all cities have latest technology and will not going to be able to pay as they go, or citizens will not know latest new about the bridge and could cause congestions or violetions.
- This is not a fair tolling. If you are tolling you must toll all regional freeways. All the downtown Portland bridges are not seismically upgraded. There is traffic in Wilsonville on I-5, I-5 between Tigard and downtown Portland, I-5 and 205 between Portland and Vancouver and I-84. People will travel into neighborhoods to avoid tolling. Willamette Falls Drive will be a parking lot, along with the old Oregon City bridge. Any time a car is turned on, it contributes to greenhouse gases whether it is on a freeway or side road. Are you a bunch of idiots?
- Tolling should be implemented on I5 in the Rose Quarter as well, before we spend money to add a lane.
- no tolls
- You shouldn't build it because it is a very expensive short term fix to a much greater issue. Second the urban areas pay for building roads and bridges in counties that contribute virtually nothing to the road budgets. Yet the entire state pays for this infrastructure. Now

you say users should pay? Since when? The urban area of the state is footing the bill for entire state but the entire state shrugs at fixing this? Why? Those of us who live here heard all these arguments before when 205 was built. Federal tax dollars should pay for these fixes, or state tax dollars. No toll.

- This project is not wanted by the people that actually use this route. STOP this process NOW!!
- 最好是相关的受益群体付账
- 疫情加上低收入家庭，每天都要收费，負擔不了，低收入家庭應該豁免
- 不会造成交通拥堵
- It's being shoved down our throats and is completely unnecessary. It's time for someone at ODOT to tell the project director that this is a completely unnecessary project and pull the plug.
- Discuss impacts with unincorporated Clackamas, Lake Oswego, Rivergrove and Stafford area
- Carpool/HOV lanes or add a business 205 route for large trucks to keep them off the main roads. Charge cars for using carpool lane during peak times if not HOV or carpool
- The impact of tolling on the residents of West Linn will be severely detrimental. One of our main thoroughfares - Hwy 43 - is already overwhelmed by drivers who divert from I-205. If tolling is implemented, it will be nearly impossible to travel to work or run errands with any sort of ease. Please reconsider this method of raising funds for this project.
- It is unconscionable not to seek additional data on how traffic patterns have been permanently altered by the pandemic. As a resident close to Highway 43, I'm additionally astonished that no consideration appears to be given to whether that route can accommodate the dramatically increased traffic that can be anticipated. Permanently decreased traffic on 205 due to the pandemic is going to mean this project takes longer than anticipated to recoup costs, while the adverse environmental and quality of life impacts to those of us living along alternative transportation routes will be profound.
- 增加多時段免收費或 合理收費
- Consider not planning the project. The people don't want it. It would let the people know you hear them if you don't proceed because we are saying no. There are other things to worry about rather just another way to take more money from the ones that have been having their money taken (AKA taxpayers)
- Consider not planning the project. The people don't want it. It would let the people know you hear them if you don't proceed because we are saying no. There are other things to worry about rather just another way to take more money from the ones that have been having their money taken (AKA taxpayers)
- Consider not planning the project. The people don't want it. It would let the people know you hear them if you don't proceed because we are saying no. There are other things to worry about rather just another way to take more money from the ones that have been having their money taken (AKA taxpayers)
- I'm glad to hear that a "no tolls" option will be studied. Adding tolls on one stretch of I-205 (but not on the other stretches of I-205, or on I-5, or on other state highways, like Hwy 213, 224, 99E, 212, etc.) makes no sense to me. It is very unfair to a minority of the region's

highway users...those of us who use the part of I-205 in Clackamas County. Raise the money in another way. For example, increase the gasoline tax, raise the diesel fuel tax, raise the "weight-mile tax" which big trucks pay, and increase the annual registration fee for battery-powered vehicles.

- People who use 205 daily use JUST THAT. they have no concern about i5. There must be an additional route that is free and easy. and the additional ROAD that is paid for - with a fee - this would help. People with means would use that road. and the rest would continue driving on 205
- WE do not want a paid for highway. This will not help
- Add a lane on 205 to expand the width of the highway
- WE are paying high taxes as it is. Why charge people even more?
- The improvements are needed but increasing revenue with a toll is not the way to do it. There is no way to prevent fund substitution with already allocated funds. If the traffic has risen, so must have the population. So where have those increased taxes gone? Toll roads in Oregon are a slippery slope and a bad idea, with many unintended consequences. Most citizens are not civil engineers, so asking us if this will fix the problem is of little value. Let the professionals fix the problem and let the existing revenue model pay for it. No special bonds, tolls or levies.
- how necessary is this?!
- In general when transportation planning is done the conclusions lead to wider roads that allow for more CARS to drive through, but this is a bit of a water baby. In the US we are VERY car centric, which isn't the most efficient, or safest way to build for transportation. We need to focus on how to move the most PEOPLE, not the most CARS. We need additional, improved, infrastructure for alternative modes of transportation which in turn would alleviate traffic congestion, improve community walk-ability, and overall safety. Please consider this when planning what improvements will be made .
- I can see nothing good about this but to raise money and create another group to receive and disburse funds. This survey is terribly one sided.
- People who live in and around I-205 are significantly impacted by the traffic exhaust, living perpetually in a state of diminished air quality. We need to disincentivize vehicular travel and create a carbon toll for those who wish to drive...including business and freight.
- Living in West Linn, I would like to have a 100percent discount on the toll payments.
- Bridge tolls are easy to understand. Tolling can be expanded later, if necessary. But I think bridge tolls will capture most of the traffic.
- Do NOT "Privatize" this bridge!!!
- No
- Buscar una solución que no afecte a los que vivimos en el área local, que se cobre solamente a los que pasan por el área en un viaje largo.
- Busquen la forma de reducir el tráfico pero sin cobrar peaje.
- Project team should be shut down.
- Don't toll I205
- No tolls!

- Speaking strictly for myself, I live in Gladstone and work in Lake Oswego. I cross the Abernathy Bridge from McLoughlin to Highway 43 and vice versa. If a toll is implemented, I will go through Oregon City to get to/from work. Otherwise, I'm fine with paying a toll to actually drive on I-205.
- Alternative 2 or 3
- There are a lot of low income people that would be affected, so it would be nice to have a yearly pass buy to save some money.
- If you are not considering more lanes to travel instead of toll roads, why not? Isn't the goal less congestion?
- 向联邦政府和州政府申请经费，加宽 205。
- 向联邦政府和州政府申请经费，加宽 205。
- People can not AFFORD to pay tolls! Figure something else out!
- Fewer taxes will attract more business, which in turn will create more growth and revenue and sensible solutions. Higher taxes and tolls is not the answer. Shame on you for telling people this greedy money grab by the state is the only option. Oregon government (or complete lack thereof now that Portland is mob rule) is an embarrassment. .
- Eliminate the following considerations 1. Minimize the impact on people of low income or otherwise underserved 2. Minimize negative diversion to local streets 3. Provide more transit, bicycle and walking options 4. Make sure revenue is used is used to provide benefits to those currently and historically underserved by the transportation system.
- I do not want to be charged for driving on the freeway. The people that have to get to work will still be driving, so the problem will not likely be solved but will just be more expensive for the Oregonians.
- Please stop this.
- Don't toll 205
- No tolls.
- I don't see the toll project necessary at this time or the near future.
- Also consider expanding the bridge leading to WA
- It's unreasonable to think that, if tolling on this short section of this long highway is introduced, you can actually control diversion of traffic through the affected towns. And it is extremely unfair to the local community members to charge us simply to get to the next town. I would rather see some other means of fundraising for making seismic improvements to the Abernathy Bridge and other bridges, such as environmentally supportive taxation.
- It's critically important for fully automated tolls to work flawlessly. This needs to be a chip-and-plate based system, in which people don't need to stop or even slow down.
- The whole project is nothing but a stop-gap. The ever increasing population will make it obsolete in a few years. I predict the same old congestion only on alternate routes.
- This would negatively impact Gladstone and Oregon City greatly and is a terrible idea!
- I would ride an express bus that links Clackamas Town Center to Bridgeport Village. This is approximately my daily commute route.
- DON'T DO IT ! WIDEN 205 FROM I-5 TO THE ABERNATHY BRIDGE.....!

- I would like the tolling to include vehicles on I-205 further to the north. This project seems too limited in scope. Why not toll/tax people coming over the Glen Jackson bridge also?, or as I mentioned earlier - a vehicle mile tax would be even better.
- THROW THE WHOLE IDEA OUT THE WINDOW. WE ALREADY PAY PLENTY OF TAXES THAT SHOULD ALREADY BE PAYING FOR UPKEEP AND IMPROVEMENTS, QUIT TRYING TO ROB EVERY SINGLE COMMUTER FOR MORE MONEY TO WASTE SINCE IT IS QUITE OBVIOUS YOU HAVE NO IDEA HOW TO MANAGE YOUR DAMN BUDGET!!!!!!!!!!!!
- 多建公路
- You may get support from people who live in Central Portland, but you will be hard pressed to find any from the people living where this tolling would occur.
- Do any impact study now with covid creating new ways to work from home.
- NO TOLLS , Widen the damn road !
- Balance the total cost of collecting the tolls against the realistic expected collected income.
- They should plan a new bridge over the Columbia instead of trying to find new ways to get money out of existing freeways.
- There is Nothing to Consider. NO TOLLS! NO I205 TOLL PROJECT! TAKE MONEY YOU ALREADY HAVE AND DIVERT IT TO MAKING 4 LANES.
- How much of a financial hardship that you continue to put on citizens
- Making sure that the drivers paying the toll know the funds are going to be spent on the same area. This is important as you start Tolling. Should all the main highways become Tolloed in the future then this direct connection that the area Tolloed receives the investment would not be as important as it is now as the benefits of Tolling at all need to be demonstrated.
- You are going to negatively impact local people and not the flow through traffic you seem interested in. Create a single lane that is High occupancy. Or a pay to use lane allowing alternatives to those who want to speed through. Your effort will only clog downtown OC with people using that bridge
- This would send THOUSANDS of cars on side roads and streets in communities not meant to handle that traffic. Tolling is irresponsible, criminal, corrupt, and dangerous. Put this to the voters! Let us tell you through the inevitable tidal wave of disapproval that a vote would bring. But the powers that be are too cowardly and corrupt to allow the citizens to have a say. So this will be shoved through regardless. Brown and Kotek are leading Oregon to its demise.
- No tolls! It's going to be a nightmare getting around with alternate routes being used to avoid tolls
- NEVER TOLL THE HIGHWAYS YOU EVIL NAZI'S You get far too much money and waste it. Learn to better manage the money you get. STOP giving your SELF THE MONEY. NO TOLLING
- find a different revenue source and stop tolls.
- There should be no tolling. Existing freeways and roads should be widened.
- No
- It is important to consider freeway expansion

- Having spent some time in Texas, a state that has a significant toll road system, I am curious if other states implementation of tolling has been reviewed to see if there are elements that might make sense to consider. Where has our planning been over the last 20+ years in forecasting growth and maintenance on existing roadway structures? It seems citizens are paying for something that has already been paid for. Perhaps a focus on options people (not just Portlanders) actually want to use should be considered.
- DON'T TOLL... THERE, PRETTY SIMPLY BUILD A 3RD BRIDGE ACROSS THE COLUMBIA RIVER ADD LANES TO 205, BUT BUILD THE 3RD BRIDGE FIRST
- NO TOLLS
- Stop traffic on side streets
- By implementing a toll, people will divert to other routes causing traffic to move to other areas which may already have bad traffic.
- I've said it several times, but tolling the freeways is a terrible idea. If ODOT needs additional funding to maintain the roads and make improvements, they should look into reducing expenditure on other projects, ensuring the money spent is used wisely on long lasting improvements and if needed, increasing the gas tax or implementing other fees.
- You people are doing a disservice to the community
- We don't need toll roads in Oregon. Not everyone has the money to pay to be wherever they need to be on time. Stop creating stress for Oregon residents and trying to milk them for every cent they may have.
- Разработать бесплатный проект
- To drop the idea completely. Find a different source of income. Then build more lanes and a couple new bridges with that money. Stop wasting taxpayer money.
- 每天使用 1-205 的低收入阶层，将会有很重的负担。
- 每天使用 1-205 的低收入阶层，将会有很重的负担。
- This survey is not a valid survey. Any 1st year social science student or any statistician will point out that the questions and the way things are presented are set to steer the respondent to the desired responses. This survey structure will not provide a statistically valid set of responses. Instead, it will be skewed toward approving the tolls. Next time try running it by a true statistician.
- Do not turn us into the east coast with tolling
- bike and ped are NOT alternatives in this situation. Transit, carpool and vanpool are. TriMet should start a vanpool program to address unmet transit needs for commuters.
- Do not do it! This is too much of a burden on local residents. I am currently on social security and only make local trips. How is any of this going to help me? Make local trips free for LOCALS and make people who live elsewhere pay. We already, as a West Linn resident, pay for the bridge and roads in Clackamas County.
- Stop the planning and fire whoever thinks tolls are useful.
- Annual reporting of toll revenue raised by zip code and projects funded.
- ODOT needs to take a hard look at the harm caused by facilitating single occupant vehicle travel, including climate change (28% of all climate harm), traffic violence, and the public health crisis of a racist urban form that puts the lives of people of color at risk.

- You should toll at the I-5 & I 205 bridges. The daily commuters are causing most of the congestion during the week as well as, the weekend shoppers. Your plan will funnel traffic to I-5. The tolls on I-205 have not been earmarked for any specific project & go to the general fund. You are taxing those who live in West Linn, Oregon City & those in rural Clackamas County. I travel 2x a week for 1/4 mile for physical therapy on I-205. I will be paying a toll for 1/4 mile which will put a hardship on me.
- No one wants to pay a toll for using a road we already pay multiple taxes on. Put in the 3rd lane in each direction as should have been done years ago!
- I appreciate the outreach. Perhaps consider an interface that is more mobile friendly. These text boxes are tiny and it's very hard to navigate.
- Do not do it! This is too much of a burden on local residents. I am currently on social security and only make local trips. How is any of this going to help me? Make local trips free for LOCALS and make people who live elsewhere pay. We already, as a West Linn resident, pay for the bridge and roads in Clackamas County.
- Do whatever it takes to reduce driving, congestion, and emissions. Our future on earth depends on it.
- Please consider no tolls. The impacts on those that live in the towns connected by the bridge will be too high! add'l traffic on neighborhood streets. Businesses would suffer because West Linn residents won't go shopping over there anymore.
- To the extent the State proceeds with tolling, then the tolling monies collected at Clackamas County tolling sites should stay in Clackamas County, and be used entirely within the County. To now require Clackamas County residents to first pay for expanding this section and then see any excess toll proceeds used elsewhere would be adding insult to the original injury. Finally, to forestall future competing claims to excess proceeds, the State should not just commit, but legally bind itself to using tolling proceeds only in the areas where they are generated.
- Single lane toll. Many areas do this and it's quite effective. Those willing to pay to get somewhere faster will. Those that can't afford it won't and chance sitting in traffic. Regardless it offers alternatives for all and can effectively help with congestion.
- I pay a significant amount of annual state income tax, in addition to property taxes. I own a business that is portable. I can work from anywhere. Because of proposals like this, and general poor local and state governance, I am actively looking to relocate. I will take my revenue elsewhere. Proposals like this disproportionately impact lower income households. They generally cannot afford to relocate. I can and will.
- Tolls should be used to fund the upgrades only if existing taxes cannot cover them, even then a comprehensive explanation of why existing taxes cannot cover them is needed. Tolls should also be removed as soon as the upgrade debts are fully paid. An estimate of the duration the tolling will be in affect should be provided.
- Think about the cost to local businesses. People will not go to this area because they don't want to pay. Our economy is ranked enough!
- It is unfair and unequitable.
- Tolling is a form of motorist discrimination when the users of other modes freeload and/or do not pay their own way.

- I live on the edge of West Linn. I am constantly going over the bridge into Oregon city. I think it would be absolutely ridiculous to waste the gas to go elsewhere to avoid paying the toll.
- Current biking options across the Willamette are limited to the Old Bridge but the sidewalks are too narrow and going uphill in the road is very slow and slows down car traffic. A dedicated walk/bike crossing would help tremendously.
- Please don't toll 205 in the Oregon City/West Linn/Stafford area!
- There should be no tolling. Add another gas tax or something. Use the lottery, whatever. This is unfair to lower income Oregonians and small business who are already struggling.
- Limited alternatives such as public transportation
- Tolls need to be equitable through the Portland metro area at all high traffic areas and fairly toll both interstate bridges
- Stop planning! We don't want a toll.
- The Abernathy Bridge was inadequate when I-205 was built. Money needs to be diverted from the Federal Highway Fund that are routinely taken by Metro, as this is a Metro project. It should be funded utilizing Metro funds not Toll Receipts.
- Don't toll the bridges, Oregon takes enough money from SW Washington residents
- What is the outcome? If only doing seismic upgrade to bridge it does not improve traffic flow, and monies are only after the tolling companies take their share first and everyone gets paid than the funds are used for what? There are no specifications. You are not looking at the big picture, which is that you allow cities to develop industry parks that employ people and put an additional 1000 plus cars on the road with no contribution to what they caused. yet city benefited. You still do not understand shift work, traffic flow, etc. No one looks at past studies
- Same as stated above in another question the need to limit drivers taking city streets and causing congestion in the city's around the toll
- Consider no toll.
- I'm already paying taxes for roads. Either raise the tax, or better manage the funds period. It seems that no matter how much you pay, it's never enough.
- If public transportation was more convenient from this stretch of 205 I would use it. For example a ferry on the Willamette from Oregon City to downtown Portland.
- To STOP planning it us voter voted it down that means we don't want it. Why ask us to vote if you are going to do it anyway?? We said NO
- Tolling will further erode our economy and destroy small businesses. This IS NOT NEW YORK. The greed around here is out of control! Tolling bridges that have been here for years is stupid and will further degrade our communities by preventing movement to and from shopping areas and small businesses. The LOCALLY OWNED business I support for getting groceries is on the "other" side of the river. One of my tours (I own a local tour company) is on the "other" side of the river. Balance your budget and stop trying to destroy our small towns!
- NO TOLLS

- Why is a toll being pushed on this particular section of freeway? All freeways in Portland and the surrounding metropolitan areas experience gridlock. Why are you targeting the most southernmost freeway with this?
- Not doing it.
- Tax corporations, not individuals.
- Adding a lane to I-205 both directions.
- Identify the real problem. Where is everyone coming from/going to? Show the public the root cause you are trying to remedy, not simply that we have too much traffic. How about a second level for the Abernethy Bridge? Several possible solutions should be identified, not just rolling.
- Do not disregard the financial impact on vulnerable citizens for the sake of the draft goals. While I can see why this idea has appeal to someone who may live outside of this particular neighborhood, it's immediately obvious to someone in this neighborhood that you're asking OC to shoulder a huge burden in terms of cost and increased traffic through drivers seeking alternate routes. In one fell swoop you could change the culture, community, and lifestyle of Oregon City for the worse. Please, please don't.
- Why is there no tolling of I-5 or 217? Is that coming after this? Will all roads be tolled?
- Consider the additional strain that tolling will have on the Willamette Neighborhood after the middle school is built. An additional 200 plus cars will be added to Willamette Falls Drive by parents picking up their kids from school (before tolls take place and cause cars to divert down Willamette Falls Drive to avoid 205 tolls)
- I live in West Linn there is already massive diversion off of 205 to local roads even without tolls. With tolls that will likely increase and make driving in my city virtually impossible several hours a day.
- We need to take individual gasoline-propelled vehicles away from people. Invest, instead, in alternative energy generation technologies. Build a western bypass through the cushy neighborhoods on the west side.
- Xin loi toi khong co y kien dong gop nhieu. Toi gia roi.
- No toll roads in Oregon!
- 205 at certain points has been the same problem forever. The design with no account of grades on trucks and all the on ramps has been a nightmare since we started growing in the 90's.
- My bank (a small local owned bank) is in West Linn, I shop at Market of Choice but I live in Milwaukie! Two LOCALLY OWNED businesses will lose a lot of business if this happens! Not to mention the wineries and small shops in Willamette and the fun events there at the park. The small restaurants and shops in DT OC will lose business too. This is a STUPID IDEA! This is NOT NYC or CA this is OREGON. Stop letting out of staters ruin our towns!
- Consider other plans like no tolling and citizens voting on the project. Use fuel tax only for roadway improvements and upgrades. No funding going to public transportation, light rail projects, bicycle lanes, etc. It appears you have setup to do tolling without voter approval. There is only one question: Yes for tolling or No for tolling. Vote by citizens and not by citizens who don't live and work in the area.

- I would like a clearer justification for why this specific location was selected for the first toll option in the state. I mean, have you heard of the Glenn Jackson bridge?! I would like to understand how this would effect small businesses in the area and my quality of life as I live within miles of this proposed toll. I'm an avid cyclist and can only imagine what will happen to my already limited cycling options once people start to divert to avoid tolls. I would like to understand how this would tie-into a large tolling strategy. I want to know if we still need this to ease congestion.
- test website
- It will ultimately create more problems than it will solve, and is punitive toward the taxpayers that fund the government.
- What happens to Oregon City economically if this happens. Why is that not being addressed??
- Transparency of previously allocated funds, would be appropriate. Also, how about standing up to the planning division of Portland to "make traffic so bad that people will have to choose alternative transportation"? Have any of those people tried to ride their bikes or take transit for their commutes of 20 or so miles?
- Take into account the financial capabilities of all our society
- I am an Oregon resident and pay taxes for the roads. Why is the reason to pay for tolls???
- people's opinion
- Repair the roads we have and add more without toll
- This is the opposite of equitable. Why are you tolling southern 205 and i5? Those are the only freeways in the metro area that don't have light rail to divert to. 84 has light rail, 26 has light rail, northern 205 has light rail. It seems to me that you are putting the knife in and twisting it on those who have to drive this route and pay the tolls. Why not toll those freeways instead since they have options we do not have. I will divert to local streets instead and just cause more pollution.
- Tolls are not equitable. Other freeways 84, 26, northern 205 have light rail to divert to And won't get tolls but i5 and southern 205 don't have light rail and get tolls. How is that equitable and fair? I will just divert to surface streets and cause more pollution and eat more gas.
- I would like more information on where the money from tolling will go, it was not really clear. It seems very complicated and an unnecessary change.
- I think I've made it clear, but even short term changes increase traffic on surface streets and threaten the safety, crime rates and livability of local neighborhoods. This is especially true now that many people work at home and children are being schooled at home. New data is needed to determine If the pre-COVID traffic patterns are still valid today. Decisions
- People will lose their jobs, and freedom to go places whenever they want!
- Consider no toll option in-depth--beyond just a throw-away option--because other options can't adequately or equitably address disproportionate toll impact on local residents or traffic diversions through Oregon City and West Linn by non-local commuters. Consider non-toll funding options through better planning and budgeting, whether through the Congress or State legislature.

- Stop wasting taxpayers dollars on this "project" and find somewhere else to get the money to pay for it.
- If the draft goals are sincere, then I really hope to see that major improvements are made to public transportation and walkability. I'm very discouraged by the role projects like this play in undesirable growth. I anticipate Hwy 43 becoming more problematic and fewer safe options being available to O.C. and W.L. pedestrians and cyclists who are already doing their part to reduce the amount of cars on the road.
- You are ruining communities and the livelihood of those living in communities along this proposed rolling route.
- This is a small community West Linn and Oregon city are shared communities. If you put a toll between the two communities you're going to drive a wedge between them.
- It appears tolling is inevitable. This survey has no value. Decision was made without input
- A toll for this area would lead to neighboring areas and local citizens being negatively impacted.
- You are going to screw us over living in neighborhoods with thru streets like Imperial Drive in West Linn!
- No tolls the citizens do not want tolls
- There are plenty of other ways to raise funds than tolling. The I-205 is managed by the federal government, so it makes no sense for the local population to fund federal responsibilities.
- Tolls are to build and provide alternative routes to avoid major and existing roadways. Not charge for existing residents for the privilege of just going to the store. Stop wasting MILLIONS on adding 11 parking spaces and bike lanes.
- This should be done via taxes. Stop mismanaging the current money coming in or find a way to tax the top 1% someone, because this tolling project is ridiculous.
- Dating for everyone. Just do it! Follow this link:
<http://bit.do/fJrxN?h=24a68e61db5a213fd25e03aa761775db&>
- No tolling- Use money that is being raised - TAXES- appropriately. Every town now has bike lanes that are rarely used, TAX bikes! You are taking away our right to drive our car and pushing for alternative modes of transportation. In a city that is built on suburbs. Do not punish those that work, drive and are contributing to society by paying taxes.
- Consider creating a new route to bypass the city by either constructing a new road or transforming and supplementing an existing route.
- The need is for a third lane on Abernathy bridge. What other sources of funding are being looked at besides tolling?
- I see no mention of how tolling will impact the business volume of Old Wilamette, West Linn, Oregon City, etc. Asking people to pay tolls to go have supper off 10th street will have a very detrimental impact on the local businesses. I would suggest that the only way the toll is charged is if you drive the entire segment. (Stafford to 217).
- que al reconstruir otros puentes tambien ocasionarian trafico en otras areas aun que sea temporal

- There should be an end date on the tolls. There should be a specific monetary goal to raise and specific information on where the money goes. The seismic upgrades sound good, but that doesn't help the congestion. Maybe add extra lanes? Add an additional carpool lane?
- Going for 43 to 99 should not have to pay toll for just one exit.
- This is really unfair. Why does the rest of 205 have 3 lanes and didn't have to pay tolls to get them? I am very unhappy with this idea.
- Stop wasting money and effort on an unpopular program. Just another way for the government to get more money from citizens.
- I as well as countless others will refuse to use a freeway that we have already payed taxes for, that ODOT is trying to make money off of! The entire project is complete NONSENSE!
- This needs to be put on the ballot. You are obviously been mandated to make this happen regardless of voter opinions.
- No tolls on I205!!! Everyone here travels by car to and from work so residents will be hugely impacted. We deserve a vote.
- The disproportionate effect on West Linn residents.
- NO TOLLS!
- Tolling is discriminatory/racist in affecting low income people
- No toll on 205. Or if it is going to be tolled, give local residents a pass at no cost to not pay the toll.
- NO TOLLS!!!!!!!!!!!!!!!!!!!!
- Please, listen to those that are reaching out to you. I know some may be rude or mean & I am sorry for their words. But I have only lived here a few years and I can already foresee that this will create more problems but up the revenue. I feel a little more time on alternative areas may give all parties a better outcome. I feel that someone keeps digging in their heels on the issue & ignored the fact that it takes over an hour to get through the side streets of West Linn to downtown. Imagine how long it will become after this project even begins.
- Have already mentioned it above
- EVERYONE I TALK TO HATES TOLLS AND DOSENT WANT THEM
- No tolls and especially no small local tolls. None of the alternatives addresses the terrible impact on local traffic created by all of the proposed alternatives (false dichotomy). Your proposed "average" for local traffic diversion is unacceptable to all person that reside in close proximity to 1-205 and especially in old historic Willamette. We rely upon the i 205 for access to basic services like food, healthcare and work.
- No mention of costs of implementation and management - is that cost even worth the expected revenue? Stop taking money away from us. We already pay income taxes, gas taxes, emissions fees, auto registration fees, etc. No we have to pay tolls too? This is just ridiculous - enough is enough! No tolls!
- I cannot believe our elected leaders and ODOT are supporting tolls during one of the worst economic crises we've ever seen. Way to hit people when they're down. We already pay numerous taxes to support road infrastructure, including income taxes, gas taxes, emissions taxes, and registration fees. Maybe we need to revisit where those funds are going and how they're being spent? Maybe that's the real problem here, not the need for EVEN MORE MONEY! The senseless nature of adding costs during a recession is unbelievable.

- Determining the toll rate should be an essential part of the EA analysis and be part of the preferred alternative selection. It is not sufficient to defer the rate setting process to several years later. The opening day rate setting decision is an important step before opening day but it is not a substitute for the criteria to be considered as part of the current EA and preferred alternative selection. In addition, the OTC adopted Highway Plan Goal 6: Tolling and Congestion Pricing as a framework for considering tolls. The EA should include an assessment of compliance with this framework.
- If people are using the freeway daily for work, it's because they HAVE to work! They need to use it to make an income, and without that income, they would be worse off. Tolling them won't stop them from using a road they NEED to use for their livelihood, but it will add one more burden on those already working the hardest.
- Stop illegally trying to toll publicly funded freeways!!!!!!!
- It is completely unacceptable to attempt to put a toll on a freeway that was built with public funds!
- You have presumed the need for tolling, although current funding from gas taxes is sufficient to add lanes, without tolling, IF those funds are not diverted to other, non-highway related projects.
- The traffic outside of "rush" hour is always light. In fact many car races occur on weekends and evenings as this area is rarely patrolled by the Clackamas County Sheriff and the State Police. So much so that the West Linn police have gone to the Stafford overpass for enforcement activity, even though that is 3 miles outside of West Linn. Just toll people who do not live in Oregon, and there will no longer be congestion on !205, they will just use !5. This is a bad study.. 95% False.
- Please seriously consider methods other than taking even more money from us.
- NO TOLLING AT ALL!
- Drop the idea.
- WH.Y ARE YOU IDIOTS WASTING OUR TAX DOLLARS TRYING TO FORCE THIS IDIOTIC IDEA DOWN OUR THROATS WHEN YOU KNOW IT WILL BE OVERTURNED BY CITIZEN REFERENDUM? WHO DO YOU WORK FOR?
- Tolls never work. Rich don't care. Poor can't afford. And for West Linn it's a lose / lose: traffic is not fixed, public transportation is not improved, and we always have to pay just to go anywhere.
- No toll!
- Put this project to a vote of the citizens. If it is overwhelmingly approved, then by all means build it fast.
- Rolling instead of taxing is a farce. It indicates lack of leadership and targets low wage earners who need to travel frequently for work, causes more traffic in other areas, and contributes to congestion and destruction of local climate.
- How long will the tolls be effect? Our roads are in such poor shape. Why should we believe these tolls are going to fix the road problem?
- Any problems you are trying to solve need to incorporate the entire area. None of the pro and cons you stated are resolved with toll in Clackamas only
- No Tolls on 205, what a terrible idea

- NO TOLLS
- Do Not Put toll roads
- Tolls will discourage people from traveling to Portland. We already actively avoid Portland because of traffic on the I-5 bridge, the high level of homeless people accosting pedestrians, the dirt and grime everywhere, the downtown violence.
- I am really against the concept of tolling people for doing something that they tax dollars already support. So we pay taxes for roads and our higher auto registration fees support ODOT and the counties, and now we have to pay even more? What is going on in our local leadership to continue to allow this to happen?! How about reversing fees, no tolls, and reducing our taxes to allow people to have more money for the economy - what a concept! If only....
- This is a bad idea. This will hurt local communities. Traffic across the local Oregon City bridge is already ridiculous. This will NOT reduce overall travel, except for some very financially challenged people who will have to reduce trips. There are no other routes across the willamette without driving many miles north into Portland. West Linn customers of Oregon City and Milwaukee businesses will choose other businesses and instead drive out west to I-5 and 217, driving more miles and burning more gas.
- This is a bad idea. This will hurt local communities. Traffic across the local Oregon City bridge is already ridiculous. This will NOT reduce overall travel, except for some very financially challenged people who will have to reduce trips. There are no other routes across the willamette without driving many miles north into Portland. West Linn customers of Oregon City and Milwaukee businesses will choose other businesses and instead drive out west to I-5 and 217, driving more miles and burning more gas.
- A possible side effect of tolling the I-205 Portland Bypass is that truck traffic will stop using the bypass, which was originally built to relieve congestion on the downtown Portland freeways.
- Since COVID-19 our state, country and the planet at-large has proven the benefits of conservation measures which had a temporary, yet dramatic positive impact on traffic congestion and air quality. I have to agree with Congressman DeFazio, "(The commission) is trying to price people off I-5 and I-205 with tolls," (<https://tinyurl.com/yxn2jdtz>).
- Consider creating a low income waiver (apply for every 6-12 months?) to waive the fees for a registered plate, up to X#/day. You've asked for feedback on the 5 options without giving data on average car volume, estimated cost ranges for tolls, etc. Those details are important considerations to any assessment of best choices. I also have been unable to find information on the estimated cost to install and maintain toll gantries. How much it will cost/how long it will take to recoup are valuable considerations as well. Knowing there are so many other trouble areas; what's (preliminary) next focus?
- What is the money that will be collected from tolling be used for? A general "road improvement" statement is not good enough. It needs to be very specific. We already pay enough road tax. Who voted on this? There seems to be a missing step where the people get to vote on more taxes, and yes this is a tax!
- Perhaps there are other areas on the 205 that could start the toll instead of the Stafford exit or Tualatin bridge. Where are all of these people actually going each evening? I am quite

sure they are passing through our town to another area. So why should be we burdened with their toll? And more traffic if implemented. Please add that to back in parking and considerable traffic problems with the "new " Willamette Fall parking folly".