



## BOARD OF COUNTY COMMISSIONERS

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September 15, 2022

Oregon Department of Transportation  
ODOT Principal Planner Roseann O'Laughlin  
ODOT Toll Policy Manager Gareth Prior  
Submitted via email: [OHPManager@odot.oregon.gov](mailto:OHPManager@odot.oregon.gov)

RE: Oregon Highway Plan, Policy Amendment 2022 (Tolling)

To Whom It May Concern:

Please consider this letter formal testimony submitted on behalf of the Yamhill County Board of Commissioners regarding ODOT's OHP Policy Amendment on the implementation of new tolls on I-5 and I-205.

We are extremely concerned about the impacts that tolling and "congestion pricing" will have on our residents who commute to the Portland Metro region for work, school, family or medical needs and the potential impacts this plan will have on our small businesses.

On August 25, 2022, Toll Policy Manager Gareth Prior appeared before the Yamhill County Board of Commissioners to provide an update on ODOT's plans for tolling and "congestion pricing" on major sections of Interstates 5 and 205. During the course of that presentation, we learned that ODOT is studying tolls of \$2 per direction/per bridge on I-205, with the cumulative impact on a daily commuter of \$8 per day in new peak-drive-time tolls.

While tolling and "congestion pricing" projections for I-5 were not specifically discussed, we are concerned that commuters who depend on both Interstates will be facing significantly higher rates than the \$8 per day. If implemented, the average commuter will be paying over \$200 per month in tolls.

Oregonians are not aware of the severity of the cost of these tolls, nor are they prepared or able to absorb additional monthly costs with inflation hitting rents, groceries and gas. The low-income toll relief program will not benefit most metro-area residents and they will be facing an immediate, severe impact to their household budgets. This is not good-government policy. These tolls will hit working families the hardest, erode the quality of life in our community neighborhoods, devalue home properties and make air pollution a major problem in small cities with the influx of cars and trucks attempting to avoid paying them.

ODOT has failed to provide a clear cost-benefit example of how new tolls on our freeways will provide congestion relief, faster commute times, or improved roads. In fact, we have been told the opposite: that the vast majority of toll revenue will pay for toll program employees and technology, that revenue will be diverted to pay for light rail expansion in Portland, and that the overall goal is to force Oregonians to drive less.

We stand with our colleagues in Clackamas and Washington counties in their opposition to new tolls on I-5 and I-205. We have not seen clear and direct benefits to the consumer with this new tolling plan and we feel strongly that our working families cannot absorb the financial impact.

Respectfully,

Lindsay Berschauer  
Chair

Voted "No"

Casey Kulla  
Vice-Chair

Mary Starrett  
Commissioner

Accepted by Yamhill County  
Board of Commissioners on

9/15/22 by Board Order

# 22-292