

Exhibit E

**Supplemental
Public correspondence received as of
April 21, 2026**

From: joseph carey <joecarey777@gmail.com>

Sent: Tuesday, April 21, 2026 7:31 PM

To: ODFW Commission * ODFW <ODFW.Commission@odfw.oregon.gov>

Cc: BORISCH Roxann B * ODFW <roxann.b.borisch@odfw.oregon.gov>; NIEMELA Steve A * ODFW <steve.a.niemela@odfw.oregon.gov>

Subject: Formal Objection – Sauvie Island Beaches Parking Permit Rule Making (Procedural, Legal, & Equity Concerns)

■ To the Oregon Department of Fish & Wildlife Commission,

I am submitting a formal objection to the proposed Sauvie Island Beaches Parking Permit rule on the basis that the current justification, structure, & implementation raise significant concerns regarding legal sufficiency, internal consistency, & equitable public access. This is not a general objection to managing congestion or safety. It is an objection to how this rule has been constructed, justified, & advanced.

The County Order & supporting materials rely on safety concerns & road authority powers to justify restricted access. However, the structure of the program extends beyond situational or temporary safety management & instead establishes a predictable, recurring seasonal limitation on access to a public roadway & public resource. The evolution from a short term pilot program to an indefinite, annually recurring restriction reflects a material expansion in scope. As structured, the rule appears to function as a broader policy level access limitation rather than a narrowly applied safety control.

The Department's own traffic & parking study identifies multiple alternative strategies, including real time capacity communication, distributed parking strategies, infrastructure improvements, & reservation & operational management systems. Where a rule limits access to a public resource, the administrative record must demonstrate that less restrictive alternatives were meaningfully evaluated & reasonably rejected. Agencies are required to explain that analysis. The current record does not clearly demonstrate that this standard has been met, nor does it establish why a permit cap was selected over less restrictive operational controls.

The administrative record must also demonstrate a rational connection between the facts found & the choice made. The pilot program record indicates that access was restricted on certain days despite remaining parking capacity at specific locations. This raises a material concern that the rule is arbitrary & capricious, as the record does not demonstrate a rational connection between the identified problem (capacity & safety constraints) & the solution imposed (restricted access via capped permits). If access limitations are imposed beyond actual capacity constraints, the rule risks functioning as a generalized access restriction rather than a narrowly tailored safety measure. The current record suggests the rule may be operating as a de facto allocation system for access to a public resource.

Relatedly, the pilot program findings indicate that capacity limits were not consistently reached, with available parking remaining in certain areas even when access was restricted. This creates a material inconsistency between the stated objective & the operational outcome, which warrants further clarification within the record.

The fiscal impact statement acknowledges that the proposed permit system is expected to generate additional revenue & address funding limitations. While funding considerations are legitimate, they are distinct from safety based regulatory authority. Where revenue generation is a material component of the program, the Department must clearly establish that the rule is not functioning as a fee based access restriction under the guise of safety regulation. As presented, the evidentiary basis for separating these objectives is not clearly articulated.

The proposed rules grant authority to determine the number of permits issued without defined capacity thresholds, objective methodology, or transparent criteria. This results in unbounded administrative discretion without defined standards, creating a framework vulnerable to arbitrary application & inconsistent enforcement. The absence of objective criteria governing permit caps prevents meaningful public oversight & undermines the rule's legal defensibility.

The rule alters previously established access expectations by rendering existing Wildlife Area Parking Permits invalid for beach access during the peak season while requiring the purchase of a separate permit. This change effectively diminishes the value of previously issued permits without a clear transition framework or justification directly tied to the stated safety objectives. This raises concerns related to fairness, reliance, & consistency in the Department's permitting structure.

The rule making includes a statement that equity impacts were considered; however, the record does not clearly demonstrate a substantive, data supported analysis of those impacts. The permit structure inherently favors individuals who have reliable internet access, can plan visits in advance, & have the financial flexibility to absorb additional fees. At the same time, the Department acknowledges constraints such as limited cellular connectivity & prior user confusion under permit systems. Public correspondence in the record referencing an improvement in the "quality" of visitors further underscores concern that the system, as structured, may function in practice as a socioeconomic filter on access to a public resource. A policy that disproportionately limits access based on income, digital access, or scheduling flexibility raises potential concerns regarding equitable access & warrants a more rigorous & transparent analysis grounded in measurable impacts.

The implementation timeline presents additional procedural concerns. Public comment closes in late April, with implementation occurring in mid June. The compressed time frame between final input & enforcement, limits meaningful public awareness, adjustment, & participation. For a rule that materially changes access, cost, & user behavior, this raises concern that the rule making process satisfies procedural requirements in form, but not in substance.

In conclusion, the concerns outlined above are material & go to the core of whether this rule is properly justified, narrowly tailored to its stated objectives, supported by a clear evidentiary record, applied consistently & transparently, & preserves equitable access to a public resource. I respectfully request that the Department provide a clear, evidence based standard for permit caps, demonstrate within the administrative record why less restrictive alternatives are insufficient, clearly separate & define revenue objectives versus safety justifications, conduct & publish a more rigorous equity impact analysis, & address the inconsistencies between capacity data & access restrictions.

Absent these clarifications, the rule appears vulnerable to challenge on both procedural & substantive grounds, including but not limited to arbitrary & capricious decision making, lack of substantial evidence in the administrative record, & failure to meaningfully evaluate less restrictive alternatives. These concerns should be addressed prior to adoption to ensure the rule is legally sufficient, narrowly tailored, & consistent with the Department's obligations to maintain equitable public access.

Thank you
Joseph Carey

From: Kristen Cook <zuzus@me.com>

Sent: Tuesday, April 21, 2026 1:45 PM

To: TATE Michelle L * ODFW <Michelle.L.TATE@odfw.oregon.gov>

Subject: Supplemental Testimony for Exhibit E April 24, 2026

Hello,

My name is Kristen Cook. I am the owner of Sauvie Island Cove Market. This is our 10th year in business and the store was very successful until three years ago when the ODFW started their experimental parking changes and changing them every year since. I am pouring my my heart out, and although this is long, I truly hope you will read through my extremely negative experiences with the ODFW's implementation of its policies and take my many concerns into serious consideration and do not pass this proposal, as my livelihood and livability is at stake.

Sauvie Island Cove Market is a small summer seasonal business that completely depends on beach visitors and the island traffic of people taking the scenic drive to the beach. When I moved up here, I did not intend on owning a store. It was something that evolved in the most natural way and something I have been most proud of in my life. I added the side boutique called Tallulah Ruby seven years ago. The market sells snacks, ice cream and beach supplies and many other items for a fun day at the beach. The boutique sells unique local and small maker items. The patio has picnic benches and palapa umbrellas where visitors play checkers, eat one of our sandwiches and enjoy the view of Mount St. Helens.

We get many visitors who accidentally end up here taking the scenic route drive and are pleasantly surprised. One couple was on their way to Tillamook and somehow made it to our store! I'm not sure how that happened but they stayed for hours and had the best time. We have a flower garden that brings tons of birds that groups of bird watchers and photographers come to enjoy. Visitors love to pick the figs from our tree, "Newton". The island is my soulmate. The stores are not only my livelihood, but also my life. We have created a magical little spot on a magical island and the people that come to visit constantly comment and remind us of that. We not only provide convenience for visitors, but many other resources for help and advice. Visitors come out not only to spend time in nature and recreate, but then also stop by the farms and other businesses on the island.

We've become practical therapists for so many people. I think it's because they know that we are a safe place where everyone is welcome and in today's world that seems to be harder and harder to find. We have tons of regulars that come out several times a week that have become practically family that are at risk of losing that ability. The idea of limiting this to a handful of people is very disheartening. Portland citizens deserve better. The idea that these latest changes in year three of changes might cost me to lose my business is heartbreaking.

This is the third year in a row that the ODFW has launched experimental parking changes, with no warning, in the middle of the summer in the middle of our short season. This is the ongoing extremely poorly thought out types of issues the island community stores and the public have had to deal with. The ODFW took something that worked for decades and turned it into a nightmare.

I am adamantly opposed to both the invalidating of the previously purchased Annual Permits and the limitation of the new Season Permits as it will be detrimental to all businesses on the Island and Portlanders who see Sauvie Island as one of Portland's gems. I believe the checkpoint is a huge waste of time, money and resources and could be limited to the few weekends that are holidays and sunny with extremely high temperatures.

June 2024

ODFW employees entered my store with no prior notification and no appointment and informed me that we will no longer be able to sell the Pre-paid Annual Permits. They told us they were going to move to the ELS system only for reasons that seem to constantly change. First, they told us that they had lost the contract with the printer that prints the prepaid books. I took one of the books to FedEx and they said they could print them easily for about \$.50 apiece and less in bulk. So they could've been easily printed any place else. Then they told us it was because they were too expensive. We would send them \$6-\$15,000 upfront at a time every few weeks or so and even pay for the shipping of the prepaid permits. All they had to do was drop them in an envelope. Next, we were told that everything had to be done online because they wanted to include a survey to see where people were using their permits. Absolutely no one buying a permit on Sauvie Island is driving hours away to go to one of their other properties. If I bought 7000 permits for this season, all of them were used on Sauvie Island. So they could always easily see how many were being used on the Island.

The ELS system was not a practical or viable option. It not only required me to buy additional equipment, but also provide paper and ink. It also required me to open a completely separate bank account which accrues monthly charges that I had to pay. It also required much more time having to enter personal information and answering survey questions when the prepaid parking permits literally took seconds to sell.

Taking away the Pre Paid Annual Permits in the middle of my season was absolutely confusing, frustrating and extremely inconvenient for customers. Many were upset about having to enter their personal information online and considered it a data grab. We were required to spend so much extra time explaining to people as the ODFW is nowhere to do that. They just put up more signs that don't make anything clearer.

2025

We were told there was a limited amount of Prepaid Daily Passes that we would be able to sell (because they had lost their contract with the printer and only had so many left). When I called to ask how many were left so I knew how to plan for my summer I was responded with "we can't tell you how many books are left". I'm not sure why that would be a secret from one of the vendors that has sold over **\$1 million worth of permits for them in seven years.** Because I wanted to be able to take care of my customers throughout the summer and offer them the Daily Permits, I ordered as many as I could at once on my credit card, amounting to about \$30,000. This cost me thousands of dollars in interest fees that I am still paying for. Towards the end of the summer of 2025 I found out they magically and mysteriously printed more, although they never informed us. So I had stock piled all these permits when I could've been buying them as I sold them and avoided the thousands of dollars of interest fee fees. In 2025 it cost me money to sell the permits.

2025

I tried to look at the positive that we still had Daily Permits and that we still had the traffic that goes by the store to bring in business. I knew we had created a beautiful space and atmosphere and have dedicated customers who appreciate the care we give and how much we appreciate the island and the beaches and encourage everyone to do the same. So I planned for my season counting on the traffic and the Daily Permits. The week before 4th of July, Steve Niemala shows up at my store with no prior notice and no appointment and informed me they're going to start a checkpoint on the weekends. And also add a new "free reservation pass" that people have to get online. And they're going to start the next week on 4th of July. The ODFW did not make any effort to inform the public or the business prior to this proposal. They did consult with the one landowner by the beaches, who seems to be the one pushing for changes. Of course we voiced all of the concerns about how it was going to be absolute chaos and confusion and no one is going to know about it. His response was that they were going to put up signs along the road (where people are driving 35 to 45 miles past them and can't really read them) So of course once again we were left to deal with the fallout of the ODFW's complete lack communication and planning. We voiced opinions about how people do not have cell phone service out here, how the website is abysmal and confusing. We voiced opinions about how it was discriminatory because not everyone has a smart phone. Every comment was dismissed. We were told condescendingly, head tilt included, that "change is hard, we know".

Once again, there was absolute disaster and chaos and anger and frustration from visitors. Customers were angry, yelling at us. Elderly customers who are not technically savvy or unable to use the website were unable to do so without our help. We had to walk almost every person through it. Many Customers could not access the website due to the fact that cell phone service is extremely spotty out here(which we had made clear to the ODFW). WE do ALL the unpaid exhausting labor and the ODFW counts their money.

The idea of having a checkpoint where people have to show their papers in today's climate it was extremely distressing to many people as made clear in the many conversations in our store. Some refused to go through it. There was a decline in Hispanic visitors (as several visitors came in to comment this exact observation). And one of the Parking attendants and told me that some Hispanic families have been too scared to roll down their windows because they didn't know what kind of checkpoint it was or what was going on.

The ODFW also put up very confusing signs throughout the island with incorrect information. We repeatedly asked the ODFW to fix the sign. They admitted it was incorrect and refused to change them causing more headaches for us. They also put up a sign on the road before my store stating "Permit Parking only ahead" and on more occasion while I was driving, I saw cars turning around. Thus limiting traffic past my store.

One of the Parking attendants hired by ODFW and stationed at Willow Bar had locked her keys in her car. And came into our store for help. I called three of my neighbors until I found someone that could go help or unlock her car. The ODFW provides zero services for visitors or the temporary people they employed.

2026

They claimed that their experiment last year was well received. I can guarantee that is not the case at all. They did not once ever ask the stores their experience with the visitors. If they had asked our store, Reeder Beach, Cracker Barrel or 7-11 they would heard the exact same thing from each store- that it was a complete disaster. I can count on one hand the people who told me they thought it was a good idea. Steve told me the opinions in the surveys were positive and real, and the customers' complaints to stores was "just my opinion".

I talked to Steve in April to find out what the plan was for this year so I would be prepared. I had learned they work in secret, pushing through proposals without the public knowing beforehand to voice opinions. I was told that they were going to continue the weekend checkpoint, and that was all I was told. I found out later the proposal had been filed on 02/26/26.

I reconsidered the ELS system out of desperation to try to help my customers. I asked about their plans again and was told "they hadn't figured it out yet" which was concerning because it was April and the season is starting.

I decided not to do the ELS system as I would literally get a **few cents** for each Permit sold. They cut the commissions in half, would require me to buy a printer, paper and ink. It would require me to open a separate bank account and pay all the fees for that account. They also would require that I would only say positive things about them and their policies. Also, using the system would be extremely time consuming and Customers would have very long wait times.

I reached out to Steve again to ask him to clarify the plan. We set up a phone meeting and spoke along with Dione from Reeder Beach RV Country Store. It was at that point he informed us that they were going to not have the Free Reservation Passes this year (which they told us last year would go smoothly this year since everyone would be familiar of course they are still not) The combination of the Daily Pass with the reservation for the weekends seemed logical enough. When I asked about the Annual Permits, he informed me that all Annual Permits, sold as "**Valid 1/1/26-12/31/26**" would be immediately **INVALIDATED** for the dates 6/15/26-9/7/26. So the ODFW have been selling and collecting fees for these passes since January 1 under false pretenses. This is just incredulous. Steve also said they were going to be starting a new "Season Pass" for \$30 which of course is going to cause mass confusion . He did not mention it was limited at that time, even though the proposal had already been filed, so still withholding information.

Only when I saw the actual proposal, which we had to request, did I see the extremely limited number of the Season Passes was 500 for the whole summer. So now they are not only limiting the people on the weekends, they are restricting the amount of people during the weekdays when it is not congested at all. They are limiting the people that come out in the evenings. The 500 number is approximately a 93% decrease in Annual Permits. Our store alone would sell 2000+ in a year.

These parts are particularly disturbing and angering. To invalidate all permits that were sold that specifically included this summer is incredulous. These are people that make sure they get their permits and send their money to support the ODFW and they are being punished for buying them early and preparing. In an email I sent to Steve regarding this he said they can just drive to one of their other properties and use it. I'm not sure if he realizes that all of the other properties are hours

away and none of them include beaches? Which is what the passes were specifically bought for. There is a drop down menu to select "Sauvie Island Beaches"(the same menu ODFW added so they knew where people were parking so they could use the money to improve, supposedly).

Limiting the new Season Passes to only 500 for the whole summer is absolutely unacceptable. It's a disservice to Portland citizens. Families are struggling right now to survive and having an affordable way to have a nice day out in nature is one of the last and only ways for them to find some enjoyment. People come out here to find peace, meditate, connect with nature and connect with people at a time when that is becoming increasingly important for our health and emotional and mental well-being. Obviously, many, many people will not be able to get a season pass and be forced to pay \$10 every single time they want to come out here. Even if it's just to watch the sunset or to take a hike or to play with their dog for an hour. Portland citizens can't afford the gas or the time to drive all the way to the coast and Sauvie Island Beaches have always an accessible refuge.

I have many regulars that come out to three or four times a week and they will obviously not be able to afford \$10 every time to do that so they just won't come out and ODFW will lose money. This has already been the discussion with customers in the last week since we found out.

The ODFW has plans to put up signs at the intersection of Gillihan and Reeder Rd. that state with an arrow pointing towards my store "Permit Parking Only" which again will make people think that they cannot drive that on that road without paying. Again, this will drastically limits traffic past my store, which I count on.

The beach stores will now not only lose traffic on the weekends. Now we will lose traffic during the week when it is not congested or crowded. Once again I have planned my season based on what I was told was going to happen and now again in the middle of summer, it's going to change again for the third year in a row. My sales were down 25% last year because people just didn't want to deal with the chaos and confusion of the reservation pass.

In fact, they only ran out of reservation passes on two days for the whole summer. As we told them prior to this, there are only a few days when the beaches are inundated-the first hot day of the summer and extreme heat wave days. So all of this chaos and confusion and time and money spent is basically only for a few days for the whole summer. The many Parking attendants were there on rainy, overcast and cool days, wasting large amounts of money because the parking lots will ONLY fill on blue sky days. On the craziest of days (2-3 per summer), the lots are only overflowing between 11:30-3:00 (which is what we told ODFW) and apparently after lots of money and time researching that's what they found out too.

Many Portlanders have been buying the Annual Permit for years. These are people who cherish the island and the beaches. These are people who pick up the trash because there's not enough trash cans. These are people who are respectful and maintain the beaches because they want them to be nice for themselves and for others. These are people who watch out for others to help keep them safe. The 500 limit will diminish these types of people from coming to the island. These are the people that we WANT here, taking care with this very magical place because they feel it too.

These weekday limits are going to drastically affect my business and other businesses on the island. Not only the beach stores, but also all the farms and the nurseries on the island as many people visit both on the same day. We also constantly promote other businesses on the islands to visitors and

new visitors alike, and since we will be having less visitors, we will have less chance to help other businesses as well. It will affect the whole island in a negative way.

Not once in these past three years, has the ODFW contacted us for any communication collaboration or consideration prior to passing proposals. ODFW has never considered the cost of its experiments will have on the viability of the small community businesses on the island or the visitors they are discriminating against.

Everything has been done in secret from the public and dropped in the middle of the summer as a surprise. Not once as the ODFW put any information on their website of their plans or sent out anything to the public for them to be aware beforehand to allow the public to voice in any kind of opinion or concern. These are public lands for all of Portland citizens to enjoy, not just a select few.

I noticed in the summary of the proposal that the ODFW claims that "While developing the new parking permit plan for Sauvie Island Beaches, staff from the ODFW made sure to involve the local community and key partners."-I consider myself part of the local community and a partner since our store provides all of visitors' needs and resources. Including being an information booth, a first aid station, a provider of emergency service-such as gas, air for tires, ice for injuries, medication for stings, sitting with people who are waiting for officers due to a situation, taking displaced people to the bus station or to get services, clean porta potties that are actually maintained, a Lost and Found station. The list goes on and on and on. We don't get paid for any of this. And that's ok. We provide the services because we are the only ones out here and because we take care of the people that are out here. Because ODFW provides absolutely ZERO services for their visitors. Visitors coming out during Easter weekend when it was hot found locked porta potties. Last April, there were zero trash receptacles. Steve claims "We provide many services on Sauvie Island including toilets and trash pickup which are paid for by the parking permits" but to this date still can't tell me what all those other services are. If the Porta potties are locked and there are no trash cans, they are not providing services and yet people still have to pay to park there?

The ODFW also stated in their summary that the "reached out to important groups and individuals, including Sauvie Island landowner Keely Nudo, the Sauvie Island Fire District, and the Columbia County Sheriff's Department, all of whom sent official letters supporting the changes. Specifically to one resident who bought property next to a public beach and has been included in all communication.

*The letter from the Fire Dept. is dated last 2025 so obviously not for this proposal.

What makes a group or individual "important?" Are the group of businesses on the island that are affected not important? Is only one landowner, who bought property next to a public beach and wants only a certain "quality" of people to be allowed, important and not any of the store owners. Sure seems that way.

ONE OF MANY ODFW CONVERSATIONS. YELLOW ARE MY NOTES FOR THIS CONVERSATION AND NOT REPLIES (It seemed pointless to expect a common sense conversation)

From: Kristen Cook <zuzus@me.com>

Sent: Tuesday, July 22, 2025 10:33 AM

To: WARD Angela A * ODFW <angela.a.ward@odfw.oregon.gov>

Subject: ANOTHER WEEKEND OF ODFW FAILURES

Hello,

-Your signs are STILL incorrect. They read that a new pass is needed 7/4-9/1. This is not the case as it is ONLY weekends and holidays. Please fix immediately.

We know that some of the signs display abbreviated information due to the available space or number of words, so that may be what you are seeing. **YES, THAT WAS THE POINT?**

-Saturday was another nightmare. 90% of people coming in know nothing about the "new pass". We are having to explain with most people still not understanding. People can't get cell signals and are taking frustrations out on us.

We are seeing about 75% of customers who arrive with the pass already when they get to the checkpoint so it sounds like those stopping in to see you are more frequently ones running into issues than the overall population.

BECAUSE WE ALREADY HELPED THEM AND RECEIVED NO COMPENSATION

-People with no smartphones, no cell service or limited tech abilities are being discriminated against.

We provide guidance to these customers to visit any of the licensing agents in the area who are set up to sell from our licensing system. **SO YOU ARE TELLING PEOPLE TO DRIVE BACK 20 MILES ROUND TRIP AS A "SOLUTION"**

-The QR code does not direct customers to the parking permits. Customers are here to visit the beach, not shoot animals. Please update your QR to link to the proper permits. The website is extremely not user friendly.

The code sends customers to our informational website that includes instructions and a button to access the permits and passes. This page is meant to assist anyone who has issues using our licensing system in that they can reference step by step instructions before proceeding to make the purchase. **THERE ARE NO INSTRUCTIONS ON THE WEBSITE FOR THE PARKING PASSES**

-Customers do NOT want to buy online where they have to enter their SSN. A SSN should not be required for a parking permit. The website says

"If you are over the age of 11 and have a social security number, **providing that number is required to purchase annual license products.**" So please STOP claiming they don't have to enter as that is FALSE.

No customer purchasing a parking permit or beach pass is asked for their social security number by our system. That number is only requested when purchasing annual hunting and angling license products, not the parking passes. You are welcome to go through an annual or daily parking pass purchase all the way to checkout to confirm that at no point will you be asked for your SSN. **IT ABSOLUTELY SAYS ON THE VERY FIRST PAGE: "If you are over the age of 11 and have a social security number, providing that number is required to purchase annual license products."**

Do you have a social security number?"

-We need the physical Daily Parking Permits to continue being available to our stores and well as the reinstatement of the physical ANNUAL parking permit.

This program has been ended by our agency and will not continue beyond this summer. You are welcome to discuss becoming an electronic licensing system vendor with our licensing staff, but I understand that internet service at your shop is a current barrier to making that transition.

NO ONE WANTS THE ELS SYSTEM. IT IS TIME CONSUMING AND INVASIVE

-Please provide the name of the OSP officer that is in charge of patrolling the beaches during open hours. Officer Chose apparently is no longer that person.

There are multiple OSP troopers responsible for patrol shifts in the area depending on the day, so there is not one specific individual I can put you into contact with.

WE HAD AN OFFICER THAT WORKED WITH US. THEY REFUSED ANY CONTACTS NUMBER FOR AN OFFICER

-So, we understand that the "scope" of safety concerns on your property begins and ends with selling/distributing parking permits and issuing parking citations? Not actually using the money to provide any services or resources?

The safety concerns are specific to emergency vehicle access to the beaches area, damage to wildlife habitat from parking outside of authorized parking areas and overcrowding on the beach that can be difficult to patrol with limited OSP resources. There is not a current plan to add other services to this wildlife area.

THE CARS THEY ROUTE TO EXIT THROUGH THE FIELDS DAMAGE WILDLIFE HABITAT. NOT PROVIDING ADEQUATE TRASH RECEPTACLES OR TOILETS ARE SAFETY CONCERNS

-We were specifically told that ALL parking permit money for the beaches would be only allocated for the beaches. Please direct me to where we can see the information of the breakdown of how the hundreds and hundreds of thousands of dollars in parking permits for the beaches being sold is being used on the beach area.

I do not have those details, but you are welcome to submit a public records request for them by visiting our request site here https://www.dfw.state.or.us/agency/public_record/

SO I HAVE TO PAY TO SEE WHERE THE MONEY GOES?

Thank you,

Kristen Cook

The line backed up to my store (eventually went all the way past my store) DUE to the ODFW checkpoint and all the confused drivers trying to get passes on their phones with limited service. At one point delaying the fire truck from getting through.

<image001.jpg>

About half the flaggers being paid on a cloudy day when the lot will not even get half full. Huge amount of money and resources wasted.

<image002.jpg>

| Completion time | Name2 | Email Address | Affiliation or type of stakeholder (Ex. general public, state government...) | Comments |
|-----------------|------------|--------------------------|--|---|
| 4/20/26 6:57:08 | Mehgan | Mmurphyimaging@gmail.com | Public | <p>As a member of the public who has already purchased an annual Wildlife Area annual parking pass, I question how a new much more limited parking pass could be enforced after we've already paid for the required parking pass for 2026; possibly invalidating a pass I've already paid for. If new parking rules or passes are going to be enforced, it seems like it's already too late to do so for 2026. Also, public access points on Sauvie Island should be available to everyone, by limiting parking permits to a number like 500 would unfairly cut off access to so many in the community and essentially make the entire island a private island and beach for people who own property on the island. This is especially unsettling for public lands like Fish and Wildlife parking areas and access points. Please reconsider this policy.</p> |
| 4/20/26 7:02:11 | SHANE J MU | APOTHECARY13@GMAIL.COM | GENERAL PUBLIC | <p>As a member of the public who has already purchased an annual Wildlife Area annual parking pass, I question how a new much more limited parking pass could be enforced after we've already paid for the required parking pass for 2026; possibly invalidating a pass I've already paid for. If new parking rules or passes are going to be enforced, it seems like it's already too late to do so for 2026. Also, public access points on Sauvie Island should be available to everyone, by limiting parking permits to a number like 500 would unfairly cut off access to so many in the community and essentially make the entire island a private island and beach for people who own property on the island. This is especially unsettling for public lands like Fish and Wildlife parking areas and access points. Please reconsider this policy.</p> |

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|--|----------------------------------|--|
| <p>4/20/26 20:23:12 Leonides To Lenchmasterflex101@gmail.com</p> | <p>Resident at Sauvie island</p> | <p>I think that in such hard times this new way of charging the visitors and locals for a second annual pass after they bought one for this year is really unkind. Also the businesses that with so much sacrifice try to survive this shortage of clients thanks to this new idea is heartbreaking. Not cool. Maybe it's a better idea to let everyone come to enjoy the island and put some good ol patrolling on the weekends just to control the madness some bring. Also locals should have free passes since we live here, we could show our license and show our address. Please reconsider this new monster you guys created. Thank you!</p> |
| <p>4/20/26 21:10:16 Leo Jacob LeoDJacob@lifelongemail.com</p> | <p>General public</p> | <p>I didn't understand the rule. Are you proposing that people who go to Sauvie Island need to buy two permits?</p> <p>I do not support this. A second permit should not be required for weekdays and non-public holidays.</p> <p>I believe it would make the beach unaffordable to many people.</p> |
| <p>4/20/26 21:17:00 Tom Sefert tomsefert@yahoo.com</p> | <p>general public</p> | <p>I have been a regular at Collins Beach for over 15 years. What I noticed about the online reservation system last Summer was that the demographics of the people who made it to Collins beach on weekends consisted of mostly white boomers. There was an remarkable drop in youth, ethnicity, and diversity. I believe the online reservation system in a barrier to people who have less resources and time. A lot of people may never experience the beauty and serenity of Collins beach if the online reservation system is made permanent. That would be tragic.</p> |
| <p>4/20/26 21:31:38 Mark Fitzsin mfitzsimpica@gmail.com</p> | <p>general public</p> | <p>I am concerned about how unclear this rule change is. While targeted at the beaches, it would block access to the entire north and east side of the Island after the proposed check point, including the lighthouse trail, McNary Lake, and the Gilbert River area, all prime birding spots I visit regularly. This would render the regular ODFW pass worthless on over 50% of the Island.</p> <p>Please explain with more detail how the rule change will impact visitation to these birding destinations.</p> |

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| <p>4/20/26 21:32:27 Jason Moor€Hdhndsft@gmail.com</p> | <p>Resident</p> | <p>Your system is antiquated. Why don't you adopt a system like parking kitty, or have a check in point at the top of the island. With your new system you are severely challenging business at the top of the island from surviving. I will not purchase a parking ticket any longer especially if I have to purchase twice. Who put this board into office?</p> |
| <p>4/21/26 4:39:50 Robert LudkBobert97214@gmail.com</p> | <p>Tenant on the island</p> | <p>I do not like to do parking rules. It makes it harder for me to take my dogs down to the beach.</p> |
| <p>4/21/26 10:09:24 Paul W. avalonia@post.com</p> | <p>public</p> | <p>I am disappointed to learn that I may be required to obtain \$10 parking permits for specific areas on Sauvie Island this summer on top of the annual permit that I already purchased. I understand that there must be strategies employed to manage the parking, beach chaos, and trash, and general incivility. However, I frequently visit during uncrowded hours, during "poor" weather, and, when the others aren't around. I am quiet and don't leave trash. I shop at the farms sometimes pop into the markets. I appreciate the wildlife and take photos. I wish this proposed rulemaking did not impact me.</p> |

4/21/26 10:14:14 Heather Coc twodogsandheather@gmail.com

general public,
taxpayer

Regular visitor to Sauvie Island and would like to comment on expanding the permits needed to visit the island. My understanding was that the permit process was needed because of the waves of people that go their on the weekends, as a way to moderate the effects and recoup the cost of the weekend crowds. Creating a need for permits 7 days a week is just a way for the island to hide from visitors, some who go their to watch birds, and exercise. I go their often, but not on the weekends. My visit on Tuesday afternoon requires no extra moderation or accommodation from the city or the residents. It smacks of discrimination, pay-to-play, and feels like a cash-grab by the government. In my opinion, this is just a solution in search of a problem. If its enacted, I will stop buying the annual pass that I always buy and drive on up to St Helens or Scappoose or maybe even cross the river in Washington. Maybe if you only want people that use the beach to party then this might be a good idea, but if you want people who simply enjoy, and promote beautiful natural spaces, its a terrible idea. Sauvie is used quite often by tax payers that live in North Portland, the same as other Portland citizens use Sellwood area. Why should we be charged more money for that?

4/21/26 13:40:33 Carlos Milan milancarlos@icloud.com

Sauvie Island
beaches
neighbor

I live at the Island Cove RV park, and have had a yearly parking pass since 2001. I use it daily when I get home from work to take my elderly dog for a long walk. Now I find out my pass will be obsolete, and I will have to buy a pass every day to access the river? That will be \$352 I will have to pay to enjoy the place I've lived at for a long time. I'm appalled at the sneaky way ODFW has been implementing these changes. There has never been a notice given to residents about meetings, proposed changes, etc. Nothing until this time. The fiasco of last year was completely unnecessary. Shutting the north lane of Reeder Rd and making people drive on the deteriorating gravel road to exit past the East check station, was misguided and actually detrimental to the environment. The clouds of dust, and the noise disrupted the pair of Bald Eagle nests near there. It was a disaster. And forget about the ridiculous idea that only 500 yearly passes will be offered, and the ones already bought will become obsolete. This is insulting to the people who enjoy the island beaches and already paid for their pass. Why is ODFW trying to take advantage of the people of Oregon with this swindle? Honor the tickets sold, and stop this madness.