

Statewide Toll Rulemaking Advisory Committee Meeting 7 Public Comments

Date received	8/18/2023
Source	Committee Inbox
From	David Hackleman
Subject	Emac, rtac, and strac

It continues to amaze me that instead of a completely direct tax exactly relating to road wear isn't implemented instead of all the current and planned ideas. For nearly a century, it has been clear that there is a direct correlation between tire wear and road wear. What is keeping Oregon and the US from simply implementing an appropriate tax on tires? Tires are the only thing that all vehicles that use roads have in common. This implemented as a replacement to fuel taxes and tolls would eliminate all the issues currently faced. Sad that evidently something so simple cannot be accomplished.

Date received	08/29/2023
Source	Committee Inbox
From	Mary Peterson
Subject	STRAC: Public Comment

DO NOT CHARGE EVERYONE TOLLS, especially when:

- There is no alternate highway to use (OR A WAY TO CROSS OVER THE RIVER), not needing to use the highway 205
- It is only used for persons to get across the river from West Linn's HWY 43, to McLoughlin Avenue
- All other cities have a SEPARATE LANE/S) FOR TOLLS ONLY (for people who want a FAST LANE/S)
- It's not the drivers' fault that we are supposed to be driving electric cars, and those who don't (like myself) spend \$100+ a month for gas.

Charge the electric cars only if you must get lost revenue from non-users of gas. But, most importantly, don't toll the ONLY OPTION of a highway, for drivers access to get to work, appointments, doctors, school...

Date received	08/29/2023
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Memorandum

STRAC Public Comment / April 27, 2023

Source	Committee Inbox
From	Clarence Villwock
Subject	STRAC Public Comment

Please, please don't allow any highway tolls in Oregon

Clarence

Date received	09/15/2023
Source	Committee Inbox
From	Stan Sylvester
Subject	STRAC Public Comment

I am against most freeway tolling. This is just another revenue-generating tax. You are going to force us into following the "IKEA kit step-by-step instructions approach" prescribed by the toll company and there will be nothing we can do about it. The state will not have to pay anything upfront and the state and the tolling company will split the profits.

Once the state and the tolling company get their "foot in the door" they can then toll all "previous freeways". East /West and North/South and raise the prices forever.

As a bonus, If you enter the tollway in Portland and exit the tollway in Eugene, you will also receive a speeding ticket if you arrive at the exit before the time you would have arrived if you obeyed the speed limit. However, the Portland/Vancouver interstate bridge must be replaced.

We already wasted \$100 million studying and arguing about it and Washington state politician grandstanding, spreading fears about Portland Crime/ homeless/ drug addicts / beggars being transported to Vancouver via the Tri-Met light- rail "Crime train".

(The Tri-Met light rail was also planned to include the bridge.)

I would be OK with the Portland/Vancouver interstate bridge being tolled, with the agreement that once it is paid off, the toll will be removed,

(Similar to the Astoria /Megler bridge history). The Interstate bridge problem MUST be solved.