

Statewide Toll Rulemaking Advisory Committee Meeting 2 Public Comments

Date received	02/16/2023
Source	Committee Inbox
From	James Walz
Subject	Tolling

Dear Committee,

As you well know, tolling is extremely unpopular with most Oregonians. I vehemently oppose tolling on Oregon roads, especially when tolling is using tolls as a punishment for driving to Portland for doctor appointments. We don't have any choice on doctor appointments and will have money extracted from our account to pay for this bad idea.

Regards,
James P Walz

Date received	02/17/2023
Source	Committee Inbox
From	Jack Andrews
Subject	Re: Oregon Toll Program - Meeting Notice

If you really wanted feedback I can show you a few hundred comments from portlanders

5 days ago

https://old.reddit.com/r/Portland/comments/1100gsd/tolls_are_coming_to_portlandarea_freeways_and/

3 months ago

https://old.reddit.com/r/Portland/comments/yxtn2d/tolls_are_coming_to_i205_and_i5_around_portland/

Go ahead and see if people like the tolls are a thought out idea

Date received	02/17/2023
Source	Committee Inbox
From	Amber Labrie
Subject	No to tolling in Oregon! We need a public vote!

My name is Amber Labrie of Oregon City, and I do not support tolling in Oregon. We Oregonians, especially Clackamas County residents deserve a vote. How dare ODOT use our tax money to toll us without voter approval. This seems to be a pretty shady scheme by ODOT. Majority of drivers will divert to back roads and residential areas to bypass this horrible toll. It is a danger to residents, with all the excess traffic. It also will affect the housing market greatly, knowing there will be so much residential

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traffic, through the back roads. Traffic will turn into a nightmare. This toll is unjust. Stop the tolling projects in Oregon.

Sincerely,
Amber Labrie

Date received	02/20/2023
Source	Committee Inbox
From	Sue Kalt
Subject	Tolls

Not that my input will make any differernce since you have already made this decision a long time ago and are just wasting our time and letting us think you want our input..

TOLLS will not decrease traffic jams -- our population is growing. More people = more traffic on the roads

TOLLS will only increase how much more money you get to waste on boondoggle projects. This is a money grab that puts a HUGE BARRIER to access. We need to get to work. Unless you want to pay me for staying home, I will be more than happy to stay home and not lose more money going to a job where you already take money out for that ridiculous TRANSIT PAYROLL tax. As they say, "I already gave at the office." So no thank you to this exclusionary practice of tolls. Some of us are disproportionately affected by this, like you really care.

This is an unfair tax.

Talk about how will we be assessed tolls. I will not give access to a bank account where you take my money out. That is a security and privacy issue.

TOLLS will not decrease the traffic flow. If you think that is so, then I want to know what funny weed you are smoking.

Call it what it really is - another tax to grab whatever money we have left.

Date received	02/20/2023
Source	Committee Inbox
From	Sue Kalt
Subject	No to tolling in Oregon! We need a public vote!

Tolling is not going to solve anything. VARIABLE pricing? No -- I want a flat rate so I know how to budget, I don't have deep pockets and I need to count all my little shekels. This is a BARRIER to access to get to work. I can't even afford entertainment anymore and you think this will aid in congestion? Population increase is the problem. More people equals more congestion. Simple.

We don't get to choose our work hours
We don't get to choose our place of work
We need to work to survive -- no work, no food

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Variable is just a money grab on your part. It is a more taxes levied on hard-working individuals

Tolls will increase already inflated prices on foods and other necessities. To think otherwise means you have not looked at the costs involved in pricing those goods and services. Call a plumber and now they will have to charge more because they have to pay tolls. This is a bad idea.

100 people on the road -- no congestion unless there are accidents
10,000 people on the same roads = congestion and add to that accidents.

TOLLS are only going to raise prices on goods and services and adversely affect those of us who count every penny in our budget . Use the money you already get and use it wisely. We have to do that with our budget; only fair that you do that with yours.

We already pay gas taxes, that usurious Transit Payroll TAX. This is just one more tax for a department that does not follow good fiscal responsibility

Also be transparent about how we will be billed for this -- for the privilege of going to work so we can give you more payroll transit taxes. This is pure evil. If we are charged for tolls do we still have to pay that usurious Payroll Transit TAX? You can't have it both ways. We are already being taxed to death.

Cut your budgets before grabbing more money from ours.

Date received	02/22/2023
Source	Committee Inbox
From	Linda Bright
Subject	STRAC Public Comment

Regarding plans for toll roads on I-5 and I205 in the Portland metro area:

I am a native to the Portland area, born and raised on the west side (Beaverton). I lived out of state up until 8 years ago; I lived in the metro areas of Salt Lake City, Minneapolis, Tucson, Oklahoma City, and Kansas City for a total of 25 years. I now reside in the I205 and Johnson Cr. Blvd. area, just outside of Portland city limits in unincorporated Clackamas County. I work as a healthcare provider in an outpatient clinic in Portland. I have absolutely no ability to change my travel times to work-- and the patients I see for rehabilitation for strokes and brain injuries come into the clinic for care when there are appointment times available (so they, too, have very little control over the time they come into the clinic for treatment). These patients and their families are usually out of work due to illness and the need to provide care to loved ones.

1. I am particularly concerned about tolls on I205 and I5 impacting low income and vulnerable people; and about the complicated process they may need to go through trying to get discounts on these tolls-- much of the time, the process to get discounts or reduced charges for various services or charges is so cumbersome that people do not have the time, energy, or understanding to utilize the benefit.

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2. I am also concerned about the "surface" street congestion that will likely occur around the interstate toll corridors. These streets are already congested and dangerous for pedestrians and bikes.

3. My husband used to commute via bike along the I205 Multi Use Path from I205 and Johnson Cr. to Airport way. He stopped the bike commute due to unsafe conditions on this path, temporary structures (with debris/trash) being put up along the path by homeless citizens that blocked or narrowed the path, and some of these citizens aggressively begging/pan-handling. Until the bike paths in the Portland-metro area are cleaned up and safe, it is extremely unrealistic (and unviable) to expect that creating toll roads will encourage citizens to use this alternative form of commuting.

4. Creating a system of taxing electronic vehicles seems like an additional way to create revenue (versus placing more burden on users of gasoline vehicles-- who are likely, on average, of lower income levels than e-vehicle operators-- where there is already a gas tax being paid). I propose that a new e-vehicle tax be added in addition to the new toll fees that will be paid by all road users; the burden of paying transportation taxes will be more evenly shared (and hopefully less regressive).

5. The Portland metro area has a very large percentage of vehicles using the road system from the state of Washington. These out of state vehicles are on the area roads for multiple reasons: avoidance of paying sales tax, avoidance of paying income tax, to access activities in our metro area such as entertainment, and many more. Capturing tolls from these out of state users, who add significantly to congestion in the Portland metro, is imperative to reaching the goal of 45 MPH or better travel; and it is a fair "usage tax" for the benefit of shopping, recreating, and working in Oregon while getting the benefits of living in Washington.

6. Clackamas County residents are at a greater disadvantage regarding the options for traveling by public transportation. There are little to no public transportation options along the I205 corridor in Clackamas County and unfortunately, the addition of light rail in this part of the metro area is not very likely for at least 10 years. Clackamas County residents are unduly penalized as compared to residents of Washington and Multnomah Counties due to the lack of public transportation options; because of this disparity, Clackamas County residents should be eligible for reduced toll charges.

7. Sadly, the Urban Growth Boundary has created some of this intense traffic congestion. Packing the population into such a small area may preserve some of the natural beauty outside of the area but creates issues leading to decreased livability within the boundary for some residents. I believe the plan for implementing tolls is part of this decreased livability by making the cost of living go up. The Portland metro already has a very high cost of living that prices many people out of the market of home ownership or affordable rent. There is an out-of-control homeless population that is evidence of this factor. Adding the burden of tolls to low and middle income families seems cruel and out of touch on the part of policy makers.

Linda Bright

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Date received	02/23/2023
Source	Committee Inbox
From	Frank J Perruccio
Subject	Tolls

There is nothing fair and equitable about taxation without representation.

Tolls are not wanted by the people, so the people will be coming after the jobs of those who insist on ignoring the will of the people.

We will demand a vote beforeTolls.

Tolls may deture some from using the tolled roads, but the last thing they'll do is respond the way you think they will. The people are laser focused on removing you from your jobs.

Any reduction in congestion on highways will directly contribute to more congestion on secondary roads. Then you'll have succeeded in angering those people too. They will join the people already coming for your jobs.

Some people will decide to leave the workforce. Tax revenue will suffer. Businesses will be forced to close. More revenue lost.

The revenue projections that you expect from tolls will never materialize, far from it. You will lose your jobs.

Oregonians hate being shafted, we will come for your jobs.

The people will do everything we can to make sure that you can't find other jobs in Oregon.

There are right ways to go about solving congestion problems, and there are wrong ways. You have chosen the wrong way.

Your lack of vision, and the skills needed to solve our congestion problems, without ignoring the will of the people, deems you unqualified to hold the positions that you do.

Look at the DC Beltway for reference on how to solve congestion without losing your job.

You're welcome, for my doing your jobs for you.