

## Statewide Toll Rulemaking Advisory Committee Meeting #9 Public Comments

<b>Date received</b>	10/03/2023
<b>Source</b>	Email
<b>From</b>	Justin Cox
<b>Subject</b>	School bus and tolls - question/connection

Garet,

Sue Bonds, Area Safety Manager, and I would gladly participate on the committee. Also, I have provided answers to your questions below in red. I'm happy to provide additional details and context if needed. Please let me know if you need anything further or have additional questions.

- How many busses (estimate) would pass through the tolling on 205?
- First Student has more than 646 school buses that traverse this toll route, in addition to numerous buses from other school districts that use Interstate 205 on a daily basis. If we take a conservative estimate, I would say that well over 1,000 buses pass through this area multiple times each day.
- How easy/hard would it be to register these buses with a toll account?
- If a district could submit a comprehensive fleet list instead of individual buses, it would alleviate some of the administrative load. However, I'm intrigued about how this process would function for companies like First Student, which operate under a single DOT number while providing services to multiple school districts.
- Why should ODOT provide an exemption for school busses in the 205 area?
- Tolling school buses would divert funds that would otherwise be allocated for educational purposes. By exempting them, resources can be directed towards other critical needs within the education system.

Thank You,

JUSTIN COX

<b>Date received</b>	11/14/*
<b>Source</b>	Email
<b>From</b>	Motosterling

<b>Subject</b>	STRAC Public Comment
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- EXTREMELY LOW pre-completion tolls that ramp up to the final toll rate – possibly up to 4 phases of incrementally higher tolls
- KEY STEP: Include a testing phase where people are contacted with a sample bill of what the tolls would have cost and use this information to inform the rate setting approach = use this to “help me help you” get a strategy in place with information/outreach and funding to help address local workforce needs and transition
- Impact strategy for implementation / when toll starting for workforce (employers and employees) – monitoring, reporting, reacting, investing, and engagement
  - Weekly, bi-weekly check ins/surveys for employers and 200-400% FPL test customers
  - Money for businesses/employers to address unexpected costs or to help them develop a new process to adjust to new economic system
- Other ideas
  - Use existing DMV/CCD information to message people to enroll in toll account
  - Move towards ONE payment system from employer to ODOT for tolls, and weigh-mile, registration
- Questions
  - When is the marketing and outreach plan for tolling established? Shatrine would like to be a part of this process. She consistently works with local groups and organizations to boost outreach.
  - When is the impact strategy for mitigation and local monitoring/reporting/investment/engagement established? Shatrine would like to be a part of this process.