

Tolling

I am AGAINST, the current rumored implementation of tolling.
I am FOR, paying for the Abernethy bridge with tolling.

A Bridge Project

TOLLING GOOD

Paying for individual projects such as the Abernethy bridge using tolling makes some sense; however, tolling should disappear when the bridge is paid for.

For example, if the Abernethy bridge needs an additional \$100 million to complete the project and those dollars are not provided by the legislature then that amount should be known, as well as the cost of the toll.

If tolls are predicted to collect \$5 million per year, then in roughly 20 years the bridge will be paid for and ***the toll will disappear.***

ODOT Infrastructure Costs

TOLLING BAD

Paying for road maintenance and safety improvements including street lighting should be approached in a manner other than tolling.

Options could include VMT (mileage) fees, road usage charges including vehicle weight factor, increased registration fees, increased gas taxes, support of legislative dollars, etc.

Example: *Increased Gas Tax* Add 5 cents per gallon per year

If a vehicle drove 1000 miles per month with an efficiency of 20 mpg,
Then that would translate into 50 gallons per month and
additional \$2.50 per month or \$30 per year.

This amount might be palatable by most drivers.
However, those at the poverty level might need to be reimbursed via the state income tax.

This also might be a motivator to clean the environment.

Recall: 1 gallon of gas we will become 20 pounds of carbon dioxide.

If a driver chooses to avoid transportation using gasoline by using an EV, or public transportation or other method, then each driver would eliminate 6 tons of carbon dioxide from the atmosphere in that year.
(Assuming 1000 miles per month.)

We must eliminate gasoline usage.

Additional construction of freeways should be limited but not completely eliminated.

PS – Tolls on roads make the roads TOLL roads, not FREEways.