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CITY OF  
**PORTLAND, OREGON**

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GOVERNMENT RELATIONS

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**Joint Transportation Committee**  
**Response to questions re: HB 3065 – 8**  
**May 13, 2021**

**HB2017 committed to funding the Rose Quarter Project, and the intent of this bill is to continue to fulfill that commitment. How does this bill affect your position on the project?**

This bill does not impact the City of Portland's position on Rose Quarter. The Rose Quarter project is a recognized project in the City of Portland Transportation System Plan and the City was supportive of funding for it during the HB 2017 conversations. More recently, the City has withdrawn support for the Rose Quarter project because City Council felt that it was not being implemented in a way that was in line with community expectations and our goals.

**If this bill passes, what benefits does this provide for the local jurisdictions that they don't have already? What exactly is in this bill that brought the local jurisdictions to a place of support?**

The –8 amendment describes a toll program with two major goals. 1) Raise funds 2) manage traffic demand to relieve congestion and reduce greenhouse gas emissions. This is our understanding of the intent of the value pricing program that was described in HB 2017. The – 8 makes it clear that managing traffic demand and traffic congestion must be looked at comprehensively, both on the interstate system and on the local system together. While diverting traffic from the interstate highways could improve congestion on those facilities, it will exacerbate congestion and safety problems on the local systems, and if overall vehicle miles-traveled doesn't decrease, will not advance our state climate goals. Therefore, it is critical that the toll legislation acknowledges the interconnectedness between the interstate system and local system and acknowledges the need to work with local jurisdictions on program design and revenue allocation.

To truly manage traffic demand by reducing vehicle miles travelled, not just push traffic from one place to another, people will need to have robust transportation options that go beyond driving by themselves. We support a holistic and coordinated approach that includes transit

and multimodal investments that will make tolling work and give people greater access to the places they need to go. The –8 allows for toll funding to support multimodal investments. Finally, even with a well-designed toll program, modeling shows that there is likely to be traffic diversion on local roads. It is critical that the legislation acknowledges this and provides for adequate funding to meet the needs of the local system as it experiences more traffic.

We are supportive of Section 35 which requires consideration of how pricing can reduce vehicle miles traveled and the capacity needs of a facility before a project is designed. We think it is the prudent and fiscally responsible approach to use our existing roadway capacity as efficiently as possible before adding new capacity.

### **How do you expect your local communities to react to tolling? How do you manage that?**

Without many tolled roads in Oregon, community members have different concerns and questions about tolling. What we have heard from other jurisdictions is that clear and transparent communication about program goals and revenue reinvestment priorities will be helpful with public acceptance of new tolling and pricing programs. ODOT has begun communicating with the public about their toll program ideas and it will be critical to maintain a clear and transparent process about decisions and benefits of the program moving forward. Tolling will increase travel costs for those who drive on the highways. Portland has convened a community task force, the Pricing Options for Equitable Mobility Community Task Force, to consider if and how different forms of pricing including tolling could be enacted in a way that advances mobility, climate, and equity goals. They have advised that for pricing strategies to advance equitable mobility, it would need to:

- Prioritize a goal of demand management to achieve climate, equity, and mobility benefits.
- Minimize impacts to low-income residents, including through discounts, rebates, or exemptions.
- Reinvesting revenue in strategies that further advance equitable and climate-friendly mobility, including multimodal alternatives to driving.

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