

Hello, I am a constituent and concerned resident of House District 48 and Senate District 24 in Clackamas, OR. Today, while I support the overall vision of the bill and many of its provisions, I cannot support HB 3065 in its current form as it directs money raised from congestion pricing and tolling on the state's freeways toward more freeways. Strategically, this is a major failure to address traffic as congestion pricing is only proven to work if the freeway does not also become wider. The bill is also morally deficient as it fails to address climate change and Oregon's climate goals. Congestion pricing and tolling initiatives should raise money to fund non-car mobility like transit, sidewalks, and bike lanes that make our street safer and more efficient. If these funds went toward ODOT's plans to widen more freeways, the state would only dig itself further into the carbon debt we've levied against our future. ODOT seems to have forgotten its central dogma as portrayed in their name: transportation. Freeways are obviously a form of transportation but one of the past. We must move away from our car dependent lives enabled by the expansion of freeways, which would be funded by congestion pricing and tolling under the current iteration of this bill. ODOT must live up to its name and fulfill the transportation needs of all Oregonians, becoming morally righteous in fighting climate change. I cannot support this bill in its current form. HB 3065 must direct congestion pricing and tolling funds toward non-car transportation. I do however support the transfer of SE/NE 82nd Ave. (aka Hwy 213) to the jurisdiction of PBOT. I live at the south end of 82nd Ave. and the experience in Clackamas County is quite different. The highway in this corridor has sidewalks, bike lanes, and even a dedicated bus right-of-way. Such should be the reality for all of the avenue, not just an accommodation for the more privileged residents of North Clackamas County. While there is much room for improvement at my end of 82nd ave., the improvements must start somewhere. The state must insure PBOT has adequate resources to maintain the street in its current form and receive additional funding to make the necessary safety improvement. Thank you for considering my comments on HB 3065.