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Response to Rep. Boshart Davis' questions
Joint Committee on Transportation
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?

The bill does not change our position. Metro supported HB 2017 and the major projects within it. We continue to support those projects and their outcomes, including the Rose Quarter. In 2017, Metro financially contributed the “first dollar in” the three major bottleneck projects identified in HB 2017 – I-5 Rose Quarter, OR-217 and I-205. Since then, we actively have participated in the project development process for the major projects identified in the bill. The -8 amendment carries forward the intent to deliver on the Rose Quarter outcomes envisioned in HB 2017 and we support it.

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?

Metro had concerns that the previous draft of the bill indicated a de-prioritization of the Rose Quarter project and asked for assurances that this bill would not change outcomes, timelines and deliverables. Our understanding from the bill sponsor and partners that a primary intent of the bill is to deliver on the HB 2017 major projects as well as the clear call out for the projects, in particular Rose Quarter, for funding from the “Rose Quarter penny” helped alleviate that concern.

In addition, the -8 amendment creates a holistic approach to implementing transportation pricing in our region and addresses traffic impacts to local and interstate facilities. Pricing I-5 and I-205 will change the traffic patterns throughout these corridors. The -8 amendment allows ODOT to plan for and make appropriate investments to lessen the impacts of diversion and create a well-functioning transportation system in our region that effectively manages congestion. We support the clear commitment to addressing diversion, safety and multimodal improvements on both the interstate highways themselves as well as adjacent streets and highways that is outlined in the -8.

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

We've been discussing the possibility of tolling for years at regional tables and will continue to do so. For example, Metro is currently undertaking a Regional Congestion Pricing Study and last month, we hosted an Expert Panel on Congestion Pricing for interested parties to ask questions and learn about congestion pricing. Like any new tax or fee, there will need to be robust

community engagement so that community members understand the mechanism, what it means for their household's budget and what difference it will make in their community. We anticipate working in partnership with state and local government partners to ensure that our region's community members are fully engaged in the process and understand the cost and benefits of the program.