

Subject: RE: Follow up questions to local govt - HB3065-8

Hi Patrick,

The City of Beaverton's responses to Rep. Boshart Davis's three questions are below in blue:

- 1) 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 City of Beaverton supported HB 2017, which included funding for Rose Quarter to reduce congestion negatively impacting freight and vehicle movement, and still supports that key project being funded within HB 3065-8.
- 2) 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?
HB 3065-8 provides a framework for how tolling can help pay for roadway work for priority projects (and mitigate diversion) *and* reduce congestion (and provide multimodal alternatives), a framework that was not provided in HB 2017. The existing gas tax alone will not cover the expected costs of the mega projects, so tolling is an essential component of meeting the commitments made in HB 2017.
- 3) How do you expect your local communities to react to tolling? How do you manage that?
No conversation about raising revenue is easy, but it's an important part of how local government engages its citizens to understand the benefits of a strong and equitable multimodal transportation system. Through continued collaboration with regional partners, the OTC and ODOT, as well as the federal highway administration, we will gain a better understanding of what the tolling operations can and should look like, which will inform the discussions at the local level.

Please let me know if you or Rep. Boshart Davis have any questions. Gb

Gwenn A. Baldwin
Baldwin Consulting LLC
707 SW Washington St., Suite 927
Portland, OR 97205
(503)975-9517 (o)
gwenn@baldwinconsulting.biz