



May 13, 2021

Representative Shelly Boshart Davis,

You poised the following questions that I have highlighted in **bold** earlier this morning in the Joint Committee on Transportation. My comments on behalf of the League of Oregon Cities (LOC) follow in a bulleted format and in part reference my involvement in the development of HB 2017 that took place over a period of three years leading up to the 2017 session while I was Washington County's legislative lead for state issues including transportation policy. They include direct knowledge of the open negotiations that occurred throughout the session, which also included staff from the League of Oregon Cities.

1) HB 2017 committed to finding 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?

- LOC does not typically take a position on individual projects, but during the development of HB 2017 the totality of the projects, funding sources and targeted multi-modal investments were supported as a package. LOC agrees that the I-5 Rose Quarter project is clearly a top-level priority for the state, because of the critical nature of the bottleneck created, impacts to surrounding neighborhoods, traffic flow, and impact on the state's economy and regional commerce.
- The -8 amendments do not alter LOC's position, but rather provide a framework for options that create sufficient funding for a complete build out of I-5 Rose Quarter and other projects in the region.
- HB 2017 provides the critical transportation investment and policy framework that needs to move forward to the full completion of projects that were named in the legislation, revenue generation, revenue distribution and focus on a state-wide comprehensive transportation package. LOC has opposed legislation or amendments since the 2017 session that would markedly change HB 2017.

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?

- During the development of HB 2017, tolling was part of the discussion with a focus on funding future transportation investments. It was clear in 2017 the penny allocated to the I-5 Rose Quarter would not be sufficient to pay for the full scope of improvements. Given a more detailed discussion over design, additional funding will be needed to fully fund improvements that extend well beyond the interstate surface.
- LOC is supportive of tolling as an added funding tool for improvements to the state's transportation infrastructure. The priority of tolling must be for the initial construction of the

project whether it's for a new facility or capacity improvements of a bridge or road system to accommodate growing capacity.

- The tolling revenue should be focused on the immediate area to address diversion in neighborhoods.
- Tolling as a mechanism to address congestion should be part of the decision making to assist with the challenges of managing and balancing the movement of people and freight.

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

- As we have learned over the last few years a community conversation on tolling is uncomfortable and very difficult. As this conversation moves forward every effort must be made to be inclusive of all interests.
- Transportation investments remain a critical factor for Oregon's economy to improve. It will be important to look at all revenue sources and systems as the state approaches the challenges with solutions.
- The policy issues associated with tolling revenue should be explored in greater detail and LOC would welcome the opportunity to participate. This more detailed conversation should consider policy choices associated with use of tolling revenue beyond the improvement project and a transportation network that deals with diversion.
- As tolling is considered for congestion pricing and other uses there should be a policy discussion that includes how it relates to the State Highway Fund.

Happy to answer any follow up questions and look forward to future conversations on these topics.

Sincerely,

Jim McCauley
Legislative Director
League of Oregon Cities