



May 13, 2021

Clackamas County submits the following responses to the questions posed by Representative Boshart Davis on the -8 amendments to HB 3065.

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 Clackamas County Board of Commissioners has adopted a set of transportation values (attached) that supports the timely allocation of funds to construct the projects of statewide significance named in HB 2017, including both the I-5 Rose Quarter Project and the I-205 Widening & Seismic Improvements Project. We believe that HB 3065 with the -8 amendments honors the intent of HB 2017 by, among other things, allowing funds to be used by ODOT to advance these projects. We support this funding approach and the construction of both projects, which will help to ensure a safe, equitable regional interstate system.

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?

As mentioned above, the county supports timely allocation of funds to construct the projects of statewide significance from HB 2017. The bill identified the I-205 Widening and Seismic Improvements Project as a project of statewide significance, yet failed to provide dedicated funding to allow for its construction. HB 3065 with the -8 amendments addresses this major shortcoming by ensuring that funds may be used by ODOT to advance the project to construction in early 2022. Completing this project will address a key bottleneck on the interstate system in Clackamas County that negatively impacts the region and state. If the Oregon Legislature fails to act this session, the I-205 project will not start despite being shovel ready. Years will pass until revenues may become available, at which time construction will finally commence at much higher cost.

HB 3065 also builds on HB 2017 by providing greater clarity on key issues of importance to Clackamas County. The bill continues to emphasize the funding of improvements on the interstate system while allowing funds to be spent on adjacent, connected, or parallel highways in order to address congestion and diversion. While Clackamas County opposes tolling, this will help to mitigate impacts on our local facilities if tolling is implemented.

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

Clackamas County opposes tolling because we believe it will have a disproportionate and disparate effect on the residents of Clackamas County. The County lacks a local grid system, so

there are few alternative routes to move east to west besides I-205. There also is no public transit service across the Abernethy Bridge through West Linn to Wilsonville. For these reasons, if tolling is implemented, many of our residents will have few if any alternatives to paying a toll on the interstate.

That said, Clackamas County believes that we must all work together to ensure that any proposal prioritizes equity, safety, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods. In particular, any tolling proposal that moves forward must be equitable.

It would be inequitable if Clackamas County residents are forced to pay more frequent tolls and bear a greater burden of funding projects throughout the I-205 corridor, including outside the county. In addition, if tolling is implemented, it should be done at roughly the same time across the region to not unfairly burden one part of our area over another. ODOT's current plans would begin tolling on I-205 years earlier than the rest of the system.

Clackamas County has identified "building public trust through good government" as one of the county's five strategic goals. In support of that goal, the Board of County Commissioners has discussed the issue of tolling in detail in numerous public meetings. The County also has shared ODOT public engagement opportunities with county residents to ensure a greater degree of awareness among our residents and increased public participation in the process.

Please contact Chris Lyons at clyons@clackamas.us for more information.

CLACKAMAS COUNTY VALUES
ON PROPOSED TRANSPORTATION FUNDING SOLUTIONS
FOR THE INTERSTATE SYSTEM IN THE PORTLAND METROPOLITAN AREA

4.15.2021

Clackamas County supports a functional regional interstate system that prioritizes equity, safety, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional funding is needed to construct these projects and other improvements on the interstate system. Clackamas County has identified the following values that should be reflected in any approved funding solutions.

To ensure a safe, equitable regional interstate system, funding solutions should...

- Support timely allocation of funds to construct the projects of statewide significance from HB2017
- Ensure that revenue be reinvested in projects identified by an inclusive public process led by ODOT and coordinated with the local governments
- Elevate engagement with people who have been historically left out of policy discussions, such as low income families and people of color
- Establish viable alternative transportation options that support the functionality of the interstate system, such as an accessible transit system, in areas with inadequate service
- Support necessary improvements to accommodate the region's current and projected growth

To support a vibrant economy & ensure the reliable movement of people and goods, funding solutions should...

- Ensure that no tolling or congestion pricing occurs on any one part of the system prior to full system implementation to avoid economic disadvantages or unfair burdens on people (communities, businesses, and the movement of commerce)
- Maintain a transportation system for urban and rural residents that is dependable and predictable to attract new businesses and industry, and provides reliable travel times for commuters and employers
- Enhance opportunities for Disadvantaged Business Enterprise (DBE) in capital projects and incorporate Construction Career Pathways (C2P2) strategies to promote diversity in skilled construction occupations

To prioritize disaster resiliency and climate action, funding solutions should...

- Provide safe, efficient evacuation routes during natural disasters, such as wildfires and earthquakes, by upgrading vulnerable bridges and other transportation infrastructure to be earthquake ready
- Balance transportation improvements with the County's goal to be carbon neutral by 2050 by working to improve regional air quality and mitigate impacts of vehicle pollution on public health and the environment

To support healthy and active communities, funding solutions should...

- Mitigate impacts on local facilities caused by diversion/rerouting of trips (all modes)
- Embed safety, health and equity into project designs and program policies (all modes)
- Improve connections and travel options to places of work, school, medical care, and recreation

This document is not an endorsement or acceptance of any proposal to implement tolling or congestion pricing on I-205, as we believe it will have a disproportionate and detrimental effect on Clackamas residents, businesses, and visitors.