

Pricing of our roadways holds tremendous potential. If done correctly, it can reduce VMT, improve efficiency, and advance our state's climate goals. Unfortunately, HB 3065 is not setting us up for success. It is setting tolling on the Portland area freeways as a means to raise money for more lanes, more traffic, and more pollution. By reserving money for further expansions of I-5 and I-205, we are losing the potential benefits from tolling. Let's take a pause and get this right. Let's work together to invest in the transit and multi-modal projects that support future tolling before we create diversion that impacts local roads and the safety of vulnerable users. Let's reinvest the revenues from tolling in efforts that reduce VMT and GHG not in projects that expand freeways, incentivize driving, and further set us back.

It is also inexplicable that this bill is setting aside \$30M a year for the Boone Bridge. This is not a priority project identified in the Portland Metro Regional Transportation Plan. This project on the fringe of the urban growth boundary is not how the state should be preparing for the future. If you want to reduce congestion on the bridge, toll it to manage demand and provide people with real alternatives. If you want to encourage sprawl, more driving, and, yes, even more congestion, go ahead and drop close to a billion dollars on a new bridge.