



Testimony in Support of House Bill 3065 with the -8 Amendment
Joint Committee on Transportation

Speaker of the House Tina Kotek
May 11, 2021

Colleagues, thank you again for the opportunity to speak before this committee, this time in support of the -8 amendment to House Bill 3065.

There have been a lot of good conversations since I last testified on the concept in mid-March. I would like to thank the Portland metro-area governments, ODOT, and environmental advocates for their engagement and thoughtful suggestions. The -8 amendment, like the previous amendment, replaces the entire bill. The goal is to establish a refined framework for comprehensive congestion pricing in the metro region and create a viable path to fund the projects designated in House Bill 2017 (2017) as well as other needs associated with congestion pricing.

The -8 amendment includes the following:

- Establishes a limit of \$600 million for short-term borrowing as requested by the Treasurer in addition to some technical changes, like the change of maturity date from three to five years, and I want to thank Senator Boquist for organizing that conversation and a discussion with the Federal Highways Administration;
- Ensures that Oregon is not isolating itself in its technology and that interoperability with other states exists;
- Places emphasis on variable rate tolls to manage demand;
- Addresses diversion onto local arterials due to tolling, to the extent permitted by the Oregon Constitution and the Federal Highways Administration. Toll revenues would be able to support multimodal efforts adjacent, connected to, or on parallel highways to reduce “traffic congestion, improve safety, and [...] impacts of diversion as a result of the tollway project.”
- Specifies clear goals for ODOT when implementing tolls, including but not limited to mitigating and minimizing impacts to historically and currently underrepresented and disadvantaged communities; and
- Requires that ODOT incorporate the use and effect of comprehensive regional tolling when making final decisions about project designs.

I recognize that House Bill 2017 established broad direction for ODOT to enact tolling. House Bill 3055, also currently in this committee, provides broad allowance for ODOT to bond against tolling revenues to complete the named projects from House Bill 2017. What House Bill 3065 with the -8 amendment does is ensure that demand management is implemented region-wide, diversifies revenue sources to ensure that projects have a clear future, and that local governments have the necessary assurance they need to support efforts to minimize the impact of toll-based diversion onto local arterials. I believe House Bill 3065 with the -8 amendment is a better framework for a goal we share.

Thank you for your time and consideration.