

May 11, 2021

Joint Committee on Transportation
900 Court Street SE, Room 453
Salem, OR 97301

RE: House Bill 3065

Dear Co-Chairs Beyer and McLain, Vice-Chairs Boquist and Noble, and members of the Joint Transportation Committee,

TriMet is Oregon's largest public transit service provider, providing bus, light rail, commuter rail, streetcar, and paratransit service to a 533 square mile area in Multnomah, Washington, and Clackamas Counties. In a more typical year TriMet provides nearly 300,000 rides a day, or 100 million rides a year.

TriMet supports the -8 amendments to House Bill 3065. Congestion pricing is the next step in realizing the goals of House Bill 2017 (2017), the transportation package that began the critical, much-needed investments in multimodal infrastructure and transit service.

The -8 amendments acknowledge that variable pricing will provide congestion relief AND result in a certain level of diversion off tolled highways and onto adjacent roads, sidewalks, trails, and transit systems. The amendments also clearly articulate that funding the infrastructure needed to provide multimodal alternatives must be included as part of any tolling project.

For transit, these infrastructure investments could include Bus Rapid Transit projects, station improvements, bus replacement, Intelligent Transportation Systems, and other important capital investments adjacent to the tolled infrastructure. Equally important for successful transit service are investments in safe pedestrian and bicycle crossings, sidewalks, and well-lit transit stops.

Finally, as mentioned in the hearing, it is important to note that due to the restrictions of section 3a, Article IX of the Oregon Constitution, tolling revenue can only be used for capital investments. As automobile drivers seek alternatives to tolled highways, TriMet will most certainly need to increase service to accommodate these new riders. Additional operating funds may be necessary to serve the increased ridership.

Thank you for all your hard work this session and for the opportunity to submit testimony.

Sincerely,



Aaron C Deas
Office of Government Affairs

