

Submitter: Dave Farmer

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Our priorities need to change.

1. Finish third lane on I-205 should be number one. It is apparently on forever hold because of politics involving tolls. I live in West Linn (Willamette). I can see I-205 from 60 steps from my Condo driveway. We were promised years ago that the third lane would be built AS SOON as there was money. 1.1 BILLION DOLLARS came to Oregon from the Federal Government. This neglected, desperately needed , ready to build,

(Shovel Ready) project has been ignored. ZERO money was made available. Politics about tolls and punishing this area has inflicted significant damage to this corridor, business, and local neighborhoods, which suffer from Diversion Traffic. One of the reasons I-205 was built was to help get traffic out of our neighborhoods. Safety, and pollution and helping business with traffic problems are now being ignored. The Federal Government considers I-5 and all of I-205 ONE CORRIDOR. This section needs the third lane completed. The state promised for years that as soon as money was available, the third lane addition would be started.

2. Cancel the Light Rail Extension to Vancouver, -- IBR--. We can't afford it. Actual ridership will not meet expected numbers and the extension is not a smart way to spend our taxes. The extension will be a dead end. Washington might cancel their funds and approval because many people in Clark County do NOT support Light Rail. Washington mostly killed the CRC because of Light Rail opposition. The US Coast Guard has not given approval of the current ship clearance. The plan is more than SIXTY feet too short. After years of planning and the failed Columbia River Crossing debacle. More than 200 million dollars and many years wasted. A tunnel should be reconsidered.

3. Freeway Caps on the Rose Quarter should be canceled. More lanes are needed here, just like on IBR. The caps are not a good value. There is ZERO money planned or available to build anything of value on the caps. Banks will not lend money on Cap buildings because the "land" cannot be owned by a business or housing. Tax money will be needed that will not be available. The Albina community deserves help. But so do the Native Americans who owned all of Oregon before it was stolen from them. For every dollar spent on the non-transportation part of the caps the same amount should be returned to the Native Americans.

4. Trump and Musk are very likely to severely cut Federal money coming to Oregon. We should start getting ready for this. ODOT gets about 24% of their budget from the Federal Government. IBR and Rose Quarter freeway caps are heavily dependent on Federal Grants that can be canceled.

Any new funding required should be an efficient program. Tolls use 30 to 60

percent of tolls paid to build and run. Tolls are unaffordable, unfair, and cause extreme Diversion Traffic. Out of state drivers (Clark County commuters and tourists need to pay their share). I am fine paying some more in gas taxes. Up to 10 cents per gallon more. Add one cent increase every year. If Clark County commuters don't want to pay this increase, they can buy gas in Washington. Tourists can drive the speed limit and use vehicles that get better MPG. But heavy trucks and EVs need to also pay more.

Thanks