

Submitter: Paul Edgar  
On Behalf Of: Concerned Public  
Committee: Joint Committee On Transportation Reinvestment  
Measure, Appointment or Topic: HB2025

Looking at how all of the revenue is going to be divide out, and we don't see enough money left over for basic maintenance and preservation of our roads, highways, bridges, and tunnels. \$125 million per years to create a Rose Quarter Parking lot and finish the I-205 Abernethy. Throw money at TriMet employee preservation (Transit Payroll Tax), feed money to the Railroad Fund from the Privilege Tax. Raising the tax to 60 cents will cover price/cost inflation, ODOT employee cost of living increases, PERS deficits and leave a little of the rest for some maintenance and bridge rehab. This is going to be on the back of future legislators and by the time of the 2027 legislature it will not be a pretty picture. Tolling the interstate bridge should happen now, and from it needed revenue for the IBR. My hope is that it does not include the additional \$3 billion to include MAX Light Rail that so few use. But by starting tolling now, accurate assessments can be made about Tolling Diversion and if this changes the use of Alternative Modes. C-Tran cross the Columbia River ridership, has been negligible and any change that would result from tolling would provide needed assessments on the effect of a much higher cost to commute and if transit can be considered an effective alternative. Assessments need to be made on what could be the real changes in vehicle counts in the I-5 and I-205 Corridors with only tolling I-5. How will diversion to I-205 and I-84 effect the Urban Portland Transportation Grid? Washingtonians and the commercial freight community who have crossed the Columbia River on I-5 and the question will be, how many will not be able to justify this new toll? How will this effect the many Oregon businesses that have relied on gaining 30% to 40% of their busniess revenues, from people (Washingtonians) that will divert to I-205 Glen Jackson Bridge, just to not pay a toll. Historically people will drive 12-miles out of their way to just not pay a toll!

The Metro - ODOT Urban Mobility Plan that is in effect (2025-2027) give approximately 70% of investment dollars to everything but roads, highways, bridges, tunnels, and maintenance. This funding does not invest into the needs of where 99.95% of the incidents of travel are found.

The Rose Quarter Project is inflated by \$1.5 billion within land use considerations. \$500 million could solve smart money investments into the I-5 Rose Quarter roads. I cry in thinking how smart money, using highest and best use criteria, could be used to divert (through Inducement) taking traffic away from intercity Portland I-5 and this would occur by eliminating the I-205 Corridor Choke Points. A free-flowing I-205 compared to a choked up I-5 Corridor would immediately become this bypass corridor for traffic going north and south that do not need to be in intercity Portland.

Maybe as high as 20% of the through traffic and most commercial truck would immediately jump over and use the I-205 Corridor over the I-5 Corridor, if it would shave time and employee and fuel cost out of trip costs. So a benefit analysis, Rose Quarter Project does not add capacity or eliminate congestion in intercity Portland I-5 Corridor between Vancouver WA and Wilsonville. What the current plan does is in-effect induce more vehicle where they should not be, and that is insanity.