

Submitter:

Elvis Clark

On Behalf Of:

Committee:

Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I continue to ask that the Great Streets Program be funded by the Clean Energy Program, and NOT the various taxes and fees in HB 2025. If the Clean Energy Program is not used to fund Great Streets, then the Clean Energy Program should be abolished, saving motorists the steepening cost of the Clean Energy Program. I also think the payroll tax should not be increased at all. Instead, TriMet and other transit agencies need to collect more fare revenues from their riders. I would also support dropping altogether the Rose Quarter Project, so as to focus any revenues raised by HB 2025 on road maintenance. HB 2025 should include a path for a third bypass highway around the downtown core of the City of Portland. ODOT did a study called Northern Connector in recent years, looking at adding a third bypass highway across the Columbia. This bypass could be funded by tolling it via a private contractor, with the tolls being regulated by a state sanctioned toll road regulatory body. This would lessen the need for both the Rose Quarter and also the Interstate Bridge Replacement project.