

Submitter: Garlynn Woodsong
On Behalf Of:
Committee: Joint Committee On Transportation
Measure: HB2098

I do not support replacing this bridge, if doing so is more expensive than the cost to retrofit it to bring it up to current seismic standards plus the cost to add light rail either on the current bridge or on a new local-traffic-focused bridge system connecting Hayden Island to each side of the river. I therefore oppose HB 2098 -2, because this legislation as currently written jeopardizes a right-sized Bridge Rehab or Replacement, right now. I support adding light rail to Clark County, and keeping the overall budget under \$600 million.

I'm concerned about the idea of spending billions on oversized freeway projects instead of addressing our state's other concerns.

I'm frustrated that the Legislature has given ODOT billions for freeway expansions, but barely a dime for any safety projects that improve conditions for bicycles and pedestrians while the state is experiencing an epidemic of traffic fatalities, including on streets like SE Powell, SW Hall and TV Highway.

I'm surprised to see that HB 2098's -2 Amendment currently has no language in support of unionized labor-friendly practices including the required establishment of a Project Labor Agreement or Community Benefits Agreement.

I'm concerned about what a freeway expansion means in terms of more cars, more traffic and more air pollution in North and Northeast Portland.

I'm terrified of the climate emergency and frustrated that the Legislature and ODOT want to spend billions on freeways that will increase emissions instead of investing in better local and statewide bicycle, pedestrian, and transit options, when 40% of Oregon's carbon emissions come from transportation.

I'm angry that ODOT's projects are seemingly always significantly over budget, and concerned that this bloated freeway expansion will rob Oregonians of the desperately needed funding for basic maintenance, safety, and livability projects on transportation facilities across the state.

I'm extremely worried about the state spending \$7 billion dollars on a singular seismic retrofit, when ODOT's own studies report that Oregon has over 700 seismically vulnerable bridges across the state that need to be replaced.

I'm baffled that policymakers still don't seem to understand the basic principles of

induced demand and seem dead set on spending billions of dollars to learn that adding lanes to freeways only leads to more traffic jams.

It seems weird to me that ODOT is defiantly disinterested in studying potentially-significantly-cheaper options, like a seismic retrofit of the existing span plus a new local-traffic-focused bridge system (the Common Sense Alternative), a tunnel under the river, or a lift-bridge, that would save billions of dollars.

I'm concerned that HB 2098 uses General Fund resources to pay for a new bridge, instead of bonding against existing Highway Trust Fund dollars, or against the proceeds from future tolling or congestion pricing, a maneuver that directly pits this bridge project against other statewide budget priorities like investing in affordable housing or education.

I'm a transit-reliant Oregonian who is very frustrated that the state isn't prioritizing investments in passenger rail, basic bus service, and other ways to get around for the 1 in 4 Oregonians who can't or don't drive.