

Submitter: Daniel Frye
On Behalf Of:
Committee: Joint Committee On Transportation
Measure: HB2098

Co-Chairs Frederick and McLain, Co-Vice Chairs Boquist and Boshart Davis, and members of the committee,

Thank you for the opportunity to testify. My name is Daniel Frye, I live in the Hollywood District in Portland and I am a native Oregonian.

I write today in strong opposition to HB 2098-2. I support replacing the current I-5 bridge with a seismically resilient bridge, but I oppose HB 2098-2 because this legislation as currently written supports a vastly over-designed bridge and freeway widening project and as a result is fiscally irresponsible. I would support a future -3 amendment if the design is drastically simplified, such as providing a direct replacement of the existing bridge with a simple seismically-resilient lift bridge of the same profile as the current bridge. A future -3 amendment would also need real financial guardrails, a commitment to mass transit, and a design centered on reducing greenhouse gas emissions.

We need a new amendment for a right-sized bridge for a number of reasons:

- We need the same footprint as the current bridge so we are not simultaneously widening the freeway and re-engineering multiple interchanges at the cost of billions of \$\$ of Oregon taxpayer funding.
- We need real financial guardrails. The proposed -2 amendment simply repeals (secretly) the 2013 limit of \$3.4 billion for the bridge replacement with a similarly unenforceable limit of \$6.3 billion.
- Given their record of overruns, It is irresponsible to give the Oregon Department of Transportation a blank check of \$1 billion in general fund bonds. We need phased project funding like the state of Washington is providing.

Please reject the -2 amendment and support a right-sized -3 amendment.

Thank you Co-Chairs Frederick and McLain, Co-Vice Chairs Boquist and Boshart Davis and committee members for your time & consideration on this measure.

Daniel Frye
Portland