

Submitter: Andrew Lindstrom
On Behalf Of:
Committee: Joint Committee On Transportation
Measure: HB2098

I oppose amendment HB 2098-2. The need to replace the aging Interstate Bridge should not include plans to rebuild seven different interchanges. If the highway department feels these are necessary, they should be pursued separately. I would also like to stress that expanding I-5 is likely to worsen traffic congestion in the city of Portland, particularly in North Portland where the additional freeway capacity will flow through. Additionally, adding any freeway capacity to I-5 without compelling Washington to get a handle on Clark county sprawl will most likely have the effect of longer commutes, more driving, and reduced long term tax revenue in Oregon (as Oregonians cross the river for less expensive new-construction subdivisions in unincorporated Clark county).

Furthermore, this project has been exceptionally poorly planned. Alternatives like an immersed tunnel or movable span have been dismissed out of hand by the IBR group - despite being a de facto requirement for the Coast Guard. The continued planning for a bridge that the Coast Guard is likely to reject for being too short is both stupid and embarrassing. This entire IBR project has just been a rehash of the CRC project that failed ten years ago - complete with a similar set of leadership. Why on earth has the Oregon legislature allowed this? They've wasted all our time and money before, and now they are set to do it again.