

Submitter: joshua berger

On Behalf Of:

Committee: Joint Committee On Transportation

Measure: HB2098

I support replacing this bridge, but oppose HB 2098 -2 and -4, because this legislation as currently written jeopardizes a right-sized Bridge Replacement, right now. I support the -3 Amendment (and the policy recommendations offered by the Just Crossing Alliance) that ensures this replacement bridge project moves forward smoothly with a right-sized design, explicit pro-labor provisions, financial guardrails, and major investments in mass transit. We need a clean bill focused solely on the replacement of this bridge so we secure immediate federal funding and prepare to hold a statewide conversation about the rest of our transportation system in future years. As a 40+ year Oregon resident and someone who lived and worked full time in Portland for over 30 years and continues to operate a Portland business, I want to see our region lead environmentally as we have so often done. This legislation does not do that. I am frustrated that ODOT wants to spend billions on a freeway that will increase emissions instead of investing in better local and statewide transit options, when 40% of Oregon's carbon emissions come from transportation. I wonder why ODOT is defiantly disinterested in studying potentially-significantly-cheaper options like a tunnel under the river or a lift-bridge that would save billions of dollars? With this bill the state would be 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. Let's get this once in a generation decision right.