

Submitter: Jane Stackhouse  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB2098

Co Chairs Frederick and McLane, Co Vice Chairs Boshart-Davis and Boquist and members of the committee, my name is Jane Stackhouse. I live in Portland in Senator Frederick's district where we are boarded by freeways on every side and property values seem to be determined by prevailing winds. I am a member of the Metro Climate Action Team MCAT. We submitted written testimony on HB 2098 on April 27th.

I am personally opposed to this bill because it gives too much power to the Oregon Department of Transportation to spend money on highways. We know that bigger highways attract more cars. We also know that ODOT is always over budget, and needs to resolve their funding issues by developing a comprehensive way to fund their agency in the face of decreasing fuel tax.

I agree that we must build an earthquake resilient bridge connecting Oregon and Washington. And I could support the -3 amendment because it puts guardrails on spending with focus on building the bridge first.

We need a right sized bridge. And we need a bridge that is designed for the future of transportation. At this time we look at transportation as cars and trucks and talk about the need to travel I5 from California to Washington without interruption. The future of transportation will look very different. People will choose to live in walkable communities where goods and services are close by and residents walk and bike throughout their neighborhoods.

When we want or need to travel farther we will use mass transit first. The bridge must include fast convenient public mass transit. Light rail to the expo center will solve some needs but buses to connect to other routes are also important. Active transportation facilities to and from and on the bridge are necessary for commuting and recreation. This new infrastructure, the type you hear people say 'no one uses that' will be the way of the future. This is how we move away from personal vehicles and congestion. Public mass transit builds community resiliency. Active transportation, biking, walking, and rolling, helps us be healthier.

As you all know, transportation is Oregon's largest contributor to heat trapping CO2 and the other unhealthy components of exhaust. I suggest that the goal of reducing emissions be added to the bill. We need reductions from traffic emissions by getting people out of their car and by shifting freight from long haul trucks to rail. We need to use low carbon building materials to reduce the carbon released during construction.

We must put climate, air quality, and water at the center of all our planning and make sure equity is our guiding principle when planning and implementing transportation projects. Diverse experience and perspectives make for better plans. Why not a bridge that opens for river traffic? How steep can the pedestrian walkway be and still accommodate wheelchair users? How tall can the bridge be without obstructing planes from Pearson air park? How much toll would reduce traffic at peak hours of congestion if transit or bike paths were available?

I look forward to the day I can take the light rail, my commuter bike, and even a long walk to Vancouver. Please fund a right sized bridge so my trip will be safe and pleasant.