

Submitter: Anders Hart

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

The provision in this bill to allocate \$125 million per year toward anchor projects is misguided. This money will largely be spent on widening freeways, which increase vehicle-miles traveled and emissions, putting our climate goals further out of reach. Additionally, freeway widening creates unfunded maintenance liabilities for ODOT. Rather than direct more money to unnecessary freeway widening projects, the Legislature should implement a "fix-it-first" approach that prioritizes maintaining existing infrastructure over increasing road capacity. It should also direct ODOT to study alternatives to widening I-5 at the Rose Quarter while still capping the freeway.

The funding for freeway widening would be better spent on safety, maintenance, and electrification projects. Funding for electrification (e-bikes, electric vehicles, and charging infrastructure) is especially crucial as federal support for it evaporates.

I live near the Rose Quarter, and every time I commute across I-5, I see the damage that the original freeway construction did to the community. Widening I-5 and other freeways will only compound this damage by increasing pollution and locking Oregonians into expensive car dependency. We don't need more lanes or wider freeways. Instead, we should focus on life-saving safety projects and electrifying our transportation system.