

TESTIMONY AGAINST CRC 2/11/2013 by Anjala Ehelebe, Woodlawn Neighborhood Association

Pro	Con	Conclusion
<p>“Add Travel Choices”, transit options, bicycle and pedestrian options, reduce freight immobility. Reduce earthquake risk.</p> <p>CRC Project website</p>	<p>Only about 6% of all traffic over the interstate bridge is freight, by the way.</p> <p>For less money than proposed for this project, several bridges could be built, each dedicated to one or two types of traffic.</p>	<p>Build a truck and train-only bridge to reduce freight immobility. Build a separate bike and pedestrian-only bridge. And each could have its own suitable route to join either I-5 or I-205. The Interstate bridge could be earthquake retrofitted beautifully and all for much less than the CRC project cost.</p>
<p>Funding: Tolls</p>	<p>The largest amount of funding is to come from tolls: “If the 36-year stream of toll collection cost is converted to 2011 dollars, assuming a 2.5% per year average inflation, that stream of revenue totals about \$0.62 billion, about 64% less than estimates presented. “ [Memo: Matt Garrett, Director, Oregon Department of Transportation CRC Staff Review of public testimony presented at the March 2012 CRC Interim Joint Legislative Oversight Committee]</p> <p>In this memo they affirm that their estimates are conservative and realistic, but what if, just maybe, they are still wrong? For the largest source of funding on the project, we, the taxpayers, cannot afford them to be wrong at all.</p> <p>And human nature is to avoid expenses if possible. Isn't it likely that traffic will go to the I-205 bridge rather than pay tolls? I didn't see toll avoidance covered in the estimates. And if drivers go to I-205, wouldn't the logical response be to put tolls on I-205, further slowing traffic and increasing expenses?</p>	<p>This cheerful analysis is based on the belief that there would be no cost overruns. Recent ODOT history of major cost overruns on major projects does not give us confidence that tolls will be adequate if the project is built as proposed and costs balloon.</p> <p>Why approve a project where the major source of funds is probably going to fall short?</p> <p>“Each DOT (and ultimately, each state’s General Fund) are obligated to cover toll revenue shortfalls over the life of these G.O. Bonds” Oregon Treasurer's report.</p> <p>The General Fund is replenished by taxes and fees. What additional taxes and fees will have to be created to address the shortfalls?</p> <p>This project will cost and cost and cost residents of both states for DECADES. And STILL this proposed bridge doesn't solve the problem created by the bottleneck at the Rose Quarter.</p>

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Funding: States	Oregon and Washington are jointly to provide \$800 million at a time when the economies of both states are on the ropes. To fund this project, many other valuable state services would go unfunded. And where are projections of income from this project? It does not pay for itself in any significant way. Say that more trucks are allowed through without tie ups, can it be proven that their weight taxes will equal the increased wear and tear on the highway? And will there be highway funds available to repair the highway or will the State's ability to obtain Federal highway funds be already exhausted by this CRC project?	<p>Should the citizens of Oregon place themselves in an estimated \$3.5 billion in debt (but it could be much, much more) for the next 36 years, indebting the next generation and tying up future Federal highway dollars for this? NO!</p> <p>This project continues the historic disrespect of North and NE neighborhoods by placing large highways through us and subjecting us to the health risks of increased pollution. Health studies of people who live closest to I-5 in NE Portland show vastly increased respiratory and heart conditions over those who live further away.</p>
Funding: Federal	Federal dollars ultimately come from citizens like us. It is not free money, it is money we also will pay in taxes. One estimate says it will cost over \$1000 per resident in the tri-county area.	With potential cost overruns, we could be on the hook for double that cost, or more. Federal dollars are not free, they come from all of us. Do not use them unwisely.
It will be multi-modal!	As now designed, it is not high enough to pass normal river traffic says the Coast Guard, and yet so tall it could interfere with airport traffic. And Vancouver doesn't want to pay for the light rail being extended to them: they have voted many times against such extension.	As designed, it does not work.
Economic benefits that extend across the region!	As designed, it destroys several neighborhoods on Hayden Island and disrupts businesses. Some of the neighborhoods are low income, some are high. Some businesses have been there for	There is a certainty that it will displace established neighbors and destroy neighborhoods.

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<p>Estimated 1,900 construction jobs</p> <p>CRC project website</p>	<p>decades. It also intrudes into natural wetlands and salmon habitat.</p> <p>The CRC causes bypassing traffic to flow into residential neighborhoods.</p> <p>The estimated construction jobs are <u>not permanent family wage jobs</u>.</p>	<p>There is no guarantee whatsoever that local residents will economically benefit from this project after the construction phase or even in the construction phase. Even more, it lowers property values of impacted neighborhoods and thus lowers revenue to the state.</p> <p>It would allow goods to pass through the region on a bridge we indebted our next two generations to build.</p>
<p>Summary:</p>	<p>Do not build a poorly designed project that destroys neighborhoods, contributes to ill health, doesn't truly solve the congestion issue, and that will economically handicap Oregon for generations.</p> <p>If built, any benefits will mostly accrue to Washingtonians and it is profoundly unfair that we Oregonians should have decades of impaired health and destroyed neighborhoods, increased taxes, increased pollution, disturbed and destroyed salmon, wetlands and wildlife habitat, and on top of it all, generations of financial indebtedness.</p>	<p>Anjala Ehelebe Land Use Chair Woodlawn Neighborhood Association</p> <p>(which voted in 2012 to oppose the construction of the CRC)</p> <p>503 805-6325</p> <p>1134 NE Dean St. Portland, OR 97211</p> <p>beeteam2000@yahoo.com</p>

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