

Instead of building new bridge, consider a tunnel

In 2013, Washington and Oregon canceled the construction of a new Columbia River Bridge after eight years of planning and spending nearly \$200 million. Now \$44 million is committed to exploring a new Columbia River Crossing.

The Joint Oregon-Washington Legislative Action Committee should travel to Vancouver BC through the George Massey Immersed Tube Tunnel (ITT) built under the Fraser River in 1956. British Columbia spent 10 years and \$40 million trying to decide on a new Fraser River Crossing. British Columbia canceled a bridge plan and is moving ahead with a new eight-lane ITT (six vehicle and two transit).

After British Columbia, fly to Japan and travel through Japan's 25 earthquake-resistant ITTs.

Stop in Hong Kong and travel by car or train through the five ITTs that connect to the mainland, then drive through the 4.2-mile ITT to Macau.

Fly to the Netherlands and tour their 30 ITTs. Talk with the Dutch engineers, the most prolific builders of ITT's and world leaders in their design. Rotterdam's Maastunnel, completed in 1942, was Europe's first ITT and the model for 150 worldwide.

The canceled 2013 massive bridge design would have blighted the Columbia River for a century. Our transportation agencies need to look beyond our borders for the best Columbia River Crossing solution.

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