

The -8 Amendment to House Bill 3065 aims to institute a large tolling program that ODOT would spend the next couple decades bonding against to build billions of dollars of freeway expansions at the Rose Quarter, the Abernethy Freeway Expansion in Oregon City, and the Boone Bridge Freeway Expansion near Wilsonville. Future generations will be paying off the debts of these massive expansions for decades, as well as paying for the project with worse air pollution and higher carbon emissions, all for a couple of additional lanes of freeway that won't fix congestion. While there are a few technical improvements on the -8 Amendment language that wasn't present in the -5 Amendment introduced two months ago, the fundamental crux of the bill remains abysmal – ODOT is broke, and instead of raising revenue to build infrastructure to prepare for climate change, to manage traffic congestion, to reduce air pollution or address the dozens of yearly traffic fatalities on ODOT's roads – ODOT just wants billions for more freeways that solve none of these problems and actively make them worse.