

Thank you Chairs and committee members,

I am here to ask that you call for an independent Immersed Tube Tunnel study now. We at SaveI-5Waterfronts.org believe errors in the IBRP's tunnel study led to the tunnel option being rejected.

A licensed engineer, who has worked with **multiple municipalities** in WA and OR, has shown that an Immersed Tube Tunnel is actually a better option.

The coast guard keeps saying NO to the LPA design, even in Feb of this year, and keeps suggesting a tunnel or a bascule bridge.

An Immersed tube tunnel would save \$\$s by simply being a bridge replacement and not a miles long freeway expansion. Instead of 7 interchanges needing to be replaced, only 2 need work, at Hayden Island & the DT Vancouver/HWY 14 area. This allows the North Portland Harbor bridge, which still has a longer life per a government study, to stay in place.

A tunnel saves money by only impacting a few small businesses, not having to pay huge buy offs to bigger businesses up river. The LPA also negatively impacts brand new investments in Vancouver's waterfront.

It saves the government \$\$ on a lawsuit that would likely go to the supreme court, regarding replacing floating home slips that would be lost to the LPA design. Unlike land homes, floating homes can be disconnected and moved but slips are capped in the Portland metro region.

A Tunnel improves the economic outlook of nearby areas by lowering the noise levels and keeping or improving the view which increases property values. Plus creates opportunities for new green spaces, parks, walks on both Vanc. & Portland waterfronts.

A tunnel gets rid of the stop light on I-5, improves fuel efficiency for vehicles, and creates weather protected crossing which will decrease vehicle accidents. I-205 with its much lower grades than the LPA is the 8th deadliest bridge in our nation.

The LPA adds 72 acres of shade increasing salmon predator habitat, where a tunnel would decrease it.

One tunnel option even allows the reuse of the younger of the two I-5 spans, for transit, bikes and pedestrians. And any tunnel option makes pedestrian & bike access easier.

The IBRP team has spent “selling” people on the LPA & **they** still don't understand Hayden Island's desire for a local bridge did not mean we'd be ok losing our full interchange, negatively impacting local businesses on Hayden Island and DT Vancouver.

Seattle just spent billions to tear down a noisy highway on their waterfront and replace it with a tunnel. Why are we going backwards with this design?

sincerely, Be Friend - a Hayden Island resident