

Submitter: Michael Andersen  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB2098

Chairs Frederick and McLain and members of the committee:

I support replacing this bridge, but oppose HB 2098 -2, because this legislation as currently written jeopardizes a right-sized Bridge Replacement, right now. I support the forthcoming -3 Amendment (and the policy recommendations offered by the Just Crossing Alliance) that ensures this replacement bridge project moves forward smoothly with explicit pro-labor provisions, finance guardrails, and major investments in mass transit.

Even if spending hundreds of millions of dollars to expand the freeway capacity of nearby interchanges were a useful idea rather than a stopgap measure that will inevitably become the latest freeway lanes that fill up; even if it were a good idea to increase auto travel in a time when energy is likely to be scarce; even if taxpayers could afford to sign what might turn out to be a blank check ... even if all those things were true, it would still be a better use of that money for ODOT to invest in other things. As the Portland region grows, it only stands to reason that we invest in forms of transportation like mass transit, that grow more efficient when more people use them; rather than forms of transportation like urban freeways, that grow less efficient when more people use them.

Michael Andersen  
Portland, OR