

Dear Co-Chairs McLain and Frederick, Co-Vice-Chairs Boshart Davis and Boquist, and committee members,

I am Rev. Rebecca Friend and I live on Hayden Island, the Portland neighborhood that is most impacted by the I-5 bridge replacement, as it physically starts on Hayden Island. Our island is already dealing with economic challenges which are exemplified in our island no longer having a single grocery store, where it used to support two. The replacement of the I-5 bridge will further impact our island in ways one could easily assume due to construction of any project, with businesses further struggling. We will also be uniquely impacted by the I-5 access issues connected to commute times. Taking away a full interchange will increase morning commute times immensely. Right now to access the Island from the main body of Portland from Terminals 1-5, or Marine Drive, merging onto I-5 via the last on-ramp's one loop can take up to 45 minutes, for just the one loop. The LPA would have us cross a small local bridge and do two loops to get onto I-5 south to head to work in Portland. How long will that take, double?

The aging I-5 bridge needs to be addressed as soon as possible, as anyone I've talked to on the island understands. This is our reality. Please limit the budget for this project by approving amendment -3 on this bill; rejecting amendments -2 & -4 which endanger Oregon's general fund.

In order to ensure the replacement of the I-5 bridge will fit within a reasonable and limited budget **an independent study is needed for another option**, as the Coast Guard recommends, of a bascule bridge or an immersed tube tunnel. The cost of the independent study would be covered in cost savings in building one of the less expensive options the Coast Guard suggests, rather than the LPA, because they would not require a rebuild of the miles of freeway and interchanges on either side of the river.

Building a modern Immersed Tube Tunnel would:

- **Get rid of the “stop” on I-5**
- **Create better connections to SR14 in WA**

- Allow **Hayden Island** to keep a **full interchange**
- **open up the waterfronts in Vancouver and Portland!**
- **Keep the Oregon Slough Bridge**, which does not need to be replaced. Thus only altering the area around tunnel opening on Hayden Island and the tunnel opening in downtown Vancouver & connections to Hwy 14. No need for any other freeway expansions or other interchanges to be rebuilt. **(Meet the call for a “Right Size” replacement!)**
- **Open skylines**, and alleviate noise / air pollution, which will allow quiet, peaceful enjoyment of the river
- Provide a **safer weather protected crossing for cars, pedestrians, & bicycles!**
- Save at least \$1B compared to the LPA design.
- **Raise property values** near the tunnel openings. (And maintain property values in other areas that would not need to be changed compared to the IBR’s LPA 7 interchange rebuild)
  - *LPA will devalue property immediately near the project due to vast shadows cast by actual structures, and creation of space that will attract houseless encampments with tents under bridge and 7 interchanges*
- **Create local jobs!**
- **Surpass the Coast Guard’s 178” NVC requirement:**
- “There are alternative options to accomplish this VNC to include a tunnel or a high-level lift bridge or bascule bridge, which would provide an unlimited vertical clearance.” (Link: <https://www.dco.uscg.mil/Portals/9/IBR%20Prelim%20Nav%20Clr%20Determination%2017Jun2022.pdf>)



IBR Prelim Nav Clr  
Determination 17Jun2

- *LPA DOES NOT MEET THE U.S. COAST GUARD REQUIRED NVC*

An Immersed Tube Tunnel IS a viable option despite the misleading information in the IBRP's Tunnel Assessment document, which you can see in the attached Engineering Reports:

(Link:

[https://drive.google.com/file/d/1YEAvoL5ACNHWtD6jWGLPu\\_mU9dmqPw25/view?usp=sharing](https://drive.google.com/file/d/1YEAvoL5ACNHWtD6jWGLPu_mU9dmqPw25/view?usp=sharing))



IBR Tunnel Option  
North Bank Des Repo

(Link:

[https://www.seriouslycivil.com/\\_files/ugd/0d4b6e\\_8767d3cd996947239e87e113e21e7914.pdf](https://www.seriouslycivil.com/_files/ugd/0d4b6e_8767d3cd996947239e87e113e21e7914.pdf))



Tunnel Too Deep.pdf

Thank you Co-Chairs McLain and Frederick, Co-Vice-Chairs Boshart Davis and Boquist, and committee members, for your all of your time & consideration on this measure.

Best Regards,

Rev. Rebecca Friend