

Submitter: David Regan

On Behalf Of:

Committee: Joint Committee On Transportation

Measure: HB2098

I am frustrated ODOT has billions for freeway expansions but barely a dime for any safety projects while the state is experiencing an epidemic of traffic fatalities, including on streets like SE Powell, SW Hall and TV Highway.

I am concerned that HB 2098 uses General Fund resources to pay for a new bridge instead of bonding against existing Highway Trust Fund dollars, a maneuver that directly pits this bridge project against other statewide budget priorities like investing in affordable housing or education.

Why doesn't HB 2098's -2 Amendment currently has no language in support of unionized labor-friendly practices including the required establishment of a Project Labor Agreement or Community Benefits Agreement?

With the climate emergency we are experiencing I am frustrated that ODOT wants to spend billions on a freeway that will increase emissions instead of investing in better local and statewide transit options, when 40% of Oregon's carbon emissions come from transportation.

Why is it that that policymakers still don't seem to understand the basic principles of induced demand and seem dead set on spending billions of dollars to learn that adding lanes to freeways only leads to more traffic jams?

Why are we about to spend \$7 billion dollars on a singular seismic retrofit when ODOT's own studies report that Oregon has over 700 seismically vulnerable bridges across the state that need to be replaced?

As a transit-dependent Oregonian, I am frustrated that the state isn't prioritizing investments in passenger rail, basic bus service, and other ways to get around for the 1 in 4 Oregonians who can't or don't drive.