

Subject: HB 2098 hearing and the dash amendments.

Co Chairs Frederick and McLane,

Co Vice Chairs Boshart-Davis and Boquist and members of the committee,

My name is Ed Averill. I live in Beaverton in Senator Lieber's district.

I am not ambivalent about decisions on this bill, but what I support is not dash-2 or 4. More like dash-3.

I favor a new Interstate Bridge Replacement that is the smallest project that would:

- 1) **Be well designed to survive a major earthquake.**
- 2) **Be prepared to enforce Tolls for motor vehicles.**
- 3) **Support Mass Transit**
- 4) **Not have dangerous changes in altitude at on/off ramps** (I think you need the lift bridge).
- 5) Maybe supports slightly increased traffic volume.
- 6) Maybe support Bicycles

I do not favor an IBR that costs so much that it digs deeply into Oregon's financial capacity. A billion here and a billion there add up to competing with essential needs elsewhere.

Tolls accomplish two things:

- 1) bring in funds to pay off the construction and pay for ongoing maintenance, and
- 2) **cause travelers to seriously consider using mass transportation that will get them where they want to go – resulting in considerable congestion reduction.**

I think HB 2098 with the dash-3 amendment best represents what I would like to see.

Risk issues:

- 1) Oregon Department of Transportation tends to over-spend on highways.
- 2) We know that bigger highways attract more cars.
- 3) With Gas tax going away, we must develop a plan for future funding, and Tolls must be a part of that, and **because it can right-size congestion, it needs to be planned in from the start.**

Another opportunity to right-size congestion: ODOT chose to declare “**Transportation as a Service**” (TaaS) as a key anchor of their future planning. It is the failure of the current mass transit system to provide adequate last mile service that has kept my family limiting our use of mass transit. An example of aiding people to leave their cars in their neighborhood would be to require large employers to have shuttle services from the nearest Max stop for their employees. That would save them from paying the tolls, and adding to the congestion.

And I thank Joseph Cortright for his amazing contributions of good feedback to this legislation.

Thank you for your serious efforts to push this project in the right direction.

Ed Averill