

To Whom It May Concern:

The Oregon Department of Transportation ("ODOT") is responsible for most of the deadly roads in Portland and the State. Even so, it is champing at the bit to sink a billion dollars (previously half that) on a "safety project" on one of its rare facilities that kills no one.

ODOT is responsible for construction that destroyed Portland's historic black neighborhoods and maintains the freeway that continues to poison the students at the middle school with the highest concentration of black children in the district. It wants to increase capacity.

ODOT has hidden data from the public and the press throughout the project. It lies and cheats.

ODOT lied to the legislature when it asked for funding. The numbers it gave were based on a 0% inflation rate. Once it came time to present the CTC report it ramped those up to 3%. Once it passes the next legislative hurdle it would be startling if the price doesn't go up again.

Public comment on the project has been overwhelmingly negative. Despite ODOT's best efforts, there was an overwhelming turnout of testimony during its public hearing period. Based on my own review of the documents received by the agency and provided (grudgingly) in response to a records request, **89% were in opposition** and about 5% were neutral.

Most of the support cited misconceptions about the project, such as the reduced congestion ODOT admits will not result from the expense.

The City of Portland and TriMet just launched an effort to open the city to buses and improve transit. ODOT wants to break our streetcar network and delay our buses for half a decade.

Please don't double ODOT's budget for this facility that is unwanted, unneeded, and actively harmful to our city and state goals.

Sincerely yours,
Alan Lloyd Kessler
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