

Granting ODOT the power to create a tolling program and fund massive freeway projects is a backwards plan that favors freeway infrastructure over the health, safety and social well being of local Portland communities. It also fails to implement and encourage forward-thinking infrastructure changes that give commuters more choice and freedom in the way we move around, such as increased and more accessible public transit and safer and more accessible pedestrian and bicycle routes.

There is a vast amount of research proving the concept of induced demand. Building more freeway infrastructure and limiting the connectivity and safety of surrounding communities will not reduce traffic congestion. It will only increase driving and VMT, and expanded roadways will quickly become congested again while more pollution is released into surrounding communities. This is not only poor community planning but morally reprehensible in the face of ongoing Climate Change disaster. We cannot give ODOT this funding mechanism to continue moving forward with massive freeway projects like the Rose Quarter expansion, the Boone Bridge expansion and the Abernethy expansion, all projects that increase driving and emissions while limiting transportation options, when we are in dire need of real solutions to the local and global crises we find ourselves in.