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Why do you want legislators to demand ODOT conduct an Environmental Impact Statement (EIS) for the proposed \$1.9 Billion Rose Quarter Freeway Expansion? Why should legislators on the Joint Special Subcommittee on Transportation Planning instead direct ODOT to prioritize investing in transportation options like repairing existing roads, improving traffic safety, and tackling climate change with transit investments?

Thank you for taking public commentary on the proposed \$1.9 billion dollar Rose Quarter freeway expansion. I am a resident of Portland who is concerned about meeting the UN climate goal of a 45% reduction in carbon by 2030. I strongly oppose this project as expanding access to driving is not aligned with meeting these goals. Evidence shows that rather than reducing traffic congestion, added lanes increase drivers on the road. Portland is known for being a walkable, bike-able city with strong public transportation. Just across the river from this proposed project in NW Portland, red-legged frogs are cut off from their breeding ground near the Willamette river by US 30. Kind Portlanders go out in all weather every breeding season to catch these frogs and drive them across the road to their breeding ground. Climate leaders build infrastructure to support life, not to support traffic. I'd like to see Portland continue to invest in walkable and bike-able streets, and public transportation by expanding sidewalks, public squares, and greens paces, not freeways