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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?

The cheapest and most effective solution for congestion on I-5 through the Rose Quarter is tolling. That should cut down on the traffic through that corridor, relieving the need for any expansion. Any tolls should be used to address existing problems such as transit, road maintenance, and traffic safety, rather than funding more highways.

By expanding I-5 through the Rose Quarter and on the Interstate Bridge, ODOT will create a bottleneck on the highway between these two. The next demand will be expansion of that segment — which will induce more traffic and more pollution in North Portland.

ODOT should produce a full EIS to honestly evaluate the alternatives of no build, just tolling, build, or build + tolling. Legislators and the people of Oregon deserve to understand these alternatives.