

Dear Committee Members,

I would like you to ask ODOT to revisit the Purpose and Need statement for the Rose Quarter Improvement Project and conduct a full Environmental Impact Statement (EIS) that studies alternatives to freeway expansion. The Legislature needs a full accounting of the environmental impacts of this potentially disastrous project before it proceeds. As recently [reported by City Observatory](#), ODOT plans for the project include room for up to ten lanes of traffic. This project threatens to become a financial boondoggle for the state—cost estimates have already ballooned from \$400 million to \$1.9 billion, and they are likely to continue rising.

An EIS must consider the already planned tolling on I-5 and I-205 as an alternative to freeway widening. If implemented intelligently, tolling on I-5 and I-205 will reduce congestion and obviate the need to widen I-5 in the Rose Quarter. I also urge you to recommend that any low-income benefit coupled with tolling be multimodal (i.e., include transit and active transportation credits in addition to discounts or exemptions from tolling).

As a resident of Northeast Portland, I breathe the pollution generated on I-5 every day, and the Rose Quarter Improvement Project will only exacerbate this problem by putting more vehicles on the road. Please request that ODOT conduct an EIS for this project and prioritize pricing as a tool for congestion management rather than short-sighted and costly freeway widening.

Sincerely,

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