

(I arrived early at 4 pm at PCC to register as I had a 6 pm meeting, but had to leave early so here is my written testimony)

I'm Diana Meisenhelter from the action team of Extinction Rebellion PDX—a 1500 member climate justice organization in Portland and I've lived here in inner NE for 35 years. Dire predictions issued by the world's best climate scientists indicate that if we do not cut emissions in half **by 2030** millions of people and species will experience unthinkable consequences. We are on a path to 2.7 degrees C. right now and even at 1.5 degrees we are already locally witnessing dangerous health effects of climate chaos including drought, wildfires, and extreme heat that has killed over 97 Oregonians in the past few years. In the midst of a climate emergency, leaders need to be doing everything in their power to significantly reduce the 40% of emissions from transportation in order to meet our State and City's climate and clean air goals. For this reason and many others, the Roseway Quarter Freeway expansion needs a full Environmental Impact Statement. Alternatives should be considered to eliminate the expansion in size proposed to be over twice today's width with additional lanes. The full EIS is especially critical given the numerous design changes since the '22 Supplemental Environmental Assessment.

We support Albina Vision Trusts' plan for capping lanes (although CURRENT, not expanded lanes). This has the potential to reduce the impact of noise and pollution to the surrounding neighborhood; add beauty; foster economic opportunity for local BIPOC businesses and heal the injustice of the historic damage this freeway caused our neighborhood. This must be done, however, without adding further community harm.

Lane widening has been shown to induce demand and will add an estimated 21K tons of toxic air pollution annually to the North/Northeast corridor already reported to be one of the worst in the nation (see the most recent EPA National Air Toxicity assessment and the Cascadia Action Environmental Justice Report). Highway expansion has been well-documented to not reduce congestion. We support congestion pricing with EMAC's recommendations and additional public transit being utilized to both reduce emissions and be less expensive than tolling for roadway expansion.

The Rose Quarter Project's high-cost squanders valuable transportation resources that could instead be utilized for more pressing regional transportation needs of safety given rising fatalities; bridge and road maintenance(including seismic retrofits); reaching climate goals by expanding public transit and making it more efficient, dependable, affordable, and attractive; and supporting alternative and active transportation modes. The state has billions in transportation budget shortfall for unmet maintenance, seismic, and safety concerns. Monies could be far better spent on these and public transit expansion than on the costly lane expansion of this small section of I-5 when congestion pricing has not even been tried.

Please listen to the thousands of residents who have opposed this freeway expansion! Construct the Caps, but LOSE THE LANES for the sake of future generations and the health of current residents. One out of four families can't or don't choose to drive. Transportation planning needs to move away from the car-centric models of the past and towards sustainable plans for the future.

Thank-you for your time and consideration.

Sincerely, Diana Meisenhelter  
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