

I find it outrageous that Oregon has spent over \$130 million just planning the Rose Quarter Freeway Expansion while NE Cesar Chavez and NE Prescott – roads I drive daily – are FULL of potholes and rough pavement. These two roads have easily taken months, if not years, off my tires' life, and I do not have \$130 million to replace them whenever I want.

I simply will not drive across the Ross Island Bridge because of the blind merges and lack of shoulder. I get existential dread every time I drive across the Marquam Bridge, hoping the Big One will not hit at that exact moment. I'd love to see \$130 million go toward making these bridges less terrifying/earthquake resistant.

Induced demand is real. There have been studies done on this. Metro areas that invest heavily in road capacity expansion fare no better in easing congestion than metro areas that do not. Expand I-5 at the Rose Quarter and we'll be in the same spot in another five years.

There is an actual climate crisis happening right now. Every summer is hotter than the last. Every fire season is worse than the last. We know vehicle emissions are a leading driver of climate change. At a certain point we have to be the change we want to see and shirk the status quo. We have to expand public transit, we have to make our roads more walkable and bike-able. We have to make our communities slightly more hostile to cars.

Who's driving a car (not a trailer-truck) on I-5? How do we entice them to take public transit, bike, or, walk to their destination? Spend \$130 million on those systems instead.