

6/24/2025	Zina Kraskoff	I want to know why the bill introduces a sales tax in a state where we pay some on the highest income taxes in the country. I thought the whole point of paying income taxes was so that we don't have to pay sales taxes.
6/27/2025	Zina Kraskoff	With so many Oregonian residents against this bill, why are our representatives disregarding the majority opposition of these tax hikes? Once taxes and fees are increased they do not go back down. Oregonians have voiced their opposition by the majority. So why are we being ignored? These taxes hikes will increase the cost of living for all Oregonians and once the cost of living increases, it will not go back down. So many are seeking public assistance. So many are struggling with the cost of living. So why are our representatives looking to take more money without consideration as to negative impact this will have in further burdening the taxpayers?
7/11/2025	Aaron	Hello OTC members. If you're not already paying attention to the unfolding disaster at ODOT please start. 483 of my friends and coworkers were told they were out of a job on Monday because the legislature failed to do their job. ODOT leadership has fumbled this in the worst way and has only made a bad situation worse. I won't list all the missteps here but if you want more info AEE and SEIU unions are a good place to start as they are documenting and collecting info. Thanks for your attention to this matter.
7/21/2025	Chris Smith	will provide oral testimony.
7/22/2025	Douglas R. Allen	Will provide oral testimony at July 24 OTC meeting
7/23/2025	Lenny Dee	Pause the project
7/23/2025	Daniel Kaufman	Expanding freeways is not any kind of solution our community or state needs AND we can't afford it financially or environmentally. Congestion pricing will solve for many of the problems we face AND generate revenue for things we really need. The era of the automobile is a dead end. Please stop racing toward the cliff.
7/23/2025	Joe Cortright	The Oregon Department of Transportation finds itself in serious financial trouble, aggravated by an increasing dependence on borrowing. In the last two fiscal years, the agency has added about \$700 million in new debt, chiefly to finance freeway widening mega-project (and their hundreds of millions of dollars in cost overruns).

7/23/2025	Sean McClintok	<p>I demand that the OTC pause Phase 1 of the Rose Quarter "Improvement" Project (freeway expansion).</p> <p>With little current funding and no clear path to attaining significant additional funding, it would be highly irresponsible of the OTC to recommend moving forward with Phase 1.</p> <p>As a long-time member and former board chair of the Foster-Powell Neighborhood Association, we have advocated for reallocating the \$2+ BILLION - from a section of highway that has a low incidents of traffic fatalities -- to instead focus on the other ODOT highways where fatalities are much higher. Stop pretending like this project is about "safety" and instead focus efforts where improvements are actually needed.</p>
7/23/2025	Elijah Eisenberg	<p>Dear OTC,</p> <p>Today I am asking you to urge ODOT to pause phase 1 of the Rose Quarter I-5 freeway expansion. This expansion will knock down dozens of homes, businesses, and may even require Harriet Tubman Middle School to move. Lower Albina was destroyed by I-5 in the 50s—let's not repeat the same mistakes!</p> <p>I am urging you to tell ODOT to prioritize highway maintenance, safer streets, and transit expansion instead of spending \$2 billion on a highway expansion that they don't have the proper funds for!</p> <p>Sincerely, Elijah Eisenberg, Northeast Portland Resident</p>
7/23/2025	Jordan Lewis	<p>After the legislatures failure to fund a comprehensive transportation package, the last thing the Portland area needs is commitment to another freeway mega project we can't afford. It is malpractice to commit to this project while other priorities wither on the vine and no funding source is identified.</p>

7/23/2025	Josh Hetrick	At the same time the cost of this project has ballooned 400+%, major funding sources have disappeared. Both federal and state funding sources have been drastically reduced or pulled altogether, unlikely to return. This, at the same time with hundreds of layoffs looming at ODOT due to a lack of funds for basic maintenance. ODOT also recently withdrew the Rose Quarter Freeway Expansion's "finding of compatibility" with the City of Portland's Comprehensive Plan and other local plans. All the while, we still have deadly and unsafe roads throughout the project area and across the state in desperate need of funds and attention. With no money, no compatibility, and much greater needs elsewhere, the only responsible choice is to pause the project.
7/23/2025	Elias Peters	The Oregon Transportation Commission must direct ODOT to exert fiscal responsibility and Pause Phase 1 of the Rose Quarter Freeway Expansion. ODOT is potentially facing laying off many of its employees, folks who have worked hard to develop a safe and reliable transportation network across Oregon and who have irreplaceable knowledge and experience of Oregon transportation. Funding a freeway expansion project should not come at the cost of the jobs of ODOT jobs, especially when a freeway expansion only serves to promote increased car usage, pollution and emissions, and discourage community connections and resilience. Highways do not help improve our communities - building safe, reliable, multimodal transportation systems do. I want the OTC to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.
7/23/2025	Cassie Wilson	Still to be written for tomorrow's public comment time. Thank you.
7/23/2025	Bix Frankonis	The ongoing and worsening funding woes provide us with an opportunity to resist succumbing once again to the perils of induced demand, and instead focus on community revitalization. This project should be paused and reevaluated with an eye toward focusing solely on the freeway caps to restore Albina connectivity, and address any concerns about congestion through a tolling regime rather than freeway expansion.
7/23/2025	Zachary Lauritzen	My verbal comment will be about the need for building public trust between now and the next legislative session and that honesty will be key in the interim and beyond. Thank you! -Zachary Lauritzen, Oregon Walks

7/23/2025	Grant Strother	I hope that it is now clear that continuing this freeway expansion is not in the best interest of the state. Spending billions on expanding highways when we cannot afford to maintain the roads we currently have is foolish. As a young Oregonian, I hope that we can begin to pivot away from the car-centric thinking of the twentieth century and focus on adding capacity to alternative modes of transportation that are far more scalable than automobiles. Please recognize the failure that this project is and pull the plug.
7/23/2025	Anand Vaidya	I believe the OTC should direct ODOT to pause phase 1 of the Rose Quarter freeway expansion, given our current fiscal crisis and climate crisis. The millions directed toward the expansion of the freeway would be better spent maintaining existing ODOT highways, such as dangerous Powell Boulevard which runs through my neighborhood. Those dollars could be used to prevent layoffs of ODOT staff. OTC should direct ODOT to conduct an environmental impact assessment to study alternatives to freeway expansion while still covering the existing freeway with caps and remediating the damage to the neighborhood caused by the freeway.
7/23/2025	Kyle Miller	I demand that the OTC Pause Phase 1 of the Rose Quarter Freeway Expansion
7/23/2025	Beverly Lousignont	It is my understanding that the Republicans proposed a budget that would use funding already allocated, their recommendation was to us it for ODOT instead of the original funding target. I am in support of what the Republicans put before the committee which would continue ODOT without layoffs to personnel and would reduce the ODOT program to not include duties outside of ODOT'S target duties. I strongly urge you to quit your miss use of taxpayer dollars and increase our taxes for your short comings. Oregonians are OVER TAXED we cannot continue to pay more to the State and short our families of a quality of life. PASS THE REPUBLICANS ODOD PROPOSAL AND STOP BEING IDIOTS.

7/23/2025	John Lousignont	It only makes sense to adopt the Republican plan that does not raise taxes and maintains staff at the current levels. The Department of Transportation needs to focus on what it was designed for. So much of the money is squandered on the Portland Transit and recreational bike paths, etc. We taxpayers have to operate on a conservative budget, so why does the state government as well? The Democrats are already responsible for people having to leave the state because of the high costs and government overreach so let's make do with the Republican Plan!
7/23/2025	Curtis Gardner	Even without the current funding questions, I would urge the Oregon Transportation Commission to Pause Phase 1 of the Proposed Rose Quarter Freeway Expansion. Rather than prioritizing an expanded freeway through the center of Portland, I would rather see our region prioritize investments in road maintenance, street safety and transit improvements. The funding shortfall makes it all the more important to pause. Thank you for consideration of this very important matter.
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6/3/2025	Umer Javed	PDF Letter pg.11
6/5/2025	Becki Carnivale	PDF Letter pg. 13
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7/10/2025	Catherine Caudle	PDF Letter pg. 24
7/11/2025	Marilyn Holt	PDF Letter pg. 26
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7/23/2025	Adrienne Stacey	PDF Letter pg. 47
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7/23/2025	Leigh Shelton	PDF Letter pg. 97
7/23/2025	Aaron Andrade	PDF Letter pg. 98

Hello. my name is John Heylin, and I'm here today to urge the Oregon Department of Transportation to legalize Japanese mini trucks—also known as Kei trucks—for use on public roads.

The truck market in America has become wildly unaffordable. Today, the cheapest new truck starts at around \$30,000, and working trucks often range from \$50,000 up to an eye-watering \$220,000. This is simply unsustainable—especially for working-class Oregonians who rely on a vehicle for small business, agriculture, landscaping, or daily hauling. There needs to be a practical, affordable alternative.

Kei trucks are that alternative. These compact, fuel-efficient, and highly functional vehicles are already street legal in a growing number of U.S. states—including Colorado, which just legalized them for road use. And here's the thing: if someone registers a Kei truck in another state, they can already drive it in Oregon. We're just missing the opportunity to offer that access directly to our residents.

Legalizing Kei trucks in Oregon could be as simple as recognizing the federal 25-year import rule—just like we do with classic cars. If we allow a Model T on the road, it makes no sense to ban a safer, more practical, more modern Kei truck.

This isn't just about vehicles. It's about equity. It's about giving people access to affordable tools they need to work, to live, and to avoid crushing debt. It's also about scaling back from the arms race of ever-larger vehicles dominating our roads—vehicles that are more dangerous to pedestrians and more expensive for everyone.

U.S. automakers aren't building affordable, basic work trucks anymore. Until they do, Oregonians deserve the freedom to choose something that fits their needs and budget.

Please: follow the example of other states. Recognize the federal statute. Legalize Kei trucks for use on Oregon roads.

Thank you for your time and consideration.



Lake County Board of Commissioners

513 Center Street

Lakeview, Oregon 97630

(541) 947-6003

Fax: (541) 947-5775

Barry Shullanberger, Vice-Chair

James Williams, Commissioner

Mark Albertson, Chair

Oregon Transportation Commission (OTC) Letter from Lake County

May 29, 2025

OTC Members,

Lake County is a member of the South-Central Oregon ACT also known as SCOACT with Klamath County. Recently, we held a SCOACT meeting on May 20th and project updates were reported out. The report out consisted of five road projects in progress totaling over \$46 million in improvements from various sources of funding. There are three additional projects planned to begin later this summer. All eight projects are in Klamath County. There are no projects planned in Lake County.

While Lake and Klamath County both support each other in many capacities including SCOACT, there is obviously a lack of equity throughout the State of Oregon. A recent report given out by the Oregon Department of Revenue shows that Lake County is the only county with a negative tax imposed at -3.9%. The state average for counties is 6.2 percent which shows that Lake County is 10.1% below the average tax authority. While this is not an OTC issue, it compounds the problem when there are no ODOT projects planned within Lake County that help generate business for our local economy both directly and indirectly.

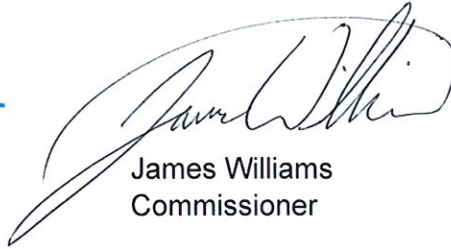
Lake County has proposed to make Highway 140 a transportation route for the southern end of the state. The Deep Creek Curves project east of Lakeview would be a great start to helping make this possible. Currently the curves are too sharp and too narrow for trucks over 48 feet length to safely travel on this route. By creating a legal southern transportation route, it would create business for Lake County, reduce truck traffic on Highway 97, reduce congestion in Bend, and potentially improve travel time and costs as a new freight route.

The Lake County Commissioners ask that you strongly consider the Deep Creek Curves project that checks many boxes for ODOT when considering goals and investment criteria including safety, mobility, equity, accessibility and reduces vehicle miles traveled with sustainability for Oregon transportation improvements.

Sincerely,



Barry Shullanberger
Vice-Chair



James Williams
Commissioner



Mark Albertson
Chair

Dated: June 3rd, 2025

Subject: Complaint Against Mr. Jafet at Southeast Portland DMV – Bribery and Misconduct

Dear Director of Oregon DMV

I am writing to formally report an incident of misconduct and suspected bribery involving an employee named **Mr. Jafet** at the **Southeast Portland DMV, 8710 SE Powell Blvd, Portland, OR 97266**.

On **June 2nd**, I visited this DMV office. I had already passed my online knowledge test and only needed to undergo the **vision test** prior to scheduling my driving exam. However, Mr. Jafet, who was stationed at **Counter 14**, incorrectly told me that I could not take the vision test alone and was required to apply for an **instruction permit**. This contradicts the information available on the Oregon DMV website.

Trusting his guidance, I proceeded and paid the **\$30 fee**. While he was manually entering my information, there was a section regarding visa status where he was supposed to select **“U.S. Visa with Temporary I-551 Permanent Residence”**—my correct status—but instead, he selected only **“U.S. Visa.”** When I politely pointed out the mistake, Mr. Jafet became visibly irritated and responded rudely, saying: *“Don’t tell me how to do my job—just focus on your own daily work.”* This exchange felt intentionally intimidating, as though he was attempting to assert dominance over me and create the conditions for a future bribe solicitation.

On **June 3rd**, I returned to the same DMV location for my scheduled **driving test at 2:00 PM**. At approximately 1:00 PM, while I was waiting outside in the parking lot, Mr. Jafet came outside DMV office. I greeted him with, *“Hi, how are you?”*—to which he did not respond. Instead, he immediately asked, *“Do you have a drive test at 2 PM?”* I confirmed, and he then asked about my driving skills. I humbly replied that I consider myself an average driver. At that point, he said:

“Well, I can help you pass this for \$100.”

I declined, saying I preferred to try my luck, to which he replied: **“Best of luck then.”**

This raises serious concerns:

- How did he know the exact time of my test, especially when I was waiting in the parking lot, not inside the building?
- Why did he make such an unethical offer?

Later, when I was called to **Counter 1**, another official processed my documents and a driving examiner (whose name I did not get) conducted my test. I do not wish to place blame on this examiner, who appeared to be one of the more junior staff at the office. However, based on his nervous demeanor and body language, I suspect he may have been under pressure or influence—especially given Mr. Jafet’s aggressive behavior and presence.

Despite holding an **international driving license** and having driving experience in **Dubai**—a city known for strict traffic regulations—I was failed in what I believe was an unfair assessment. The examiner even suggested I should now go to a private driving school for testing, which I find unreasonable and deeply troubling.

I respectfully request:

1. That your office conducts a **formal review** of my driving test and driving skills.

2. If your office finds my driving skills qualifiable then please **thorough investigation** be initiated into Mr. Jafet's conduct, particularly the solicitation of a bribe and his treatment of clients.
3. That appropriate disciplinary or legal action be taken if any wrongdoing is confirmed.

Thanking you in anticipation for taking this complaint seriously and working to ensure the integrity of public service at the DMV.

Sincerely,

Umer Javed

971-469-7151

umerjavedpdx@gmail.com

ID: E184138

13436 SE Bush St, Apt D11, Portland, Oregon, 97236

Dear Oregon Transportation Commission:

I am writing regarding increasing Highway 97 safety concerns. Recently Stacey Holmes from Sky Lakes and Chief Cook have been working to better quantify the data regarding Highway 97 safety issues. Their recent video “Making Oregon's Most Dangerous Highway Safer | As One, We Rise” communicates their and many community members concerns as well. This letter is being written to reiterate the necessity of increasing the priority and funding for safety improvements to the Klamath County segment of Highway 97, specifically through the “230’s” segment. Although a Highway 97 project, specifically between Spring Creek Hill and Chemult are the top (#1) priority for our South-

Central Area Commission on Transportation, there has been little to no action in making this a reality.

Highway 97 is the primary corridor that connects residents of the Klamath Basin with the rest of our state, and it’s used to access many essential services that aren’t available in our more rural areas. The loss of life the last few years on this stretch of highway has impacted nearly every stakeholder in the Klamath Basin. I urge you to assist us with an action-oriented approach to drive change. We believe additional safety measures are necessary to protect the lives of community members on this essential highway.

Thank you for considering these comments.

Sincerely,

Becki Carnivale

Dear Oregon Transportation Commission:

My husband and I have lived in Klamath Falls for over 20 years now. Year after year we hear of the accidents on Hwy 97. My husband is a recently retired Orthopedic Surgeon and only the “lucky” ones made it onto his operating room table during those twenty year; the rest were buried. Every time my family has come to visit I hold my breath until they are off Hwy 97; that just shouldn’t be!! I refuse to drive Hwy 97 and only allow my husband to drive as the stress of that road is daunting to say the least.

I am writing regarding increasing Highway 97 safety concerns. Recently Stacey Holmes from Sky Lakes and Klamath Falls Chief Cook has been working to better quantify the data regarding Highway 97 safety issues. Their recent video “Making Oregon's Most Dangerous Highway Safer | As One, We Rise” communicates their and many community members concerns as well. This letter is being written to reiterate the necessity of increasing the priority and funding for safety improvements to the Klamath County segment of Highway 97, specifically through the “230’s” segment. Although a Highway 97 project, specifically between Spring Creek Hill and Chemult are the top (#1) priority for our South-Central Area Commission on Transportation, there has been little to no action in making this a reality.

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Thank you for considering these comments.

Sincerely,

Dana VanTassel MSN, NP-C

Nurse Practitioner (retired)

Twenty year resident of Klamath Falls, Oregon

Dear Oregon Transportation Commission:

I am writing regarding increasing Highway 97 safety concerns. Recently Stacey Holmes from Sky Lakes and Chief Cook have been working to better quantify the data regarding Highway 97 safety issues. Their recent video [“Making Oregon's Most Dangerous Highway Safer | As One, We Rise”](#) communicates theirs, and many community members concerns. This letter is being written to reiterate the necessity of increasing the priority and funding for safety improvements to the Klamath County segment of Highway 97, specifically through the “230’s” segment. Although a Highway 97 project, specifically between Spring Creek Hill and Chemult are the top (#1) priority for our South-Central Area Commission on Transportation, there has been little to no action in making this a reality.

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Thank you for considering these comments.

Sincerely,

Micah Lambert

Dear Oregon Transportation Commission:

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Thank you for considering these comments.

Sincerely,

Susan Mason

Dear Oregon Transportation Commission:

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Thank you for considering these comments.

Sincerely,

Tarah Noble

Dear Oregon Transportation Commission:

I am wholeheartedly writing regarding increasing Highway 97 safety concerns. Recently Stacey Holmes from Sky Lakes and Chief Cook have been working to better quantify the data regarding Highway 97 safety issues. Their recent video “Making Oregon's Most Dangerous Highway Safer | As One, We Rise” communicates their and many community members concerns as well. This letter is being written to reiterate the necessity of increasing the priority and funding for safety improvements to the Klamath County segment of Highway 97, specifically through the “230’s” segment. Although a Highway 97 project, specifically between Spring Creek Hill and Chemult are the top (#1) priority for our South-Central Area Commission on Transportation, there has been little to no action in making this a reality.

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We believe additional safety measures are necessary to protect the lives of community members on this essential highway.

Thank you for considering these comments.

Sincerely,

Tristan N. Ritter

Dear Oregon Transportation Commission:

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Highway 97 is the primary corridor that connects residents of the Klamath Basin with the rest of our state, and it’s used to access many essential services that aren’t available in our more rural areas. The loss of life the last few years on this stretch of highway has impacted nearly every stakeholder in the Klamath. I urge you to assist us with an action-oriented approach to drive change. We believe additional safety measures are necessary to protect the lives of community members on this essential highway.

Thank you for considering these comments.

Sincerely,

Wendy Hernandez

Concerned Klamath County Resident

Dear Oregon transportation commission,

I am writing in support of increasing Highway 97 safety.

My name is Emily McNally,

On December 22, 2024 I lost my Husband Trevor McNally, my sister in-law Maddiemae Moore, and close family friends Frida Heiken, and Liam Brewer to the dangers of Hwy 97, specifically MP 239-242. This cause is near and dear to my family as we know first hand what happens so often there. Please increase the funding for safety improvements to the Klamath county segment of Hwy 97. Specifically that stretch of the highway. This Highway connects the Klamath basin to the rest of our state, such a major Hwy should have the proper funding to make it safer for family's and the community to travel on.

I'm terrified to drive on 97 after the tragedy that happened to our family. I know it would make me feel safer and many others safer if you took action and take the proper safety measures to protect the lives of our community.

Thank you

Respectfully,

Emily McNally



June 6, 2025

Oregon Transportation Commission,

Re: Economic development and new housing created by Cascadia High Speed Rail, LLC's Corridor Concept Plan between Eugene and Vancouver, BC and Columbia River Crossing Plan B Proposal

As a commercial real estate broker/developer, I believe we must work as a private/public partnership to create wealth for our region, which Cascadia High Speed Rail can accomplish in many ways. For 19 years I have put my real estate, design, and development skills at work investing in the designs and studies for the Cascadia High Speed Rail Corridor Concept Plan between Eugene and Vancouver, BC.

Thorough review of Cascadia High Speed Rail, LLC's Corridor Concept Plan and economic feasibility studies have impressed both CEO and President, Alain Leray, of SNCF (French TGV High Speed Rail) and CEO, Fahad Aljuwaidi, of First Abu Dhabi Bank. The three of us met in Paris on April 16th to collaborate on details in moving forward with the CHSR Project. Mr. Leray mentioned the need for local government support and the need to hire a consultant to put together a \$2.5 million Passenger Demand Survey for the CHSR corridor between Portland and Vancouver, BC. These two CEO advisors, with expertise in major HSR developments and finance, are willing to collaborate with other experts to insure a more successful and shorter time schedule in developing the first high-speed rail system in the United States, but we need to partner with ODOT and WSDOT. British Columbia's Transportation Minister has stated interest in CHSR moving forward.

When billions of dollars are going to be spent on a new high-speed rail system, much can go wrong if corridor selection, construction methods, and the development team is not advised by HSR experts like SNCF who have built and operated HSR and train systems since 1937. In 2010 SNCF CEO, Leray, tried to convince President Obama's FRA officials and California officials to use the I-5 corridor between LA and SF, but unfortunately WSP got the contract to build HSR "to nowhere," between Merced and Bakersfield, instead. Since then, the project has become a boondoggle with major cost overruns, losing \$4 billion Federal money, and no finish date. The general public and local leaders are concerned about the over-the-top HSR costs in California and the \$7.5 billion cost of the I-5 Bridge Replacement Project. DOT's need to be more open to alternatives to projects and allow opportunities for HSR experts to lead in planning the first true HSR system in America. An experienced HSR team equates to less risk in cost and will be demanded by investors who want to invest in Cascadia HSR.

In Oregon, AORTA, legislators, and the Metro Chair all believe we need to improve the Union Pacific's Railroad corridor, owned and operated by a private company that makes money serving freight customers and not passengers. ODOT's Passenger Rail Study project cost was estimated to be between \$4.5 and \$6 billion, resulting in an average 55mph speed between Portland and Eugene. The result of this four year study by novice committee members was to approve using the freight corridor at the behest of UP officials instead of using the public owned I-5 right-of-way for HSR development.

On March 17 of this year, I emailed a letter to the Oregon Legislature Joint Transportation Committee regarding plans and studies completed by our Trademark company, Cascadia High Speed Rail, LLC. Soon afterwards they were considering SB 715 which proposed forming a Cascadia High Speed Rail Task Force that wanted \$10 million to complete studies by 2029 that would not include a corridor plan, economic feasibility studies, nor an EIS study which CHSR has already completed. This committee was to consist of members without any HSR knowledge, so fortunately this poorly written Bill, which used our Company's name without my knowledge, died in committee.

Both of these attempts to develop CHSR by committee are an example of a flawed process when government officials try to act as private developers, which is not their expertise. Duplicating their studies and ignoring well researched private sector CHSR studies, that incorporate the obvious and convenient I-5 corridor for CHSR development, is not doing what's best for the public. Nor is a public official behind the scenes false accusations about me appropriate and productive. What has always been the priority for CHSR, LLC is to get the system built efficiently, with 50% invested privately and 50% invested publicly, by a well-managed, small knowledgeable board and an experienced team of HSR company professionals working diligently in advancing the CHSR Project.

Developing a 250 mph CHSR corridor, near I-5, can become a catalyst at 31 commuter and long distance station stops for the development of livable communities within walking, biking and local transit distances to housing, stores, clinics, workplaces, and entertainment. In the "cool" world of high-speed rail, developers compete to build near station hubs, which generate great amounts of tax revenue.

Try to imagine what a new CHSR station inside and south of the Veterans Memorial Coliseum could do to invigorate and increase property values in Central Eastside and Downtown Portland. It would encourage building the Rose Quarter to Gorge Trail and North Willamette Greenway Trail with connections to CHSR, MAX, buses, and water taxis at a new and dynamic Portland Rose Quarter Transportation Town Center with multiple types of housing for the general public to choose from.

A two part CRC Plan B solution for the Columbia River Crossing would transport commuters in six minutes between the Rose Quarter and Vancouver, WA as the first phase of the 426 mile CHSR corridor development. (See CRC Plan B Attachment). A new CHSR Multi-Modal Bridge over the Columbia River, west of the existing Burlington Northern SF Bridge, will help relieve I-5 traffic congestion with three new corridors. The CHSR Bridge can be built with a double deck; one deck for a four lane vehicle expressway and the lower deck with four tracks for CHSR and BNSF/UP RR corridors. Because the CHSR Multi-Modal Bridge is shared by four users the capital cost could be shared by ODOT, WSDOT, CHSR, BNSF RR, and UP RR.

On May 8th I presented the second part of CHSR, LLC's progressive CRC Plan B for the Columbia River Crossing, to the Oregon Transportation Commission. (See CRC Plan B attachment). Preliminary engineered plans show ingress and egress traffic lanes connecting I-5 to two tunnels at a 4.16% grade, 163ft below the average surface level of the Columbia River. These twin tunnels, with two lanes each, will be built to withstand a level 9 earthquake and eliminate the need for FAA approval, Coast Guard approval, the need to immediately demolish the existing I-5 Bridge with six traffic lanes, demolishing and rebuilding many of Vancouver's existing I-5 viaducts, no congestion pricing, no eminent domain of business properties, and no delays to I-5 traffic during tunnel construction. The added beauty of CRC Plan B is that it will cost just a third of the currently estimated \$7.5 billion to build a new 11 to 18 story, IBR Bridge. The two mile tunnels once started, with high tech TB machines, can take less than one year to finish versus ODOT/WSDOT's estimated 15 years for IBR construction amid delays.

Engineering and constructing twin tunnels simplifies everything at a much cheaper cost, shorter construction time, and easier Supplemental EIS approval from the Federal Rail Administration (FRA). Even if it takes 2 years to engineer and develop the twin tunnels that amounts to 13 years less than the DOT's estimate to build the IBR Bridge. \$2 billion is what ODOT and WSDOT have on reserve for the CRC Project, so federal funding is not needed to fast track developing the Twin Tunnel Project.

The proposed I-5/RQ Project and proposed IBR Project are now estimated to cost an estimated \$10 billion, which will deplete ODOT funds for other statewide projects, reduce driver's productivity during a 15 year construction schedule, and negate any chance to pay for a fast, safe, efficient, and non-polluting CHSR bullet train system in the Metro region for the next 30 years to 40 years.

The CRC Plan B is estimated to cost \$2.5 billion for four vehicle lanes in twin tunnels and another \$2.5 billion for a new double deck CHSR Multi-Modal Bridge with four traffic lanes above and two CHSR train tracks below that connect Portland RQ and Vancouver, WA stations and in six minutes. Adding eight traffic lanes to the existing six lanes of the I-5 Bridge is real congestion relief with three corridor choices for vehicle drivers and the added option to take the Cascadia Commuter Express train that can transport 32,000 people/hour.

In Oregon, the Governor, Oregon Transportation Commission, or the FRA can order ODOT to study the CRC Plan B since the IBR Program will continue to be a boondoggle. ODOT will state every unverified reason to object to studying CHSR's viable alternative, which is not the former tunnel design they have already rejected.

I applaud Governor Kotek's recent attempts to get ODOT Director, Kris Strickler, to be more fiscally accountable, efficient, and transparent on major projects. The problem has always been his unwillingness to seriously study all alternative transportation systems that can better connect the whole region for decades. Director Strickler's one-bridge-mindset policy was set in motion when ODOT and WSDOT changed the project name from the CRC to the Interstate Bridge Replacement Project, which allowed the DOT's to ignore CHSR, LLC's attempt to partner and collaborate on an innovative, cost, and time saving project that resolves congestion problems on I-5.

The Federal Rail Administration requires DOT's to study viable alternatives by the private sector if it can save money, reduce CO2 emissions, and guarantee to serve the public with a popular alternative transit system.

Please review the CRC Plan B Attachment and our website: cascadiahighspeedrail.com. The extensive amount of unpaid work the CHSR technical engineer, Rudy Niederer, and I have completed thus far is to enlighten others with a possible course change Portland and the region need to make. The CHSR, LLC team does not consider ourselves as competitors, it's about building a CRC that's affordable.

I have sent similar letters and attachments to Governor Kotek, Governor Ferguson, B.C. Transportation Minister, Oregon Legislature Joint Transportation Comm., FRA, and Portland City Council. If you would like to discuss this further or have me make a presentation, please let me know.

Thank you,
Brad Perkins, CHSR President/CEO

Upon review of the quarterly review and expenditure reports submitted to the committee sufficient current funding exists to maintain Oregon roads and bridges. The audit provides ODOT with the roadmap to proper budgeting and accounting. The state legislature had used the projections of ODOT to introduce additional funding for ODOT, but failed to address the audit wasting an entire legislative session. ODOT failed the legislature by providing improper budget shortfalls and failed to update the legislature after the audit with the revised budgetary needs.

Upon reviewing federal funding and federal emergency funding all STIP funds, general funds, STC funds, general funds there exists enough funding for roads and maintenance. The administrative costs of the agency needs a fresh look. When administrative costs of an agency exceeds the costs of its goals there exists a cost saving measure.

ODOT has, with the assistance of media, has begun the fear campaign of doom. It is no secret that on a given day a passer by sees one person working on a project while others on the project are chatting, sitting, or staring at their phone. Perception is everything.

The committee should take a hard look at the reality regarding actions ODOT recently took in reducing its workforce and ask ODOT what fund those employees were being paid out of? Were those employees hired this year in hopes of obtaining additional funds from the legislature? If so, what fund was being used to pay these employees during 2025? Is the projected budget including these now removed employees?

Having worked in the federal government a hiring authority was used to add employees. Perhaps to better track how individual funds are utilized administrative rules should be amended to require the funding authority for all positions.

If ODOT is not successful in reducing its administrative costs to meet its goals and responsibilities perhaps the committee can recommend the outsourcing to ensure that Oregon is keeping with its responsibilities to all to safe accessible infrastructure of roads and bridges.

School districts across the state have outsourced lunch programs, busing of students, maintenance of district buildings and landscape. From janitors, bus drivers, lunch duties has resulted in savings to local districts. ODOT should take this opportunity to reduce its administrative costs. Start with a hiring authority change then look at what positions are outliners. Outliners are a group of positions that should be outsourced.

As a Family Ford Scholar attempting to give insight is part of the fundamental reasons I wrote to you. Having resided in Oregon from the young age of two and closing out on my 58 years of life, I have lived through shortfalls in receipts and reduction in force. Shortfall in funding can happen and projections of future needed funding is just that. Let the projection

of shortfall give pause to change necessary showing the legislature the reasonable budgetary needs of ODOT empty of the fear factor.

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Dear Governor, Legislators, Commissioners, Director Strickler:

This week, hundreds of fellow Oregonians got laid off because leadership in our state is so busy working against each other you can't solve a critical problem for the health of our state. It is not a victory to declare that the giant tax bill got defeated, then turn out the lights and go home. It doesn't help to say Republicans killed it. Everyone involved failed to compromise, work together and commit to working to find a solution.

Unemployment should not be celebrated. Failure to do SOMETHING to maintain billions of dollars of infrastructure isn't a win. Forcing decades of experience, dedication, and loyalty to ODOT out the door to make a point is shameful. You cannot balance a budget on the backs of the people who deliver the mission.

I worked for 33 years for ODOT in District 12, Pendleton. I started on a maintenance crew. I've responded to every kind of emergency you can imagine. When I retired from ODOT, I was the District Manager. I can tell you from personal experience that our crews cannot afford to lose staff. This is not a question of just lowering level of service. Imagine Cabbage Hill on I84, with less people plowing, when the wind is blowing the snow so hard you can't see and you can't stand up on the pavement without boot chains.

It snows feet up at Meacham, not inches. It's a challenge to keep the road open in the winter no matter what. People are headed to chemo in Walla Walla, a funeral for their mom or maybe they're going to have a baby. It MATTERS that people get where they are going. The local school bus drivers call us and check on conditions before toting the kids home up Highway 204 or going over 395 to a ball game. We schedule shifts to get out ahead of the buses. We help stranded motorists in 105 degree temps. We respond to wrecks, hazards in the road, mudslides, fires burning over the highway.

If you choose to allow crews to be cut like this, you are making it unsafe for the people doing the work. It may be impossible to open a road for days or even weeks if there is too much drifting. If you live in Spray, you drive through Mitchell to Bend to go to the doctor or buy supplies. Spray now has one employee to maintain hundreds of lane miles and Mitchell station just closed. This is Eastern Oregon. We get winter here. Rural communities will be hit hard.

Let's get down to brass tax. Closures cost millions. Road closures mean goods and services are not moving. In crashes, we are out in front of the first responders, moving traffic over and protecting them as well as the traveling public. We train on how to get the road opened more quickly and get traffic moving.

ODOT has wandered around trying to please all the political entities for far too long, only to be left out to dry now. WHY are we adding on to the house when we can't keep the roof on

the one we have? WHY are we planting flowers when the paint is falling off the house? You wouldn't do that at home. If ODOT is this far behind financially, take it back. Back to one deputy. Take it back. Back to no climate office, social equity office, move out transit, trains, not spending more on Bike/Ped than on maintenance of existing infrastructure. Take it back. Back to the State Highway Department. When cleaning up homeless camps and graffiti wasn't more important than plowing the road and cleaning ditches. Every single pet project, beautification, mitigation and non-mission critical upgrade is killing the real work, and sadly most of the people voting no have been part of pulling ODOT farther from the mission of moving people down the road in years past. We just can't afford it.

So today, each of you involved in spreading the agency so thin we are laying off the people who actually do the work, should stop and ask yourselves how you can keep good employees working, keep our highways safe and open, keep Oregon moving.

I urge the OTC to pause the Rose Quarter freeway expansion project. With the unobligated funds from the Neighborhood Access and Equity Grant Program being rescinded and no further funding provided in this year's legislative session, this project is now a zombie. It is completely irresponsible to begin construction on Phase 1 without a way to pay for this project. Starting construction now is a way to get "shovels in the ground" and demand more money for this project, which has already exceeded its budget with nothing to show for it.

Instead of rushing ahead, hoping that more money will magically appear, the OTC must direct ODOT to pause and reevaluate this project. This reevaluation should focus the project on the aspects that will actually benefit the community: maintenance, safety, and freeway caps—not adding auxiliary lanes. Additional lanes will induce more traffic and harmful air pollution that Portlanders will breathe every day. Additional lanes will also increase the footprint of the freeway that has already cut a gaping wound through Portland.

Anders Hart

I am here to ask ODOT to show fiscal responsibility by pausing Phase 1 of the I-5 Rose Quarter Freeway Expansion. With looming layoffs for ODOT maintenance staff, the state must choose: preserve essential safety and maintenance programs, or fund a costly and harmful expansion. As wildfire season and winter storms approach, our priority must be maintaining existing roads—not building more freeway lanes.

I oppose this project because it threatens public health, safety, and the climate. It would add over 21,000 tons of greenhouse gas emissions annually, worsen air pollution, and displace funds that should go to affordable housing and restoring the Albina community. Traffic deaths are rising, and many ODOT-owned roads urgently need basic safety improvements. The OTC must stop rubber-stamping freeway expansions and demand accountability from ODOT.

I also urge you to require a full Environmental Impact Statement that includes non-freeway alternatives while still restoring the neighborhood with freeway caps for more housing. Also, now more than ever, we need to invest in public transit and active transportation—not more pavement and pollution.

Oregon's transportation funding strategy is broken, as evidenced by recent job losses across key ODOT roles. In light of this situation and the loss of funding for the caps of the I-5 project, it is time to pause. The legislature needs to reassess the funding model for Oregon transportation funding model and we cannot afford to be bogged down with a reckless break-ground-to-force-funding decision for a project that is beyond broke after nearly 10 years of missteps that have led to the departure of project leadership.

Blake Goud

The Rose Quarter expansion was a waste of money in the best of times, but with the current budget crisis, it would be extremely irresponsible to spend billions of dollars expanding a freeway when we can't even afford to maintain the service we currently have. Please pause Phase 1 of the Rose Quarter Freeway Expansion, and instead conduct an Environmental Impact Statement to study alternatives to freeway expansion like congestion pricing.

Jeffrey Yasskin

The Rose quarter freeway expansion costs too much. It's fiscally irresponsible to be spending that much money on a project that we know – by studies of induced demand – will not have any real or positive change. Stop stealing our money for these pollution projects. Study a real solution that will actually resolve traffic like public transit.

Kurt Schneider

ODOT has a lot of work to do to maintain our existing roads. We cannot afford to continue the dreams of massive highway expansions from previous generations. Please consider pausing all work on the rose quarter project and redirecting energy in another direction. There are lots of obvious priorities that don't cost this much per mile

The highway system is built out and we need to learn to live within the number of lane miles that we have now. Tremendous maintenance bills will continue to come due for the next several generations. We don't have the money now and we won't magically have more later.

Bringing more cars into our neighborhood will not bring more economic development, it will simply continue the pattern of urban destruction that has been going on for over 60 years. We know better. Let's redirect our money with this knowledge. If we even have any money to redirect.

Allan Rudwick

Chair Brown and Commissioners,

I urge you to make the fiscally responsible choice to pause and re-evaluate the Rose Quarter Project. Our state is in an unprecedented fiscal crisis. With the federal government's withdrawal from supporting this project, along with the failure of the Oregon Legislature to pass a comprehensive transportation package, we cannot afford to spend billions of dollars on freeway expansion projects that show little evidence of public benefit.

Instead, we should be investing to address the problem of deferred maintenance on thousands of roads and bridges throughout the state. We should be investing in ODOT's staffing budget in order to prevent hundreds of layoffs, which would result in an unconscionable loss of vital expertise. We should be investing in street safety, low-emission transit, and ensuring that emergency services can reach all communities in Oregon as we enter another season of unpredictable wildfires. This is not the time to embark on a contentious, costly project that lacks clear leadership or a realistic way to pay for it.

Sincerely,

Dove B

As a lifelong Oregonian, I frequently visit Portland to connect with the culture, including food, arts, and sports. I do not believe that this money should be spent on expanding highways, a tactic that has been proven to create more traffic and worsen pollution-related climate change. Instead, investment in robust and functional transit should be made. As an avid sports fan, I look forward to being able to watch the new WNBA team in Portland and being able to get to and from the game to areas with food and lodging, all without worrying about traffic. I urge this commission to use this funding to ensure that Portland is a safe place to drive in and is a place where people can get around without a car.

Grace Kurlychek

Please, please please. No expansion of the freeway.

Kelly O'Hanley

ODOT has already expressed that they don't have enough money to maintain current roadways yet they want to spend millions of the Rose Quarter expansion. This project should be paused in favor of using their limited budget on much needed maintenance I demand that the OTC Pause Phase 1 of the Rose Quarter Freeway Expansion

Kristin Gross

It will not solve the traffic problem. Look at other cities which have implemented it – jut more congestion

Joana K

Hello, as a Portlander of 17 years and an avid cyclist, I know that we have a great need for road maintenance. The potholes throughout the city are dangerous and frustrating in how long many of them have been left to get worse. I have seen too many accidents and deaths over the years that make it clear that we need to improve street safety. And I would very much like to utilize the bus and Max system, but it is still far too limited to be able to accommodate my needs. I also know that freeway expansions have never decreased traffic, anytime they have been implemented in other cities to address this same issue. Instead, they put us through traffic delays, noise and fume pollution all as construction is going on. Once the freeway has been expanded, there is not decreased traffic, just more cars and more pollution. None of this addresses the climate impacts of more cars and the fact that we are racing towards an unlivable future if we continue to use fossil fuels. Please invest in Portlands future and do not expand the Rose Quarter freeway.

Thank you,
Sarah Baker

It was 117 degrees in Portland in June 2021, this was a temperature climate scientists didn't think was possible until THE END OF THE CENTURY.

ODOT's budget is a disaster because they have too many lane miles to maintain. Why would you spend money to build more lanes that they are incapable of maintaining?

Stop using money to expand I-5 at the RQ, implement tolling, and plan a transportation system that cares about the lungs of children.

Reed Buterbaugh

Freeway expansion harms clean air and doesn't improve traffic

Beth Levin

Oregon Transportation Commission should direct ODOT to exert fiscal responsibility and Pause Phase 1 of the Rose Quarter Freeway Expansion.

I'm worried about the hundreds of layoffs of ODOT workers that will happen without new funding to continue ODOT's basic maintenance and safety programs.

I don't wish to see Portland move forward with a freeway expansion projected to create an additional 21,000 tons of Greenhouse gas emissions every year. In the 21st century it's shameful to consider highway expansion. I would rather see the city of Portland demand that ODOT instead direct those funds to support affordable housing in the Albina community instead of additional freeway lanes. Also, there are numerous other ODOT-owned highways that instead need safety improvements that would stop needless traffic violence on our streets. Finally, the OTC should direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

Matthew Meskill

Pause phase I!!! Widening never works and never has worked. Why do we think a massive highway expansion in the mid city will do anything but ruin a prime neighborhood? Widening only encourages speeding and encourages more car trips. Look what happened to Seattle's waterfront when they actually removed highway infrastructure!

Richard Patterson

It's totally irresponsible of ODOT and our political leaders, both environmentally, socially and fiscally, to say the least, to be steadfast and determined to begin work on expanding the I-5 freeway through my neighborhood, when there is not enough money for it, and when it is diverting funds from maintenance and repair projects all over Portland and the rest of the state.

We need some level-headed, mature and responsible leadership on this matter. Work on getting people out of their cars and trucks and stop this childish foolishness for once and for all!

M Jones

Pressing forward on breaking ground with a hugely expensive highway megaproject without any guarantee or even reasonable expectation of continued funding through to the end of the project is woefully irresponsible behavior. At a time when ODOT is looking at laying off hundreds of staff due to budget shortfalls, it's unconscionable that they are also looking at spending billions on an urban freeway that looks to add several lane miles and complicated elevated structures that will require maintenance, inspection, and repair for decades to come. The OTC must pause Phase 1 and look at ways to solve the safety problems in the Rose Quarter in ways that don't involve expanding highways through flawed transportation modeling and urban planning processes. Directly and indirectly removing vehicles from the highway through various strategies, such as tolling or mass transit investment, is a much more cost effective way to meet the project's stated goals.

If capital funds must be spent, those funds can go towards reducing points of conflict by removing exits and entrances to the limited access highway; a prime candidate for this road diet would be the Broadway/Weidler/Ramsay interchange near the Moda Center, which would have the added benefit of addressing the concurrent pedestrian safety concerns in the area. As someone who works in the nearby Lloyd District and who both cycles and drives through the Rose Quarter fairly often, including with my spouse and children, that road diet would benefit me much more than the proposed expansion.

Michael D Boyles

I bought a home in Richmond neighborhood right after the Mr. Hood Freeway corridor was stopped. It would've run between SE Division and Powell, all the way through the heart of Southeast Portland. If you want to come and talk and walk with me about the difference that is made to not have the freeway through here, to not expanding the roads through here and turning this into a beautiful walkable neighborhood- please feel free to contact me. NO more freeways

Adrienne Stacey

Please pause Phase 1 of the Rose Quarter Freeway expansion. Expanding the highway would be a colossal waste of taxpayer money that could be better spent on maintaining existing infrastructure, affordable housing, and multimodal transportation.

Miriam Schoenfield

Further widening of the freeway at The Rose Quarter will only inflict more harm on an already decimated community. The solid research on induced demand indicates that widening will only increase car traffic over time. Instead, repairing the neighborhoods around the Rose Quarter requires better transit, safer, narrowed roadways, bike paths, wider sidewalks- a walkable, connected streetscape. While a freeway cover- IF DONE RIGHT- could go a long ways towards neighborhood renewal, that cover does not justify any freeway expansion.

In addition, given the ballooning costs of this project, coupled with an uncertain Federal funding landscape, any "progress" on the Rose Quarter plan risks saddling the people of Oregon with a huge bill.

Please Pause Phase I of the Proposed Rose Quarter Freeway Expansion.

Eileen Brokaw

Pause Phase 1 of the Proposed Rose Quarter Freeway Expansion!

With ODOT poised to consider layoffs of hundreds of state employees and an enormous backlog of deferred basic highway maintenance and street safety projects unfunded, the Oregon Transportation Commission **must** prioritize using our limited existing funding to preserve our existing transportation system and avoid layoffs of invaluable state employees instead of moving forward with a costly multibillion, climate-destructive polluting freeway expansion in the backyard of Harriet Tubman Middle School.

Matthew Lachmann

Dear Commission Members,

As a Portlander, I urge you to direct ODOT to exert fiscal responsibility and Pause Phase 1 of the Rose Quarter Freeway Expansion. As Oregon frantically tries to avoid layoffs and meet our state's most basic transportation needs, now is not the time to start a new expansion. More importantly, freeway expansion flies in the face of our region's climate goals: increasing carbon emissions is not doing our part to protect the health and wellbeing of current and future generations of Oregonians. A full Environmental Impact Statement should be conducted to fully understand the consequences of this proposed project.

Thank you,
Rory Cowal

Dear Oregon Transportation Commission,

My name is Daniel, and I live in the Boise neighborhood of Portland, directly impacted by the constant diesel fumes and traffic pollution from I-5. I'm writing to urge you to Pause Phase 1 of the Rose Quarter Freeway Expansion and instead prioritize investments in safety, transit, and climate resilience.

As a resident who lives in the shadow of the freeway, I experience firsthand the harms of high-volume vehicle traffic: polluted air, noise, and unsafe streets. Expanding I-5 through this corridor would deepen those harms—bringing more cars, more emissions, and more environmental injustice to a neighborhood that has already carried too much of that burden.

At the same time, I support the idea of freeway caps if they are built as part of a reparative process, to restore land taken from the Albina community and to reconnect neighborhoods fractured by past highway projects. But that goal does not require wider freeways. It requires bold leadership and a shift in priorities.

ODOT should be focused on preserving the system we already have, maintaining jobs, and addressing the massive backlog of basic safety improvements—not pouring billions into a project that will lock us into more pollution and climate harm for decades to come.

Please pause this expansion and direct ODOT to complete a full Environmental Impact Statement that evaluates alternatives to adding lanes, while still supporting restorative caps and neighborhood repair.

Sincerely,

Daniel Tomicek

I would like to see OTC pause the Freeway expansion at the Rose Quarter. We need to be encouraging alternative and sustainable transportation. They need to cap the current freeway to make whole the Albina community and possibly fix the merge lane that creates the bottle neck. We don't need 4-5 lanes in each direction there. In addition tolling during high traffic times has been shown to be successful in many cities.

thank you,
Barbara Gicking

I demand that the OTC Pause Phase 1 of the Rose Quarter Freeway Expansion. This boondoggle is going in the wrong direction in every aspect: mis-allocation of funds, contributing to climate change, creating more traffic, demolishing neighborhoods. It's 2025. Lets invest in best-of public transportation that people will use.

Katherine Anne Stansbury

Writing to request that you pause phase 1 of the Rose Quarter Freeway Expansion. The project is unfunded, politically fraught, and a short term “solution” to a poorly-framed problem. Meanwhile our surface streets are pitted and dangerous, and our transit system struggles to meet a standard that would get more people to use it. This is not the time to start something that can’t be finished. Back to basics: let’s make our region’s transportation system functional and safe.

Adrienne Leverette

To Whom It May Concern,

Given the new political situation that has emerged in Washington, DC, now is the time to recalibrate our priorities.

I respectfully urge the Oregon Transportation Commission to prioritize using our limited existing funding to bolster and improve the extant transportation system rather than moving forward with an expensive project (in the multibillion-dollar region) that promises deleterious effects on the climate and questionable pollutive effects near Harriet Tubman Middle School and the surrounding community. Rather than ram forward with a costly, environmentally harmful project, I would hope you'd consider instead to avoid layoffs of hard-working state employees who can continue to work on ongoing transportation projects that benefit the wider community.

Thank you for your consideration and for all your hard work,

Jules Boykoff

Professor and Department Chair

Pacific University, Department of Political Science

I want to see ODOT pause this freeway expansion project. Without a clear financial picture of how this will all be paid for, and a vague plan for what can now be completed, this project shows strong signs of becoming a decade-long boondoggle that will worsen traffic for years for little benefit.

This project had already begun to spiral out of control. Now that the person in charge has resigned and many of the funds are now in doubt, this is a perfect time to take a step back and determine what the larger purpose of this project is. Is this really the best way to improve Oregon's transportation system? Think of the many ways that billions of dollars can go towards improving climate-forward transportation methods that we need in the future, not just the methods of old.

Now is the time to work towards that future and not keep making the mistakes of the past.

Jonah Ollman

We should be focusing funds on maintenance, multi-modal transportation, and projects that make our state more livable.

Joseph Allen Jenkins

I want to see the Oregon Transportation Commission direct ODOT to exert fiscal responsibility and Pause Phase 1 of the Rose Quarter Freeway Expansion. I think it would be fiscally irresponsible to continue forward with this project with so much of the funding no longer guaranteed. The expansion plan is already so expensive, even without the likely overruns that always occur with these types of projects. With transportation funding so uncertain, I think it is more important to focus on preserving our current infrastructure, and protecting the many ODOT employees whose employment is at risk. There are so many smaller, better projects that can be funded in full that provide more direct benefits to residents of Oregon – improving traffic safety, pedestrian and cyclist safety, etc. Given the steady rise in traffic related fatalities over the last few years, I think this is where OTC should be directing ODOT to focus their attention. This project is deeply unpopular with the public, and is not wanted. To start the project when the funding is not secure is so irresponsible, and puts the residents of Oregon at risk of having to sacrifice in the future to clean up a mess we did not ask for. More importantly, given the state's pledge to combat climate change, I don't think we should be funneling billions of dollars towards freeway expansion, further damaging the local environment and air quality while prioritizing increased car travel and fossil fuel emissions.

Eva Weyers

Phase 1 of the Rose Quarter Freeway Expansion should be paused for several reasons.

First and foremost is that due to the financial hardships currently being faced, the existing revenue would be far better used to support our existing infrastructure rather than new widening interstate projects. We need to focus on improving and maintaining what we have; especially considering that the freeway expansion project currently lacks funding for its completion.

In addition to these financial issues there are any number of reasons to pause the expansion project pending further studies for alternatives. It has been shown in study after study that widening roadways does not improve traffic congestion in the long term. The expansion is a very short-sighted and expensive project which will result in subpar results. Additionally, the freeway disproportionately benefits people traveling through Portland rather than the people that actually live within Portland. We should be focusing our resources on improving the infrastructure for our own citizens rather than people simply passing through on to somewhere else. Such improvements could attract new residents and businesses to the city as well. New residents and businesses are attracted to safe, walk-able, people-oriented urban design. Wider freeways do not attract either of those.

If we want Portland to be a desirable destination for residents and business we need to focus on our current infrastructure rather than needless, wasteful, and underfunded projects that do not benefit our city residents.

Thank you for your time.

August

I am deeply concerned since reading in the news how the Transportation Budget is extremely tight and hundreds of ODOT workers are being laid off! It is clear that priorities have to be decided on, and I am not alone in seeing that the dedicated workers and their families need to be supported during these most challenging times! Jobs are fundamental! These jobs provide workers and their families with financial stability, and this contributes to the overall economy and the well-being of society. These hard working people daily support all of us, and now they need to be, and to feel, supported!

Road fatalities and severe injuries are occurring in large numbers. Roads absolutely need to be cleared of obstacles, dangerous potholes are all over the place and they need to be repaired, basic safety improvements continue to need addressing! There are so many other incredibly important things that these workers do for the good and safety of the public, day after day, in all kinds of extreme weather conditions. Their jobs and their lives need to be put way ahead of a really expensive, and highly controversial freeway widening project that sadly goes right through the Albina community!

PLEASE put ODOT's basic ongoing maintenance work and the safety programs, first! Place other projects on hold, especially the Rose Quarter expansion project! Please do not allow ODOT's workers to be held to ransom! They are not pawns in a political game. Sadly, it appears to me, and to others I have spoken with, that they are being treated in that way in order for ODOT to achieve some kind of a political goal. PLEASE put the whole Rose Quarter freeway widening project on hold! Thank you.

Janet Roxburgh

It's a terrible waste of money, is dangerous to the health and safety of the community and is a step backwards. Pause the project!!

Maia Hixon

I want the Oregon Transportation Commission to direct ODOT to pause phase one of the Rose Quarter freeway widening project.

Widening the freeway at the Rose Quarter has been controversial since its inception. Now, without funding from Oregon and with the feds withdrawing \$200,000,000 it is completely infeasible.

Instead, we need the valuable state workers slated for layoff and we need the funds for other backlogged projects.

Freeway expansion has never proven to be a good solution – the freeways just fill rapidly with even more cars without reducing congestion. It also greatly increases greenhouse gases. In fact the OTC needs to direct ODOT to conduct an Environmental Impact Statement before it does anything else.

I urge you to reconsider this project at this time and put it on pause. Thank you.

Donna Noonan

ODOT claims not to have the money for basic road maintenance, but has the money for this ridiculous boondoggle? Stop this nonsense!

Casey Sundermann

I implore Oregon Transportation Commission to Pause Phase 1 of the Proposed Rose Quarter Freeway Expansion and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements.

Highway expansion is antithetical to Portland and Oregon's long term growth and development. Moreover undertaking an unfunded 2 billion dollar project at such a time as we are unable to provide basic transit and transportation quality services would be the height of fiscal irresponsibility.

It would be akin to a person with credit card debt making an irresponsible, destructive purchase. It's just not responsible or respecting the agency of voters, who are fighting for more transit dollars, not highways.

For my family, a highway expansion through Rose Quarter means more pollution (including from EV's, which have enormous carbon/resource lifecycle costs), less liveability, and ultimately less revenue for the city. It's a chip away from the things that make our city and state beautiful. We are not and do not want to be Phoenix AZ with its sprawling infrastructure.

Thank you for your consideration.

Albert Miller

I want to extend sincere sympathy to the many public service workers and their families who are facing job loss due to the Oregon legislature's failure to pass a major transportation bill. As a resident of the Boise neighborhood, I also care about the households in our part of Portland who will be disrupted and denied environmental justice long into the future by what has become a bleeding boondoggle of an affair, politically, socially, economically. With these things in mind, I am writing to ask the Oregon Transportation Commission to take one small step toward an eventual giant leap toward sending the Proposed Rose Quarter Freeway Expansion to the dust bins of history whence it was born by directing a PAUSE PHASE 1 to this project. Please move forward on the many needs that present and future Oregonians across the state surely need: maintenance of existing road systems; enhancing street safety for pedestrians and bicyclists; sustaining, improving and encouraging public transit systems, not least of all in rural and smaller city locales. Get with the future and start spending public dollars accordingly, in other words, wisely. Hire back ODOT workers as part of doing the right thing.

Lloyd Vivola

I am writing to ask the OTC to pause the RQ Freeway Expansion and focus instead on street safety and transit. Economically vibrant urban areas are at odds with being dominated by traffic noise and pollution, which stifle the bustling, walkable neighborhoods that are the drivers of local economies. Rather than doubling-down on an expensive 1950s vision of mobility, let's take stock of the fact that the parts of Portland that have the most foot traffic to this day are our old streetcar-oriented corridors, and replicate those successes with transit and safety funding.

Zach Leshner

I live in inner Southeast Portland. We do not need freeway expansion in the heart of our city, especially in an area that has suffered

Claud Gilbert

OTC should definitely direct ODOT to pause the Rose Quarter Freeway Expansion.

Expanding freeways doesn't work, and those resources are desperately needed elsewhere in our state. ODOT layoffs are going to make rural roads impassable, while Portland adds freeway lanes that will make our city less healthy? It's grotesque.

Todd Johnson

I am writing to urge you to Pause Phase 1 of the Rose Quarter Freeway Expansion and instead prioritize fiscal responsibility, climate justice, and community wellbeing. Expanding I-5 through Portland is a step backward at a time when our city, state, and planet need bold, transformative action.

ODOT is facing a budget crisis—why would we spend hundreds of millions on freeway expansion while ODOT workers face layoffs and basic safety maintenance is underfunded? I call on the OTC and State Legislature to redirect existing resources toward maintaining the infrastructure we already have, especially as we prepare for intensifying wildfire seasons and winter storms.

I personally oppose this project because freeway expansion increases greenhouse gas emissions, worsens air pollution in frontline communities, and reinforces car dependency instead of offering solutions. I live, work, and play in Portland and want to see our city make progress toward a healthier, safer, more just transportation system—not 21,000 more tons of GHG emissions each year.

We need investments in light rail, bus service, safe biking, and walkable communities, not more traffic and displacement. I am also deeply concerned about the impact on the historic Albina neighborhood, and I would much rather see public dollars go toward affordable housing and community restoration, not freeway lanes that perpetuate environmental racism.

Additionally, ODOT must be required to complete a full Environmental Impact Statement (EIS) for this project, one that includes alternatives to freeway expansion while still supporting caps and neighborhood restoration. Without this, Portland risks making yet another infrastructure decision that will harm future generations.

Please do not hand ODOT another blank check. The freeway expansion is an unacceptable misuse of funds and a massive policy failure. We need solutions that prioritize safety, climate action, and racial justice.

Thank you.

Jessica Vaughan

I've been following the news and all I keep hearing is, the government doesn't have enough funding this year, even for necessities. There's a huge backlog of road maintenance. ODOT is facing hundreds of layoffs. So why on earth are we even thinking about breaking ground on a new, expensive freeway project?

The Rose Quarter Freeway Project is an exercise in denial. Studies repeatedly show that widening a highway leads to induced demand for driving. We know that climate change is linked to vehicle emissions, and that Oregon is facing record-breaking heat, wildfires and winter storms every year, which damage the roads even more. Laying off hundreds of ODOT workers will make us fall farther behind in repairs. Mass layoffs will also put pressure on Oregon's already-stretched safety net. I try not to feel hopeless, but the future looks bleak if ODOT prioritizes driving above all else.

I want to see forward-thinking, fiscally responsible, big-picture decisions from ODOT. This means investing in transit and safety infrastructure. Think of the healthcare savings when:

- people can walk or bike through their neighborhoods every day instead of being sedentary
- fewer people get permanent life-altering injuries from crashes
- people with vision/coordination issues can give up their cars without giving up their independence
- fewer children develop asthma from emissions

Surely that's a better value than lightening traffic along one small segment of one freeway for a few years. Investing in transit and safety is also more likely to reduce congestion and cut down on crashes than an "auxiliary lane." We have an opportunity to invest in a safer, healthier, more prosperous future. Please pause the Rose Quarter Freeway Expansion and put Oregonians' tax dollars where they'll really help.

Becky Hawkins

I'm writing to ask that the Oregon Transportation Commission direct ODOT to exert fiscal responsibility and pause Phase 1 of the Rose Quarter Freeway Expansion. This is the only sensible solution, given the economic and environmental realities we face.

The reasons to pause the freeway expansion are numerous, and include:

- The project already has a MASSIVE budget shortfall, and those costs will only continue to balloon given economic projections on inflation and the cost of upcoming tariffs.

Any commitment to follow through on this project, and the likelihood that the state will need to commit ever increasing money from the state's general funds, means that you are taking money AWAY from Oregonians' most critical needs, like housing affordability and schools.

- Hundreds ODOT workers are already being laid off.

ODOT's limited budget should prioritize basic maintenance of our EXISTING infrastructure, which will only become even MORE expensive the more we delay those essential repairs.

- The existing ODOT-owned highways are responsible for a disproportionate number of traffic deaths. They occur disproportionately in communities of color that Portland has historically underinvested in. ODOT should focus on safety improvements for the highways that already exist, especially in historically neglected neighborhoods.

- During a time of human-caused climate change, Portland should not be building a freeway expansion that's projected to create an additional 21,000 tons of Greenhouse gas emissions every year.

- As climate change is causing more severe weather extremes, including severe wildfires and winter storms, the OTC and State Legislature should focus on making sure we're retaining the road staff that will be needed to clear and maintain those roads during increasingly severe weather emergencies.

- Capping the freeways through the Albina neighborhood has long been a carrot used to justify this freeway expansion. Those caps should still be built, but they don't require freeway expansions to do it.

I ask that OTC direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

-Additionally, if Oregon is serious about beginning to remediate the historical injustices done to its predominantly black neighborhoods, instead of freeway expansions, the state's money would be better directed toward affordable housing in the Albina community, and toward correcting the health disparities that are a direct result of living near highly polluting freeways.

In summary, the only sensible and forward-thinking step is for the OTC to pause Phase 1 of the Rose Quarter Freeway Expansion.

Dr. Christopher Hale

(Everything expressed here is my own opinion and not necessarily the opinion of my employer)

I am a truck driver working for one of the largest grocery store companies in the area. I experience Portland freeways all day long and probably more than any other person who isn't a truck driver that might comment here.

Portland needs better freeways and more lanes desperately. If you are worried about pollution than consider this...

My truck sitting there idling on the freeway due to gridlock is causing more pollution than if I had been able to keep driving on past.

I know the argument... "If we're build more lanes that will just lead to more cars and more pollution!" And that might be true to some extent. But if traffic is able to flow more freely and keep moving without bottlenecking I think that, for the most part, there will be less pollution than you think.

People with cars who need to go somewhere are going to get on the road regardless of whether it is one lane or 10(and from my experience they are going to act like idiots when they do go)

Hopefully when more electric trucks(semi's, not those ugly cyber bricks) and electric cars are available and on the road that can help reduce the pollution.

But in the meantime expanding the freeway is our only good option right now to try to alleviate the current conditions on the freeway.

Please support the freeway expansion project.

Mike W

I live within a mile of the proposed Rose Quarter expansion. I travel in the Rose Quarter area by car, bus, MAX and bicycle and have just recently been in the congested auto traffic in that stretch of I-5. The bottleneck there is certainly a problem, but the experience of induced demand elsewhere is evidence that adding new freeway lanes will lead to more use and simply recreate the problem in a few years. Limited transportation funds can be far better used in maintaining existing infrastructure, supporting public transportation and improving safety for people traveling by foot or bicycle. For these and other reasons I believe the expansion plan was misguided from the start and is even more so now that federal support for the proposed freeway caps has been withdrawn and state resources for transportation funding are as limited as they are, even if the legislature approves a scaled down transportation funding package in their August emergency session. Please pause Phase I of the proposed Rose Quarter Expansion Project and direct transportation funding to more appropriate uses such as those mentioned above.

Kirke Wolfe

Dear Members of the Oregon Transportation Committee.

I'm writing to encourage you vote to pause the I-5 Rose Quarter expansion. Expanding the I-5 freeway is the wrong move for Oregon. It's bad for the climate, it's bad for safety, and it's a bad use of billions of dollars that we don't have to spend. I say this as someone who drives through this portion of I-5 at least every week. I think we have better tools to address congestion issues, like tolling, but even if we didn't, I would rather be stuck in traffic for a few more minutes than have us spend over \$2 billion on this disastrous project. Let's redirect the money we have to building the caps that will help revitalize the neighborhood in accordance with the Albina Vision Plan. There is no need to widen the free way and make the project much more expensive to achieve that goal.

Leeor Schweitzer

Dear Members of the Oregon Transportation Commission:

I urge you to direct ODOT to pause Phase 1 of the Rose Quarter Freeway Expansion.

With our limited state funds, we need to be responsible with every dollar. It does not make sense to move forward with expansion of the system when we don't have the funds to maintain what we already have. With hundreds of ODOT workers at risk for layoffs, it is deeply misguided to use those funds for the Rose Quarter expansion, rather than to keep our workers employed and doing critical maintenance work.

The Commission should direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

Thank you for your attention to this issue.

Victoria Via

Widening freeways will not benefit Portland and will waste money we are desperately short on. Trimet is going to be cutting service which will put more stress on road maintenance as more people are pushed to drive. It's unacceptable that the needs of drivers passing through are being put above the needs of the people who live and work here in Portland. Not to mention the damage to local communities a larger freeway will bring. Help Portland don't hurt it

Kyle Chesney

The rose quarter freeway expansion must be paused. This has always been a bad project: it will increase traffic and pollution in Portland's inner eastside, and increase the state's debt burden. I often bike and walk near the rose quarter, and the existing traffic volume already feels unsafe — I worry that more traffic would make it even more unpleasant to travel through and possibly even imperil the success of the Albina revitalization project.

The rose quarter expansion was not necessary in good times, and now it seems particularly insane to continue with it given that all of the project funding has evaporated. The situation is likely to get even worse in the future, with some Oregon senators now looking to eliminate freeway tolling entirely. Portland and Oregon can't afford this project.

Fischer Jemison

We don't have the money to be wasting, yes wasting on highway expansion. Every lane added only induces more cars on the road and results in the same amount of congestion. At best we will be moving one chokepoint in the system further along. Every extra lane we add is more highway that needs to be maintained. We're expanding our liabilities.

We should be shrinking highways. We should be spending our limited resources improving the alternatives to driving that are safer, more space efficient, less expensive for our society. Public transit should be the fastest most reliable method of getting around the city.

I support the caps over I-5 in the Rose Quarter. It does some of the work required to heal the damage originally done by the construction of I-5.

Nathan DeSpain

In light of the serious financial pressures facing ODOT and transportation funding in Oregon generally, this is not the time to pursue costly mega-projects. It is essential that Oregon focus its limited transportation budget on maintenance and safety, and put aside and projects that build new or expanded freeway infrastructure.

The planned freeway expansion at Rose Quarter is a controversial and expensive project of questionable utility. Critics have raised plausible concerns that the planned project will be significantly overbuilt. At this time, the Oregon Transportation Commission should pause the Rose Quarter freeway project, and carefully re-evaluate both the current plan and whether there is any genuine transportation need to widen the freeway at all, or whether congestion relief goals could be better met through other means. The Commission should conduct a detailed study of alternatives to freeway expansion, including but not limited to congestion pricing (which has recently proved resoundingly successful in New York City).

Financial prudence requires a pause and re-evaluation of the Rose Quarter freeway expansion.

Douglas Kelso

Dear ODOT:

As an Oregon resident, I expect OTC to be fiscally and morally responsible and pause Phase 1 of the Rose Quarter Freeway Expansion.

- * The money is not there.

- * We have so much deferred road maintenance, street safety, and transit improvements that need attention.

- * Perhaps most importantly, the cloud of diesel pollution that floats above my neighborhood is making us sick. This is not theoretical. According to Oregon DMV and ODOT data, ODOT runs the largest unfiltered diesel truck fleet in the Portland Metro area. These trucks drive daily through our neighborhoods, exposing residents to dangerous diesel exhaust. Pollution from the ODOT fleet is a direct cause of asthma, cancer, dementia, and heart disease. Additionally, the EPA ranks Multnomah County among the worst 1% of counties nationwide for diesel particulate exposure.

We must place breathable air ahead of freeway expansions.

I call on ODT to direct ODOT to conduct an EIS that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

Ben Seigel

I strongly support pausing the Rose Quarter Freeway Expansion.

Continuing Phase 1 would be a breach of basic fiscal stewardship, not to mention climate and transportation stewardship. Megaproject cost overruns are among the highest in the world, and much of this stems from engaging in the Sunk Cost Fallacy which tries to mask a bad project as worth doing, just because we've already spent the money. Where I grew up, we called this "throwing good money after bad." It is a shame we have spent so much already; it is a shame that if we decide to do the project as-designed, costs will be higher if we delay; but it is unconscionable that we would commit money we don't have, for a project we aren't sure is the right one.

HB2017 was passed in a different time, when DOTs could still plead ignorance on the traffic, land use, and climate impacts of freeway expansion. There is currently no excuse, as the negative impacts (and even lack of congestion relief) are now universally known. We would not choose to expand the I5RQ now. The opportunity to pause and reconsider this project is a blessing, and we should take the opportunity to have learned this lesson after spending just \$150 million to save \$1.85 billion or more.

Rob Galanakis

I am writing to express my strong opposition to widening I-5 through the center of Portland at the rose quarter. I want to see the Oregon Transportation Commission direct ODOT to exert fiscal responsibility and Pause Phase 1 of the Rose Quarter Freeway Expansion.

Special business interests from out of town may want to bulldoze Portland neighborhoods to drive their huge, destructive, and polluting trucks through the middle of the city but we don't want that! Not to mention, starting an expansion project when ODOT can't even pay its current staff, and maintain or plow the roads it has is irresponsible and a complete waste of billions of taxpayer dollars that ODOT clearly does not have.

Please cover the freeway to protect and reconnect our communities but DO NOT WIDEN IT. I want to be able to walk and bike from my home in NE Portland to North Portland and the west side safely through parks and neighborhoods—not over a dangerous and polluted freeway overpass with speeding drivers. I want the OTC to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

Natalie Legras

Hi!

We need to reserve our precious financial resources to maintain what we have and invest in alternative means of mass transit systems.

Thanks!

Dusty Reske

I demand that the OTC Pause Phase 1 of the Rose Quarter Freeway Expansion. This project is an absolute waste of money.

Jeremiah Via

I am writing today to ride you to pause Phase 1 of the rose quarter expansion project. We can not begin a project we have no money for when people are losing their jobs due to your inability to do your own. It is your job to pass a transportation package that funds the transit we need, and that did not happen. Layoffs, lack of maintenance, and the cutting of transit lines is UNACCEPTABLE when you are trying to expand a freeway and I am disgusted. Time to pause this and right your wrongs, pause this project and give the people of Portland a chance, pause this project and put the environmental impact of it above the wants of the wealthy. Continuing phase 1 of the rose quarter project is irresponsible, and frankly, I will not be voting for anyone that isn't acting in my best interests. Pause this project and fix what we have before creating new problems.

Connor Lennon

I want the OTC to pause phase 1 of the RQFE permanently as this expansion will not help traffic due to induced demand. This will only be a very expensive pollution and displacement project which will not help traffic. I don't want my city to further add to greenhouse gas emissions by adding more lanes to the interstate. This will also make our city hotter due to the heat island effect.

The current budget cut issues mean funds should be focused on managing and caring for what we already have rather than heaping more onto our plates.

Our state is currently on fire and it will be icy later, why should we blow our budget now on this no-where bound project when we have other priorities such as current road safety and all of our workers who could be laid off?

Elianna Gnoffo

I demand that the OTC pause Phase 1 of the Rose Quarter Freeway Expansion. The expansion is a waste of money that will do nothing to improve the lives of residents.

Michael Ladewig

Commissioners,

With the financial uncertainties of the future looming directly in front of us, Oregon needs to make a very important decision about what to do with our limited funds. We won't be receiving help from the federal government. Our people don't want to be taxed or tolled to pay for projects on the books. And we HAVE to make a decision about what to do, now. Not in 5 years, now.

Pause the Rose Quarter project and have ODOT seriously re-evaluate the scope of this project. It is far too much freeway expansion and not enough benefit to Portland, the interstate system, or Oregon at large.

Oregon needs to spend its money maintaining our infrastructure. With massive ODOT layoffs looming (that may be quelled by the legislature, but that remains to be seen) it is insanely irresponsible to do anything other than pause this project.

Roads are expensive to maintain. They are even more expensive to expand. But maintenance needs to come first every time. If we don't maintain our roads and bridges (100s of which are seismically vulnerable) then we risk letting our critical connections throughout our massive state lapse. Communities like mine in Bend may be cut off from resources in the Valley. Expanding a freeway should not be the priority right now.

Instead urge ODOT to pursue measures that help Portland metro drivers find alternative options to driving. Direct ODOT to help Portland expand its MAX or streetcar system. Have ODOT fund additional train frequency between Portland and Eugene. Have ODOT build paths, bike lanes, and safe streets throughout Portland. Have ODOT make Powell Blvd safer, or TV Highway, or Beaverton-Hillsdale Highway. ODOT has PLENTY that it could be working on to improve the transportation picture in Portland, but they're been spending so much time, money, and effort to force a deeply unpopular freeway expansion through to construction.

Stop throwing good money after bad. Pause the Rose Quarter project now.

Paxton Rothwell

Even without the current uncertainty around federal funding, I would urge the Oregon Transportation Commission to pause phase 1 of the proposed Rose Quarter Freeway expansion. In this time of global warming we need to find ways to reduce car use rather than encouraging a high-speed freeway through the middle of our city. I would like to see better maintenance of existing assets (roads and bridges), continued transit improvements, and restrictions on cars in downtown Portland.

Thank you for the consideration of this important matter.

Curts Gardner

It is extremely inappropriate to even consider this wildly expensive and unnecessary project with the current massive budget deficit. It is much more important to have staff and funding to maintain our existing roadways than lay off staff but let our existing infrastructure degrade so that a massive increase in roadway is created!!! We clearly need to be REDUCING the amount of infrastructure that must be maintained year to year based on the constant budget shortfalls. The freeway expansion is the exact opposite of what we need.

In addition to financial reasoning, I strongly oppose this project for the harm it will cause our community. Freeways have disastrous negative health impacts on people and the planet. In a time where we are trying to meet aggressive climate goals, we need to be funding transit, biking and pedestrian mobility options. Not greenhouse gas emitting cars. I demand the OTC requires ODOT to perform an environmental study on this project. I demand a pause on the Rose Quarter Freeway Expansion project.

Cailin Moore

This is a copy of measures that the committee needs to reconsider for the funding for ODOT. These monies would be more beneficial to Oregonians and to the stability of our state highway system. DO NOT INCREASE OUR TAXES TO FUND ODOT, when the monies listed below are available and can continue to fund ODOT.

House and Senate Republicans Announce Legislation that Redirects Funding, Makes ODOT Responsive to Oregonians SALEM, Ore. – Today, House and Senate Republicans announced legislation that stabilizes ODOT without raising taxes, while preserving operations and maintenance that serve core functions, such as plowing roads and filling potholes. This comprehensive proposal makes statutory changes to redirect money outside of core mission back to paying for priority needs. This proposal serves as a bridge – an interim plan – to rebuild Oregonians’ trust in ODOT. “We reject the premise that if we don’t make life more expensive for Oregonians, we can’t fix potholes, plow the snow, or keep rural roads safe,” said House Republican Leader Christine Drazan (R-Canby). “By reprioritizing funding, focusing on accountability, modernizing administration, and streamlining regulations, this legislation holds ODOT accountable to core mission and protects families from tax increases.” “Oregonians are tired of being told the fix is always paying more,” said Senate Republican Leader Daniel Bonham (R-The Dalles). “Our plan puts common sense first—keeping roads clear, potholes filled, and the pressure off taxpayers. It’s about rebuilding trust and demanding accountability before asking families to dig deeper into their pockets.” This plan includes:

- Redirecting over \$146 million of current spending on climate initiatives and \$38 million in funding for passenger rail service.
- Redirecting half of the payroll tax to provide truckers with a tax credit on future tax bills, thereby repaying them for years of unconstitutional overpayments.
- Capping Oregon’s hidden gas tax (Clean Fuels Program) at the current level and returning the program to its original intent.
- Creating the Major Projects Office to manage projects costing more than \$99 million.
- Creating a publicly accessible dashboard displaying key performance indicators for major projects.
- Establishing independent Dispute Review Boards for projects exceeding \$5 million to resolve conflicts between ODOT and the contractor ensuring smooth delivery, on-time completion, and budget adherence.

This is the best proposal that will work for Oregonians. We are over taxed as it is and this will put already generated TAXED dollars to work for Oregon.

There is a lot of push back coming from Oregonians if you are of the opinion that we can afford to pay more taxes and our families are hurting. Focus on Oregonians, stop your money grabbing from us.

Respectfully submitted,

Beverly Lousignont

The Rose Quarter freeway expansion is a tremendous amount of money with not much safety improvement. It does not pass a benefit-cost test. It also will add traffic at a time when the state's goals are to reduce traffic. The money used for the Rose Quarter freeway expansion would be much better spent elsewhere, for example on public transportation investments.

Jacob Gellman

I want the Oregon Transportation Commission direct ODOT to exert fiscal responsibility and Pause Phase 1 of the Rose Quarter Freeway Expansion.

With the projected budget shortfalls, it would be irresponsible to start this project. With our current understanding of traffic science and induced demand, it would be irresponsible to construct additional lanes. With the current climate crisis, it would be irresponsible facilitate increased vehicle usage. With the looming energy crisis, it would be irresponsible to expand our oil dependency. Given the current levels of fatalities and injuries sustained due to traffic collisions, it would be irresponsible to further subject people to traffic violence.

We should never consider expanding our freeways. All our efforts and money should be directed to sustainable and resilient alternatives. For example, public transportation, cycling infrastructure, house zoning, and many others.

Again, Pause Phase 1 of the Rose Quarter Freeway Expansion and never try to restart it or any other freeway expansion projects.

James Szerwo

We are running out of time to avoid climate disaster. Let's be visionary! Let's live our values!

I am kindly asking the Oregon Transportation Commission to direct ODOT to PAUSE Phase 1 of the Rose Quarter Freeway Expansion.

I do NOT want Portland to move forward with a freeway expansion projected to create an additional 21,000 tons of greenhouse gas emissions every year. I'm fearful of the future we are creating for our children. Please, put the children first! Mass transit now! Pause the Rose Quarter Freeway Expansion!

Leigh Shelton