Council meeting agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Thursday, March 13, 2025 **10:30 AM** **Metro Regional Center, Council chamber, https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free)**

This Council meeting will adjourn to an Executive Session.

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/615079992 (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

3.1 Resolution No. 25-5464 For The Purpose Of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP — RES 25-5464

Attachments: Resolution No. 25-5464
Exhibit A to Resolution No. 25-5464
Staff Report
Attachment 1 - Approved Resolution No. 24-5414
Attachment 2 - Current Project STIP Programming Tables

3.2 Resolution No. 25-5465 For the Purpose of Canceling an — RES 25-5465

ODOT Rail Hazards Safety Project and Adding Three New Metro Planning Studies to the 2024-27 MTIP

Attachments: Resolution No. 25-5465
Exhibit A to Resolution No. 25-5465
Staff Report

4. Chief Operating Officer Communication

5. Councilor Communication

6. Adjourn to Executive Session

The Executive Session will be held pursuant under ORS 192.660(2)(e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែកាសានៅពេលអង្គប្រជុំសាធារណៈ: សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ
ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

3.1 Resolution No. 25-5464 For The Purpose Of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP

Consent Agenda

Metro Council Meeting

Thursday, March 13, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING NINE EXISTING METRO REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROJECTS WITH AWARDED FFY 2025 REDISTRIBUTION SUPPLEMENTAL FUNDING INTO THE 2024-27 MTIP	))))))	RESOLUTION NO. 25-5464 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the final Redistribution Funding awarded projects are consistent with and support approved Resolution 24-5414 which committed $10 million from the FFY 2025 $13.6 million total Redistribution Funding allocation to help mitigate prior awarded Regional Flexible Funding Allocation (RFFA) project inflationary impacts; and

WHERAS, the Redistribution Funding eligibility criteria mandated that funding requests must demonstrate that they support existing prior RFFA funded projects, will not supplant other committed funding, clearly addresses the inflationary impact to the project, resolves the funding shortfall, plus supports project readiness delivery requirements; and

WHEREAS, Metro received nine funding requests from six agencies totaling $12.4 million to address inflationary impacts that have produced serious project delivery delays and barriers; and

WHEREAS, Metro's review of nine submitted funding applications determined all nine met the eligibility criteria to receive FFY 2025 Redistribution Funds; and

WHEREAS, on January 7, 2025, Metro's Transportation Policy Alternatives Committee (TPAC) endorsed the "80.6%" funding strategy enabling all nine submitted project funding requests to receive FFY 2025 Redistribution Funding at 80.6% of their original submitted funding request; and

WHEREAS, the lead agencies and project managers confirmed they could cover added local overmatch requirements if they emerged based on the 80.6% funding reduction approach; and

WHEREAS, awarded project managers continued to work with their ODOT Local Agency Liaison (LAL) to determine if project delivery scalability was an option to help reduce or eliminate the local overmatch requirement; and

WHEREAS, the ODOT LALs have provided financial cost estimating assistance and overall guidance to ensure the funding adjustments are correct and the required project intergovernmental agreements can be amended in a timely fashion to move forward and obligate the awarded funds; and

WHEREAS, the FFY 2025 Redistribution Funding awards are considered supplemental funding to the project and will utilize Surface Transportation Block Grant federal funds; and

WHEREAS, on February 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the nine FFY 2025 Redistribution Funding awarded projects as identified in Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 13th day of March 2025.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

Exhibit A

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	$2,421,841	$1,952,003
Gresham	20808	Cleveland Ave	$2,166,504	$1,746,202
Milwaukie	22141	Washington/Monroe	$1,805,526	$1,455,253
Portland	18837	Columbia Blvd	$ 471,027	$379,647
Portland	20814	Jade and Montavilla	$2,494,095	$2,010,240
Portland	22134	NE 122nd Ave	$ 821,084	$661,793
Portland	22135	NE MLK Blvd	$412,758	$332,682
Tigard	23253	Fanno Creek Trail	$500,000	$403,000
THPRD	19357	Beaverton Creek Trail	$1,321,000	$1,064,726
			Total:	$10,005,546

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 21, 2025

To: Metro Council and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: FFY 2025 Redistribution Supplemental Funding Call Funding Recommendations – Resolution 25-5464

PURPOSE STATEMENT

FOR THE PURPOSE OF AMENDING NINE EXISTING METRO REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROJECTS WITH AWARDED FFY 2025 REDISTRIBUTION SUPPLEMENTAL FUNDING INTO THE 2024-27 MTIP

Requested Council action:
JPACT approved Resolution 25-5464 and now requests Metro Council provide the final Metro approval enabling the available $10 million dollars of FFY 2025 Redistribution funds to be awarded to the nine identified projects at a 80.6% level of their original funding requests.

BACKGROUND

The FFY 20205 Redistribution Funding Call commits $10 million dollars (of the $13.6 million Redistribution allocation to Metro) of federal Surface Transportation Block Grant (STBG) funds to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency's control resulting in delayed delivery and/or significant cost increases. Metro received nine applications requesting $12,413,835 of Redistribution funds.

FFY 2025 Redistribution Finding Call Funding Submissions			
Lead Agency	**Key**	**Project Name**	**Requested Funding**
Clackamas County	22131	Courtney Ave Complete Street: River Road - OR99E	**$2,421,841**
Gresham	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	**$2,166,504**
Milwaukie	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	**$1,805,526**
Portland	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	**$ 471,027**
Portland	20814	Jade and Montavilla Multi-modal Improvements	**$2,494,095**
Portland	22134	NE 122nd Ave Safety: Access:	**$ 821,084**
Portland	22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	**$412,758**
Tigard	23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	**$500,000**
THPRD	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	**$1,321,000**
		Total:	**$12,413,835**
		Available Redistribution Funding:	**$10,000,000**
		Over Subscription Amount:	**($2,413,835)**

During the January 10, 2025 TPAC meeting, TPAC members directed Metro staff to pursue the 80.6% funding option to resolve the funding over subscription issue and bring the total awards back down to the $10 million dollar threshold. Based on this direction, the proposed Redistribution Funding awards distribution are as follows:

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	$2,421,841	$1,952,003
Gresham	20808	Cleveland Ave	$2,166,504	$1,746,202
Milwaukie	22141	Washington/Monroe	$1,805,526	$1,455,253
Portland	18837	Columbia Blvd	$ 471,027	$379,647
Portland	20814	Jade and Montavilla	$2,494,095	$2,010,240
Portland	22134	NE 122nd Ave	$ 821,084	$661,793
Portland	22135	NE MLK Blvd	$412,758	$332,682
Tigard	23253	Fanno Creek Trail	$500,000	$403,000
THPRD	19357	Beaverton Creek Trail	$1,321,000	$1,064,726
			Total:	$10,005,546

TPAC February 7, 2025 Meeting Summary:
Ken Lobeck, Metro Funding Programs Lead, provided a short overview the funding award status and next for the proposed nine awarded projects. There are no changes to the proposed funding awards. Upon Metro Council approval, the nine projects will be funded at 80.6% of their original funding request. Ken covered the next steps once Metro Council approves the funding awards.

This includes completing MTIP/STIP programming actions and amending the project Intergovernmental Agreements (IGA). Programming and IGA actions will occur concurrently with the goal to have all IGAs ready for agency final approval as May 1, 2025. Ken asked TPAC members with awarded funds to please expedite the approval process through their councils especially for projects with funds in FFY 2025. Metro and ODOT's goal is to be ready to obligate the FFY 2025 programmed Redistribution funds no later than August 2025. TPAC had no questions or discussion of the of the approval recommendation or next stapes and provided their approval recommendation to JPACT.

JPACT February 20, 2025, Meeting Summary:
JPACT convened on February 20, 2025. The Redistribution Funding MTIP Formal Amendment was included as part of the Consent Calendar. JPACT approved the Consent Calendar without discussion. Additionally, the public comment period closed as of February 13, 2025. There were no comments submitted concerning the Redistribution Funding amendment.

Next Steps:

Assuming Metro Council approves the final award recommendations, the final objective is to complete the ODOT intergovernmental agreements (IGA) and programming updates enabling the added funds to be obligated in FHWA's Financial Management Information System (FMIS). A summary of the next-step tasks includes the following:

1. Continue Amendment Processing: proposed award recommendations for JPACT and Metro Council final approval (February/March 2025)

2. Evaluate the Feasibility of Applying Project Delivery Scalability (February 2025): The initial 80.6% funding tables provided one scenario based on a fixed total phase and project cost estimate that would not change. Awarded agencies have the option to consider other delivery options that still meet the scope of work and IGA requirements (February 2025). If the revised delivery option results in an adjusted phase and total project cost and reduces the delivery phase required local overmatch, then awarded agencies can purse this option. The awarded project managers should begin discussions with their ODOT Local Agency Laison (LAL) to explore this option.

3. Complete Draft MTIP Worksheets and send over to ODOT Local Delivery to initiate the Intergovernmental Agreement (IGA) amendments (February-April 2025).

4. Complete MTIP and STIP programming updates (April 2025).

5. Complete and execute updated IGA amendments (April through June 2025).

6. Obligate added Redistribution funds in FFY 2025 programmed projects (July/August 2025).

Added Programming Note: Awarded fund programming in the MTIP and STIP will use the federal Surface Transportation Block Grant – Urban allocation (STBG-U) fund type code. The awarded STBG-U funds will be added on top of any existing STBG funds already programmed for the project.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the February #3 2025 Redistribution Formal MTIP amendment (FB25-07-FEB3) will include the following review actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.

- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

Action	Target Date
• Initiate the public notification/comment process……	January 15, 2025
• February 2025 TPAC agenda mail-out……	January 31, 2025
• TPAC amendment approval recommendation……	February 7, 2025
• End Public notification/comment process……	February 13, 2025
• JPACT amendment approval request……	February 20, 2025
• **Metro Council approval request……**	**March 13, 2025**

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT and/or Metro Council Office.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

Action	Target Date
• Final amendment package submission to ODOT & USDOT…….	March 18, 2025
• USDOT clarification and final amendment approval……	April-May 2025

Note: Final Metro amendment submission approval by FHWA now requires approval by the Oregon FHWA Office and Headquarters FHWA in Washington, DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.

2. **Legal Antecedents:**
   a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)

b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.

c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the committed $10 million of FFY 2025 Redistribution Funding to be awarded, programmed, and obligated to their respective projects.

4. **Metro Budget Impacts:** The FFY 2025 Redistribution Funding awarded funding represents a bonus allocation to Metro's annual STBG allocation. The final awards should not have any impact upon Metro's regular MPO annual budget.

Recommended Action:

JPACT approved Resolution 25-5464 and now requests Metro Council provide the final Metro approval enabling the available $10 million dollars of FFY 2025 Redistribution funds to be awarded to the nine identified projects at a 80.6% level of their original funding requests.

Two Attachments:
1. Approved Resolution No. 24-5414
2. Current Project STIP Programming Tables (Non-Redistribution funding status)

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTNG THE ALLOCATION OF $13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS	))))))	RESOLUTION NO. 24-5414 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC's recommendation; now therefore,

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BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren

Carrie MacLaren, Metro Attorney

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF $13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

Date: June 21, 2024
Department: Planning, Development, and Research
Meeting Date: July 11, 2024

Prepared by: Ted Leybold, Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold,
Length: 20 minutes

ISSUE STATEMENT
As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately $13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

ACTION REQUESTED
Adopt Resolution No. 24-5414.

IDENTIFIED POLICY OUTCOMES
The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

POLICY QUESTION(S)
This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

POLICY OPTIONS FOR COUNCIL TO CONSIDER
At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

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- ensure the region continues to meet our obligation targets to
    - remain eligible for future additional redistribution funds,
    - to avoid funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7th Council work session.

1. **Known Opposition:** None known at this time.

2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.

3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.

4. **Anticipated Effects:** Adoption of this resolution directs the allocation of $13.6 million of federal transportation redistribution funds to projects and programs in the region.

5. **Financial Implications:** There may be a small, required match of 10.27% for a portion of the $250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

BACKGROUND
As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately $13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

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funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

JPACT, at its meeting on June 20, 2024, unanimously recommended adoption of Resolution 24-5414.

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Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

Background: As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately $13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

Funding Allocation Direction: The funding program direction is to invest these funds to:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
    - remain eligible for future additional redistribution funds
    - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

Allocation of federal redistribution funding: Following is how $13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

Supplemental funding to current capital projects: $10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve a significant risk to meeting the region's obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

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Early project development assistance: $3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between $150,000 to $250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

Current Project STIP Programming Tables
(Pre-Redistribution Funding Awards)

STIP Fund Code Translations			
Fund Code(s)	Fund Type Code Identifier	Name	Type/Note
Y400 Z40E	CMAQ	Congestion Mitigation Air Quality	Federal
YS30	HSIP	State Highway Safety Improvement Program funds	Federal
Y230 Z230	STBG-U	Surface Transportation Block Grant – Urban Allocation	Federal
M240 Z240 Z24E	State STBG	State Surface Transportation Block Grant funds	Federal
M3E1 Y301 Z301	TAP-U TA-U	Transportation Alternatives Program – Populations over 200K	Federal
Other	Other	Other Local funds (normally used to indicate local funding commitments above the required federal minimum match)	Local

Redistribution Funding Summary Awards

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	$2,421,841	$1,952,003
Gresham	20808	Cleveland Ave	$2,166,504	$1,746,202
Milwaukie	22141	Washington/Monroe	$1,805,526	$1,455,253
Portland	18837	Columbia Blvd	$ 471,027	$379,647
Portland	20814	Jade and Montavilla	$2,494,095	$2,010,240
Portland	22134	NE 122nd Ave	$ 821,084	$661,793
Portland	22135	NE MLK Blvd	$412,758	$332,682
Tigard	23253	Fanno Creek Trail	$500,000	$403,000
THPRD	19357	Beaverton Creek Trail	$1,321,000	$1,064,726
			Total:	$10,005,546

Note: The awarded supplemental Redistribution funding will be added to the projects as STBG-U funds.

Key 22131
Clackamas County Courtney Ave Complete Street

Name: **Courtney Ave Complete Street: River Rd - OR99E** Key: **22131**

Description: **On Courtney Ave from River Rd to OR99E, construct separated sidewalks, bike lanes, storm water management rain gardens, curb ramps, and crosswalk enhancements to improve safety and accessibility.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **CMAQ**

Applicant: **CLACKAMAS COUNTY** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2025		2025		2026			
Total		$1,122,320.00		$1,096,695.00		$5,000.00		$4,372,900.00			$6,596,915.00
Fund 1		Z40E	$921,814.24	Y400	$608,818.05	Y400	$4,486.50	Y400	$3,459,629.88		
Match			$105,505.76		$69,681.95		$513.50		$395,970.12		
Fund 2		Y400	$85,243.50	OTH0	$418,195.00			OTH0	$517,300.00		
Match			$9,756.50								

Footnote: **Total federal funding: RFFA award of $5,079,992**

Most Recent Approved Amendment

Amendment No: **24-27-1647** Approval Date: **9/12/2024**

Requested Action: **Slip the Utility Relocation and Right of Way phases to start in federal fiscal year 2025.**

Key 20808
Gresham NE Cleveland Ave

Name: **NE Cleveland Ave: SE Stark ST - NE Burnside** Key: **20808**

Description: **Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessability.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **MODERN**

Applicant: **CITY OF GRESHAM** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2021				2025			
Total		$503,166.00		$1,407,318.00				$3,525,000.00			$5,435,484.00
Fund 1		Z230	$451,490.85	OTH0	$987,649.00			Y400	$2,313,095.83		
Match			$51,675.15						$264,744.17		
Fund 2				Z40E	$376,568.99			OTH0	$947,160.00		
Match					$43,100.01						

Footnote: **Current funding: $451,490.85 fed STBG, $2,689,664.82 fed CMAQ**

Most Recent Approved Amendment

Amendment No: **24-27-1218** Approval Date: **5/30/2024**

Requested Action: **Slip the Construction phase to start in federal fiscal year 2025.**

Key 22141
Milwaukie Washington/Monroe Street

Name: **Washington/Monroe Street: SE 37th - SE Linwood Ave** Key: **22141**

Description: **Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave, Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **BIKPED**

Applicant: **CITY OF MILWAUKIE** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2022		2025				2026		2026		
Total		$1,655,156.00		$671,000.00				$3,508,750.00		$100,000.00		$5,934,906.00
Fund 1		OTH0	$861,233.00	OTH0	$671,000.00			Y230	$3,148,401.38	OTH0	$100,000.00	
Match									$360,348.62			
Fund 2		Z301	$712,387.11									
Match			$81,535.89									

Footnote: **Current 24-27 funding: $3,148,401 fed STBG**

Most Recent Approved Amendment

Amendment No: **24-27-0878** Approval Date: **3/7/2024**

Requested Action: **Slip the Right of Way phase to start in federal fiscal year 2025.**

Key 18837
Portland Columbia Blvd

Name: NE Columbia Blvd: Cully Blvd & Alderwood Rd **Key:** 18837

Description Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety. **Region:** 1

MPO: Portland Metro MPO **Work Type:** BIKPED, MODERN

Applicant: CITY OF PORTLAND **Status:** PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2017		2024		2018		2026			
Total		$1,879,514.00		$2,840,640.00		$100,000.00		$4,085,446.00			$8,905,600.00
Fund 1		Z24E	$1,018,868.00	Y240	$2,548,906.27	Z240	$44,865.00	Y230	$2,179,846.78		
Match			$116,614.00		$291,733.73		$5,135.00		$249,493.22		
Fund 2		M240	$667,619.91			Z24E	$44,865.00	Y240	$1,468,077.91		
Match			$76,412.09				$5,135.00		$168,028.09		
Fund 3								OTH0	$20,000.00		
Match											

Footnote: $4,538,856 MTEP Federal award

Most Recent Approved Amendment

Amendment No: 24-27-1635 Approval Date: 8/27/2024

Requested Action: Reduce the Construction phase by $1,245,623 and move the funds to increase the Right of Way phase. Slip the Construction phase to start in federal fiscal year 2026.

Key 20814
Portland Jade and Montavilla Multi-Modal Improvements

Name: Jade and Montavilla multimodal improvements **Key:** 20814

Description Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers to improve access. **Region:** 1

MPO: Portland Metro MPO **Work Type:** BIKPED, OPERAT, SAFETY

Applicant: CITY OF PORTLAND **Status:** PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2022		2022		2024			
Total		$2,316,900.00		$802,423.00		$50,000.00		$5,844,676.43			$9,013,999.43
Fund 1		Z230	$1,158,450.19	Z301	$720,014.15	OTH0	$50,000.00	Y240	$2,600,000.01		
Match			$132,589.81		$82,408.85				$297,581.63		
Fund 2		OTH0	$1,025,860.00					Y230	$1,241,535.69		
Match									$142,099.31		
Fund 3								OTH0	$1,117,678.00		
Match											
Fund 4								YS30	$400,000.00		
Match									$45,781.79		

Footnote: $4,241,535.69 total federal funding including $1,241,535.69 of Metro Urban STBG funds

Most Recent Approved Amendment

Amendment No: 24-27-0560 Approval Date: 2/29/2024

Requested Action: Increase the Construction phase by federal funds in the Construction phase by $803,884.43, moving funds from project key 23112 and from fix-it region 1 program savings.

Key 22134
Portland NE 122nd Ave Safety & Access

Name: NE 122nd Ave Safety & Access: Beech St - Wasco St **Key:** 22134

Description Construct new enhanced & marked crossings on NE 122nd Avenue near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco Street/ NE Multnomah Street to improve safety and accessibility. **Region:** 1

MPO: Portland Metro MPO **Work Type:** BIKPED

Applicant: CITY OF PORTLAND **Status:** PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2025		2025		2026			
Total		$1,666,376.00		$160,000.00		$100,000.00		$4,504,340.00			$6,430,716.00
Fund 1		Y230	$854,901.68	Y230	$143,568.00	Y230	$89,730.00	Y230	$3,545,229.61		
Match			$97,847.32		$16,432.00		$10,270.00		$405,767.39		
Fund 2		OTH0	$713,627.00					OTH0	$553,343.00		
Match											

Footnote: Current 24-27 funding: $3,778,528 in fed STBG

Most Recent Approved Amendment

Amendment No: 24-27-0739 Approval Date: 2/12/2024

Requested Action: Slip the Utility Relocation and Right of Way phases to start in federal fiscal year 2025.

Key 22135
Portland NE MLK Safety and Access to Transit

Name: **NE MLK Blvd Safety & Access to Transit: Cook - Highland** Key: **22135**

Description: **Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections. These improvements will increase safety and accessibility.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **BIKPED**

Applicant: **CITY OF PORTLAND** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2025	2025	2026		
Total		$1,100,000.00	$87,000.00	$50,000.00	$3,401,000.00		$4,638,000.00
Fund 1		Z230 $987,030.00	Y230 $78,065.10	Y230 $44,865.00	OTH0 $1,799,786.00		
Match		$112,970.00	$8,934.90	$5,135.00			
Fund 2					Y230 $1,436,769.32		
Match					$164,444.68		

Footnote: **Current 24-27 funding: $1,559,699 fed STBG**

Most Recent Approved Amendment

Amendment No: **24-27-0740** Approval Date: **2/12/2024**

Requested Action: **Slip the Right of Way and Utility Relocation phase to start in federal fiscal year 2025.**

Key 23253
Tigard Fanno Creek Planning Study

Name: **Fanno Creek: SW Durham Rd - SW Bonita Rd proj development** Key: **23253**

Description: **The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **BIKPED**

Applicant: **CITY OF TIGARD** Status: **PLANNING ACTIVITY**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	$1,578,600.00						$1,578,600.00
Fund 1	Y230 $1,106,704.70						
Match	$126,667.30						
Fund 2	OTH0 $345,228.00						
Match							

Footnote:

Most Recent Approved Amendment

Amendment No: **24-27-1572** Approval Date: **7/29/2024**

Requested Action: **Decrease the project by $212,000.**

Key 19357
THPRD Beaverton Creek Trail

Name: **Beaverton Creek Trail:Westside Trail-SW Hocken Ave** Key: **19357**

Description: **Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **BIKPED**

Applicant: **TUALATIN HILLS PARK & REC DIST** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2016	2023	2024	2026	2027		
Total	$749,862.09	$996,405.49	$1,400,000.00	$150,000.00	$5,627,000.00		$8,923,267.58
Fund 1	M3E1 $672,851.25	Y301 $766,925.90	Y230 $702,585.00	Y230 $134,595.00	Y230 $4,144,754.32		
Match	$77,010.84	$87,778.10	$80,414.00	$15,405.00	$474,385.68		
Fund 2		M3E1 $127,148.75	OTH0 $617,001.00		OTH0 $1,007,860.00		
Match		$14,552.74					

Footnote: **$6,548,859 in total Federal STP allocation.**

Most Recent Approved Amendment

Amendment No: **24-27-1276** Approval Date: **6/27/2024**

Requested Action: **Increase the Right of Way phase by $1,236,840, adding local funds.**

3.2 Resolution No. 25-5465 For the Purpose of Canceling an ODOT Rail Hazards Safety Project and Adding Three New Metro Planning Studies to the 2024-27 MTIP

Consent Agenda

Metro Council Meeting

Thursday, March 13, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP	))))))	RESOLUTION NO. 25-5465 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, SB 5701, Section 503, awarded $500,000 for Metro to complete a planning study that evaluates the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes which is now being added to the MTIP for historical accounting purposes; and

WHEREAS, Metro also received two $2,000,000 planning awards from the USDOT Reconnecting Communities Pilot (RCP) program that also are being added to the MTIP; and

WHEREAS, the Reconnecting 82nd Ave Community and the Tualatin Valley Highway Community Connections planning studies will develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision; and

WHEREAS, ODOT has assessed that their US30B - (NE Lombard St) NE Lombard Pl - NE 11th rail crossing hazards safety improvement project does not possess an adequate construction funding plan or sufficient available funding to be completed and is now canceling the preliminary engineering phase and will return the $1,882,000 of committed Rail Crossing Hazards federal funds back to the Rail program; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; and

WHEREAS, on February 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopt this resolution to add or cancel the four projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 13th day of March 2025.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

Exhibit A
February #2, 2025, (Regular) Formal/Full MTIP Amendment Summary
Formal Amendment #: FB25-06-FEB2

The February 2025 Regular Quarter MTIP Formal Amendment contains four projects. One ODOT Rail crossing hazards mitigation is being canceled. Three new Metro planning projects are being added through the formal amendment for historical purposes. The three new planning projects will be included in the Metro Unified Planning Work Program (UPWP) as well. A summary of the nine projects includes the following:

- **Key 23834 (New Project) - Regional Rail Futures Study (Metro):** Key 23834 is a Oregon Legislature SB5701 awarded planning study totaling $500,000 to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.

- **Key TBD (New Project) - Reconnecting 82nd Ave Community Planning Study (Metro):** The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded project on 82nd Ave in Portland to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

- **Key TBD (New Project) - TV Highway Community Connections Planning Study (Metro):** The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded study on and around Tualatin Valley Highway Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision

- **Key 23090 - US30B: (NE Lombard St) NE Lombard Pl - NE 11th (ODOT):** The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #2 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program **Exhibit A to Resolution 25-5465**				
February #2 2025 Rose Quarter Formal Amendment Bundle Contents **Amendment Type: Formal/Full** **Amendment #: FB25-06-FEB2** **Total Number of Projects: 4**				
Key Number & MTIP ID	**Lead Agency**	**Project Name**	**Project Description**	**Amendment Action**
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # **23834** MTIP ID TBD *New Project*	Metro	**Regional Rail Futures Study**	Key 23834 is a new approved Oregon Legislature SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes	**ADD NEW PROJECT:** The formal amendment is adding the project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur.
(#2) ODOT Key # **TBD - New** MTIP ID TBD – New *New Project*	Metro	**Reconnecting 82nd Ave Community Planning Study**	On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	**ADD NEW PROJECT:** The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur.

(#3) ODOT Key # **TBD - New** MTIP ID TBD – New *New Project*	Metro	**TV Highway Community Connections Planning Study**	On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision	**ADD NEW PROJECT:** The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur

Category: Projects Cancellationsto the 2024-2027 MTIP:				
(#3) ODOT Key # **23090** MTIP ID 71370	ODOT	**US30B: (NE Lombard St) NE Lombard Pl - NE 11th**	Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave.	**CANCEL PHASE/PROJECT:** The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinder the ability of the agency to successfully finish the project. ODOT has decided to cancel the project as a result.

Proposed Amendment Review and Approval Steps	
February #2 2025 (FB25-05-FEB2) Regular Formal Amendment estimated processing and approval timing	
Date	Action
Wednesday, February 5, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is February 5, 2025 to March 6, 2025.)
Friday, February 7, 2025	TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	JPACT Meeting – Rose Quarter amendment introduction and overview.
Thursday, March 13, 2025	Metro Council Meeting – Final Metro amendment approval request provided
Mid-April 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the planning project to the 2024-27 MTIP

Project #1

Project Details Summary							
ODOT Key #	**23834**	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		**FB25-06-FEB2**		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal amendment adds the new Metro planning project to the 2024-27 MTIP for historical accounting purposes. The is included in Metro's UPWP. The project has moved forward and been implemented.

Project Name:	**Regional Rail Futures Study**				
Lead Agency:	**Metro**	Applicant:	Metro	Administrator:	
Certified Agency Delivery:	**Yes**	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Short Description:
SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.

MTIP Detailed Description (Internal Metro use only):
In and around the Portland area complete a rail transit study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes to assess heavy rail corridors for their ability to serve travel markets

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning	Planning - System	N/A	Planning
ODOT Work Type:	TBD		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									$ -
									$ -
		Federal Totals:	$ -		$ -	$ -		$ -	$ -
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
State	**S010**	**2024**	**$ 500,000**						**$ 500,000**
									$ -
		State Totals:	**$ 500,000**	$ -	$ -	$ -	$ -	$ -	$ -

Note: State funds award originate from SB5701.

Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		Local Totals:	$ -	$ -	$ -	$ -		$ -	$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ -~~	$ -	$ -	$ -	$ -	$ -	~~$ -~~
Amended Programming Totals	**$ 500,000**	$ -	$ -	$ -	$ -	$ -	**$ 500,000**
						Total Estimated Project Cost	$ 500,000
						Total Cost in Year of Expenditure:	$ 500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ 500,000	$ -	$ -	$ -	$ -	$ -	**$ 500,000**
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Amended Phase Matching Percent:	0.0%	N/A	N/A	N/A	N/A	0.00%	**0.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -		$ -	$ -		$ -	$ -
State	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
Local	$ -	$ -	$ -	$ -		$ -	$ -
Total	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.00%	0.00%	0.0%	0.00%	0.0%	0.00%
State	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Local	0.0%	0.00%	0.00%	0.0%	0.00%	0.0%	0.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A - state funded
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A - state funded
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A - state funded
				Estimated Project Completion Date:			6/30/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **Oregon Legislature SB5701 grant award funding.**
2. Does the amendment include changes or updates to the project funding? **Yes. New State awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via approval of SB5701.**
4. Level of required funding approval?: **Oregon Legislature approval.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	D	Project implementation in progress.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Planning and Technical Studies.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**RTP ID - 11103: Regional MPO Activities for 2023-2030**
RTP Project Description:	**Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.**

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? **No**.
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? Yes. The project is included in the Metro UPWP**.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro funded, but Metro managed stand-alone**
4. Applicable RTP Goals: **<u>Goal # 1 - Mobility Options:</u>** Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. **<u>Goal #4 - Thriving Economy:</u>** Objective 4.1 - Connected region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes**.
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
State	General State funds committed to support the project. For this project, the State funds originate from SB5071.

Modeling Network , NHS, and Performance Measure Designations

Not applicable. This is a planning study

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not applicable	Not applicable
Functional Classification	No	Not applicable	Not applicable
Federal Aid Eligible Facility	No	Not applicable	Not applicable

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Supports Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
			X		X			
Added notes:								

Enrolled
Senate Bill 5701

Sponsored by JOINT COMMITTEE ON WAYS AND MEANS

CHAPTER .....

AN ACT

Relating to state financial administration; creating new provisions; amending section 3, chapter 452, Oregon Laws 2023, section 2, chapter 475, Oregon Laws 2023, sections 87, 159, 232, 248 and 318, chapter 605, Oregon Laws 2023, and section 40, chapter ___, Oregon Laws 2024 (Enrolled House Bill 5204); repealing section 275, chapter 605, Oregon Laws 2023; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

(2) If any of the moneys appropriated under subsection (1) of this section are not allocated by the Emergency Board prior to December 1, 2024, the moneys remaining on that date become available for any purpose for which the Emergency Board lawfully may allocate funds.

SECTION 502. In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of $60,000, for distribution to the City of Sodaville for water hauling.

SECTION 503. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of $500,000, for distribution to the metropolitan service district organized under ORS chapter 268 to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.

SECTION 504. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 4 (3), chapter 475, Oregon Laws 2023, for the biennium

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the new planning project to the 2024-27 MTIP

Project #2

Project Details Summary							
ODOT Key #	**TBD - New**	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		**FB25-06-FEB2**		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal amendment adds the new Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 MTIP. Inclusion in the Metro UPWP also will occur.

Project Name:	**Reconnecting 82nd Ave Community Planning Study**				
Lead Agency:	**Metro**	Applicant:	Metro	Administrator:	USDOT
Certified Agency Delivery:	**Yes**	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**No**

Short Description:
A study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

MTIP Detailed Description (Internal Metro use only):
On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision. Planning actions will plan includes support for community engagement, workforce development strategies, a transit-oriented development (TOD) and affordable housing study, as well as heat island mitigation and green infrastructure initiatives.

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANING		Planning

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RCP24	ACP0	2025	$ 2,000,000						$ 2,000,000
									$ -
		Federal Totals:	$ 2,000,000		$ -	$ -		$ -	$ 2,000,000
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025	$ 500,000						$ 500,000
									$ -
		Local Totals:	$ 500,000	$ -	$ -	$ -		$ -	$ 500,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$~~	$ -	$ -	$ -	$ -	$ -	~~$~~
Amended Programming Totals	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000
						Total Estimated Project Cost	$ 2,500,000
						Total Cost in Year of Expenditure:	$ 2,500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	**$ 2,500,000**
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ 500,000	$ -	$ -	$ -	$ -	$ -	**$ 500,000**
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	**20.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 2,000,000		$ -	$ -		$ -	$ 2,000,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 500,000	$ -	$ -	$ -		$ -	$ 500,000
Total	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not Assigned Yet
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS or Delphi
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds**
2. Does the amendment include changes or updates to the project funding? **Yes. New RCP awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the USDOT award letter and project awards confirmation list.**
4. Level of funding approval? **USDOT Reconnecting Communities Pilot Program grant award approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	OR213/82nd Ave	Not Applicable	Not Applicable	See local cross references
Cross Streets	Route or Arterial		Cross Street		Cross Street
	82nd Ave		PDX		Clackamas Town Center

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	Pre-implementation	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Planning and Technical Studies**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**RTP ID - 11103: Regional MPO Activities for 2023-2030**
RTP Project Description:	**Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.**

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? **No**.
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? Yes**. The project is being added to the current UPWP.**
3a. If yes, is an amendment required to the UPWP? Yes. **An administrative modification will occur to the UPWP to include the project.**
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Discretionary funded, Metro led stand-alone project.**
4. Applicable RTP Goals the planning study support: **Goal # 3 - Equitable Transportation:** Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs **Goal #4 - Thriving Economy:** Objective 4.1 - Connected Regions: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region. **Goal #5: Climate Action and Resilience:** Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes**.
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-RCP24	Advance Construction funds with the expected conversion code to be ISDOT Reconnecting Communities Program (RCP) federal funds.

U.S. Department of Transportation ABOUT DOT PRIORITIES CONNECT

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Reconnecting Communities Pilot (RCP) Program

Awarded Projects

Reconnecting Communities Pilot (RCP) Program FY24 Awards

Reconnecting Communities and Neighborhoods (RCN) Grant FY23 Awards

Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, U.S. Department of Transportation announced $544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over $3 billion in funding.

Round	Project Type	UEI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amoun
RCP FY2024	Community Planning Grant	KEE8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	$2,000,000
RCP FY2024	Community Planning Grant	LZHQWPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	$2,000,000

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	82nd Ave/OR213	MAP-21 Principal Arterial
Functional Classification	Yes	82nd Ave/OR213	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave/OR213	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Supports Equity Focus Area Goals	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X	X	X				

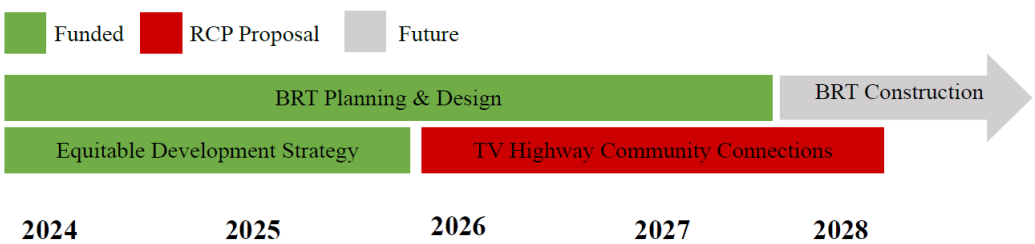
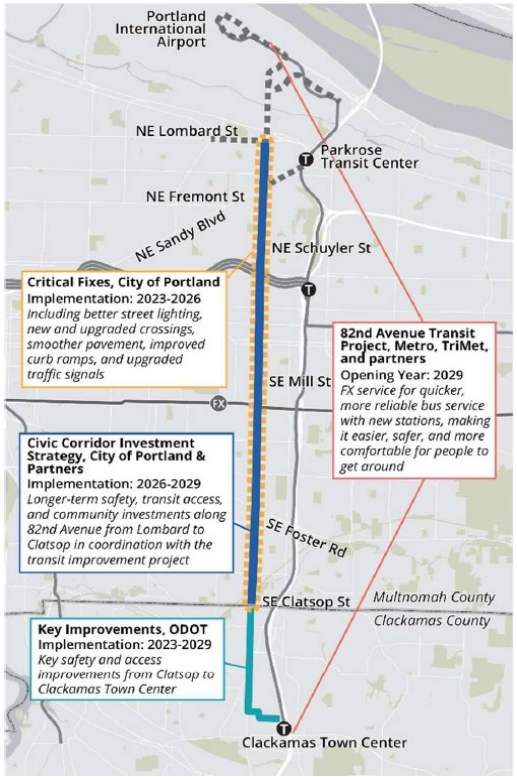


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the new planning project to the 2024-27 MTIP

Project #3

Project Details Summary							
ODOT Key #	**TBD - New**	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		**FB25-06-FEB2**		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal amendment adds the new Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 MTIP. Inclusion in the Metro UPWP also will occur.

Project Name:	**TV Highway Community Connections Planning Study**				
Lead Agency:	**Metro**	Applicant:	Metro	Administrator:	USDOT
Certified Agency Delivery:	**Yes**	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**No**

Short Description:
A study on TV Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

MTIP Detailed Description (Internal Metro use only):
On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANING		Planning

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RCP24	ACP0	2025	$ 2,000,000						$ 2,000,000
									$ -
		Federal Totals:	$ 2,000,000		$ -	$ -		$ -	$ 2,000,000
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025	$ 500,000						$ 500,000
									$ -
		Local Totals:	$ 500,000	$ -	$ -	$ -		$ -	$ 500,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$~~	$ -	$ -	$ -	$ -	$ -	~~$~~
Amended Programming Totals	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000
						Total Estimated Project Cost	$ 2,500,000
						Total Cost in Year of Expenditure:	$ 2,500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	**$ 2,500,000**
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ 500,000	$ -	$ -	$ -	$ -	$ -	**$ 500,000**
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	**20.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 2,000,000		$ -	$ -		$ -	$ 2,000,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 500,000	$ -	$ -	$ -		$ -	$ 500,000
Total	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not Assigned Yet
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS or Delphi
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds**
2. Does the amendment include changes or updates to the project funding? **Yes. New RCP awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the USDOT award letter and project awards confirmation list.**
4. Level of funding approval? **USDOT Reconnecting Communities Pilot Program grant award approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	Approximate MP Begin	Approximate MP End	Length
	No	TV Hwy/OR8	3.2	17.9	14.7
Approximate Cross Streets	Route or Arterial		Cross Street		Cross Street
	TV Hwy		SW 117th Ave		Pacific Ave/OR47 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	Pre-implementation	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Planning and Technical Studies**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**RTP ID - 11103: Regional MPO Activities for 2023-2030**
RTP Project Description:	**Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.**

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? **No**.
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? Yes**. The project is being added to the current UPWP.**
3a. If yes, is an amendment required to the UPWP? Yes. **An administrative modification will occur to the UPWP to include the project.**
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Discretionary funded, Metro led stand-alone project.**
4. Applicable RTP Goals the planning study support: **Goal # 3 - Equitable Transportation:** Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs **Goal #4 - Thriving Economy:** Objective 4.1 - Connected Regions: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region. **Goal #5: Climate Action and Resilience:** Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes**.
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-RCP24	Advance Construction funds with the expected conversion code to be ISDOT Reconnecting Communities Program (RCP) federal funds.

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Reconnecting Communities Pilot (RCP) Program

Awarded Projects

Reconnecting Communities Pilot (RCP) Program FY24 Awards

Reconnecting Communities and Neighborhoods (RCN) Grant FY23 Awards

Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, U.S. Department of Transportation announced $544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over $3 billion in funding.

Round	Project Type	UEI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amoun
RCP FY2024	Community Planning Grant	KEE8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	$2,000,000
RCP FY2024	Community Planning Grant	LZHQWPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	$2,000,000

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	TV Hwy/OR8	Other NHS Route
Functional Classification	Yes	TV Hwy/OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	TV Hwy/OR8	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Supports Equity Focus Area Goals	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X	X	X				

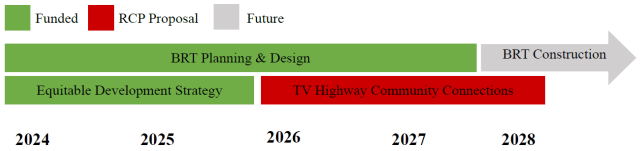


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal

Figure 3. USDOT ETC identifies 50 percent of census tracts along TV Highway are disadvantaged (purple)

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
CANCEL PROJECT
Cancel the PE phase effectively canceling the project

Project #4 — CANCEL PROJECT

Project Details Summary

ODOT Key #	**23090**	RFFA ID:	N/A	RTP ID:	10334	RTP Approval Date:	11/30/2023
MTIP ID:	**71370**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**FB25-06-FEB2**			STIP Amendment ID:		24-27-2283	

Summary of Amendment Changes Occurring:
The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinders the ability of the agency to successfully finish the project. No project kick-off has yet occurred for the project/ As a result of the funding situation, ODOT has decided to cancel the project and is returning the funding to their Rail Crossing program for later reallocation.

Project Name:	**US30B: (NE Lombard St) NE Lombard Pl - NE 11th**				
Lead Agency:	**ODOT**	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:		Non-Certified Agency Delivery:		Delivery as Direct Recipient:	

Short Description:
Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave.

MTIP Detailed Description (Internal Metro use only):
Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location.

STIP Description:
Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	SAFETY		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
~~Rail~~	~~YS40~~	~~2025~~		~~$ 1,882,000~~					$ -
									$ -
		Federal Totals:	$ -	$ -	$ -	$ -		$ -	$ -

Note: Rail fund type code = federal Railway-Highway Crossing Hazard Elimination IIJA and is 100% federal funds. No required match

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									$ -
									$ -
		Local Totals:	$ -	$ -	$ -	$ -		$ -	$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	~~$ 1,882,000~~	$ -	$ -	$ -	$ -	~~$ 1,882,000~~
Amended Programming Totals	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Total Estimated Project Cost	N/A
						Total Cost in Year of Expenditure:	N/A

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is being canceled due to lack of sufficient funding.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ -	$ (1,882,000)	$ -	$ -	$ -	$ -	**$ (1,882,000)**
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -		$ -	**$ -**
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	**N/A**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	~~$ -~~	$ -	$ -		$ -	$ -
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -		$ -	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated		N/A					Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **ODOT federal Rail Hazard crossing funding which is be canceled.**
2. Does the amendment include changes or updates to the project funding? **Yes. The Rail funds are being canceled from the project.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, the OODT confirmation memo**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT Director.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30B	Not stated	Not stated	Not stated
Cross Streets	Route or Arterial		Cross Street		Cross Street
	NE Lombard St		N Lombard Ct		NE 11th Ave

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Safety - Projects that correct, improve, or eliminate a hazardous location or feature.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**10034 - 2018-23 RTP - Not carried over into 2023 RTP**
RTP Project Description:	**Note - RTP ID reference now becomes MTIP Project description as follows: Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location.**

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? **No**.
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Not applicable. The project is being canceled.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes**.
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Rail	Federal funds supporting the Railway-Highway Crossing Hazard Elimination program funded from the IIJA legislation. The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at public railway-highway crossings. The funds are apportioned to States by formula. The funds are 100% federal. No match is required.

Fund Codes

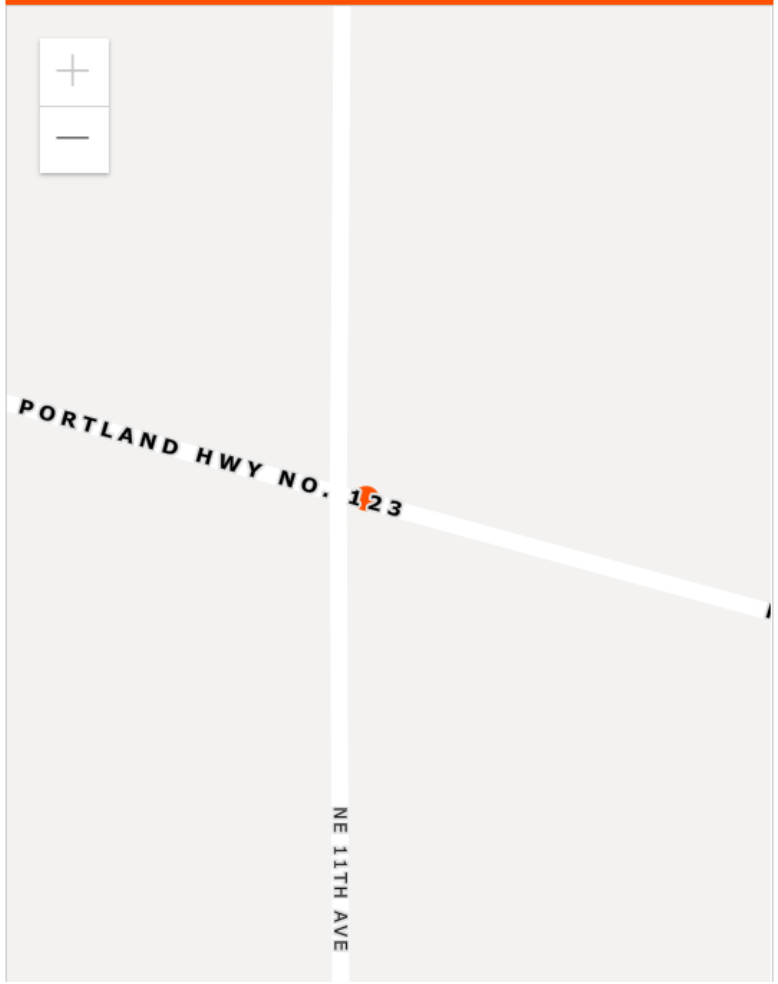
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS40	Railway-Highway Crossing Hazard Elimination IIJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		**0.00%**	**0.00**		**0.00**		**0.00**		**0.00**
	Grand Totals			**0.00**		**0.00**		**0.00**		**0.00**

Modeling Network , NHS, and Performance Measure Designations

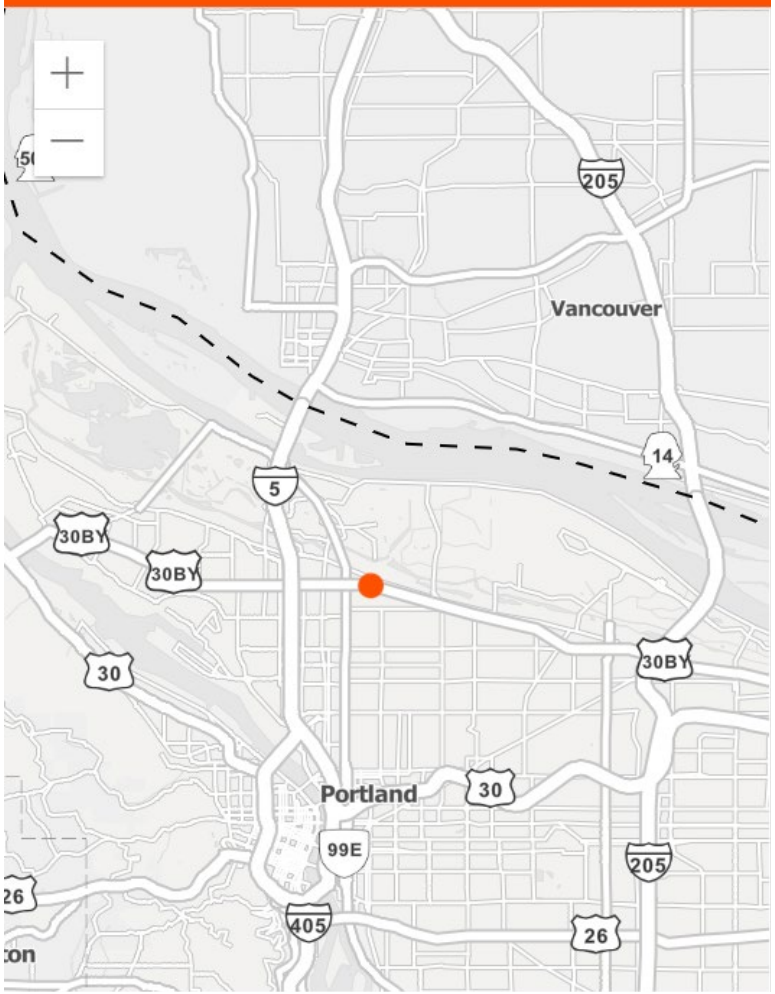
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	US30B/NE Lombard St	MAP-21 Principal Arterials
Functional Classification	Yes	US30B/NE Lombard St	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	US30B/NE Lombard St	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	N/A							
Added notes:								

Selected Project Map



Selected Project Map



Oregon
Tina Kotek, Governor

Department of Transportation
Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200

DATE:

TO: Kristopher W. Strickler
ODOT Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to cancel the *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project.

Requested Action:
Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to cancel the *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project (K23090) and return funds to the SW Rail Crossing financial plan.

US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave (K23090)			
PHASE	**YEAR**	**COST**	
		Current	**Proposed**
Preliminary Engineering	2025	$1,882,000	$0.00
	TOTAL	**$1,882,000**	**$0.00**

Background:
The *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project is intended improve the rail crossing on NE 11th Ave by closing the crossing at NE Lombard place, installing new railroad signals and gates, and improving the signalized intersection at NE Lombard St. and 11th Ave. Union Pacific Railroad has

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 21, 2025
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: February #2, 2025, MTIP Regular Formal Amendment & Resolution 25-5465 Approval Request – FB25-06-FEB2

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP

BACKROUND

What This Is - Amendment Summary:
The February #2, 2025, Regular Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents the regular monthly formal amendment submission and contains four projects. Three projects are new planning projects being added to the MTIP for historical monitoring purposes. One ODOT rail crossing hazards mitigation project is being canceled.

What is the requested action?

JPACT approved Resolution 25-5465 and now requests Metro Council provide their final approval for the four projects in the February #2, 2025, Regular MTIP Formal Amendment under Resolution 25-5465.

TPAC February 7, 2025, Meeting Summary:
TPAC received their official formal amendment notification and overview. Ken Lobeck, Metro Funding Programs Lead provided a summary of the project changes that will occur to the MTIP. There was no follow-on discussion among TPAC members. TPAC proceeded to then provide their approval recommendation to JPACT to approve Resolution 25-5465.

JPACT February 20, 2025, Meeting Summary:
JPACT met on February 20, 2025. The February #2, 2025, Regular MTIP Formal Amendment was included as part of the agenda Consent Calendar. JPACT approved the Consent Calendar without discussion.

The following pages contain additional details about the project changes occurring as part of the formal MTIP amendment under Resolution 25-5465.

Project Number: 1	**Key Number: 23834**	**Status: Add New Project**
Project Name:	**Regional Rail Futures Study (Metro)**	
Lead Agency:	Metro	
Description:	SB 5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.	
Funding Summary:	The project received a $500,000 planning award from SB5701, Section 503. The funds are state funds.	
Amendment Action:	The formal amendment adds the new Metro Rail planning study to the 2024-27 MTIP for historical monitoring purposes. Inclusion in the Metro Unified Planning Work Program also will occur.	
Added Notes:	Project Location: NA: Regional application	

Enrolled

Senate Bill 5701

Sponsored by JOINT COMMITTEE ON WAYS AND MEANS

CHAPTER .....

AN ACT

Relating to state financial administration; creating new provisions; amending section 3, chapter 452, Oregon Laws 2023, section 2, chapter 475, Oregon Laws 2023, sections 87, 159, 232, 248 and 318, chapter 605, Oregon Laws 2023, and section 40, chapter ___, Oregon Laws 2024 (Enrolled House Bill 5204); repealing section 275, chapter 605, Oregon Laws 2023; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

for Medicare and Medicaid Services of the use of Federal Medical Assistance matching funds by the Oregon Health Authority for this purpose.

(2) If any of the moneys appropriated under subsection (1) of this section are not allocated by the Emergency Board prior to December 1, 2024, the moneys remaining on that date become available for any purpose for which the Emergency Board lawfully may allocate funds.

SECTION 502. In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of $60,000, for distribution to the City of Sodaville for water hauling.

SECTION 503. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of $500,000, for distribution to the metropolitan service district organized under ORS chapter 268 to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.

SECTION 504. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 4 (3), chapter 475, Oregon Laws 2023, for the biennium ending June 30, 2025, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal

Project Number: 2	**Key Number: New - TBD**	**Status: Add New Project**
Project Name:	**Reconnecting 82nd Ave Community Planning Study**	
Lead Agency:	Metro	
Description:	A study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	

Funding Summary:

The project received a $2,000,000 planning grant from the USDOT Reconnecting Communities Pilot (RCP) program. The grant requires a 20% match (or $500,000). The total programming amount for the study is $2,500,000.

U.S. Department of Transportation ABOUT DOT PRIORITIES CONNECT

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Reconnecting Communities Pilot (RCP) Program

Awarded Projects

Reconnecting Communities Pilot (RCP) Program FY24 Awards

Reconnecting Communities and Neighborhoods (RCN) Grant FY23 Awards

Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, U.S. Department of Transportation announced $544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over $3 billion in funding.

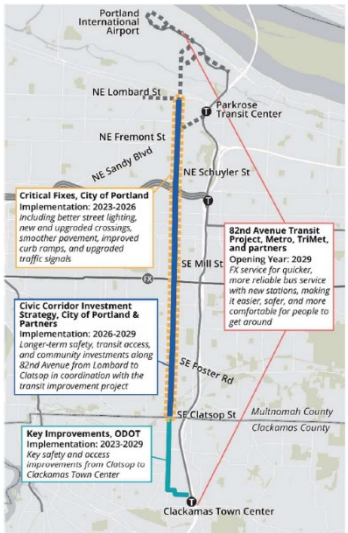
Round	Project Type	UEI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amount
RCP FY2024	Community Planning Grant	KEE8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	$2,000,000
RCP FY2024	Community Planning Grant	LZHQWPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	$2,000,000

Amendment Action:

The formal amendment adds the new RCP federally funded planning grant for Metro to the 2024-27 MTIP.

Added Notes:

Project Location: On 82nd Ave from approximately PDX in the north and then south to Clackamas Town Center.



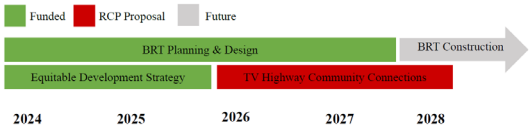
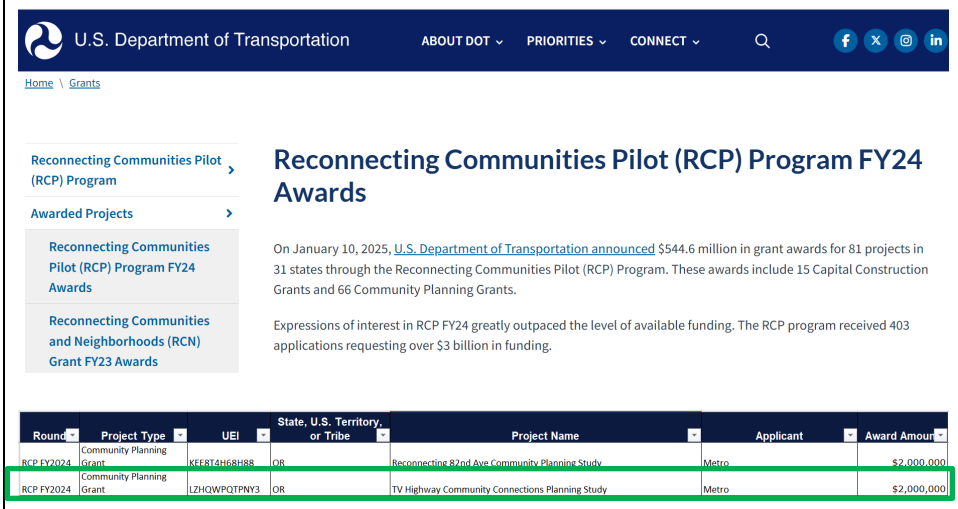


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal

Project Number: 3	**Key Number: New - TBD**	**Status: Add New Project**
Project Name:	**TV Highway Community Connections Planning Study**	
Lead Agency:	Metro	
Description:	A study on TV Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	
Funding Summary:	The project received a $2,000,000 planning grant from the USDOT Reconnecting Communities Pilot (RCP) program. The grant requires a 20% match (or $500,000). The total programming amount for the study is $2,500,000.	
Amendment Action:	The formal amendment adds the new RCP federally funded planning grant for Metro to the 2024-27 MTIP.	
Added Notes:	Project Timing and approximate Location	



Round	Project Type	UEI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amount
RCP FY2024	Community Planning Grant	KEE8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	$2,000,000
RCP FY2024	Community Planning Grant	LZHQWPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	$2,000,000

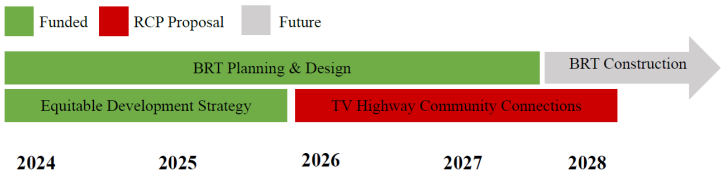


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal

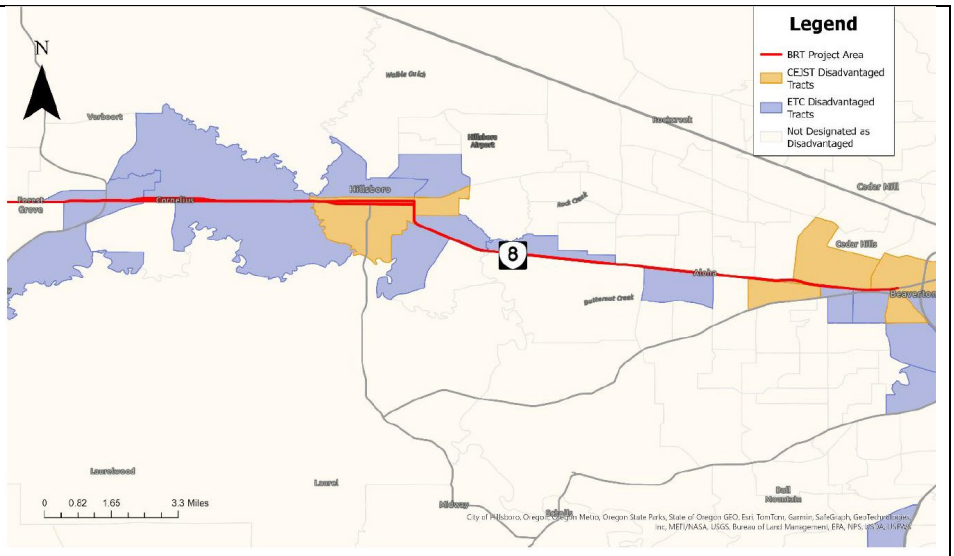
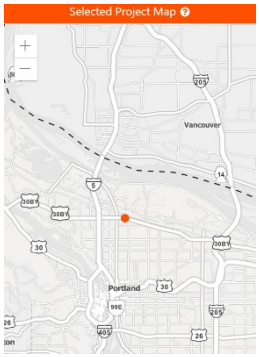
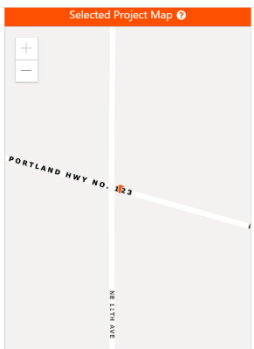


Figure 3. USDOT ETC identifies 50 percent of census tracts along TV Highway are disadvantaged (purple)

Project Number: 4	**Key Number: 23090**	**Status: Cancel Phase/Project**
Project Name:	**US30B: (NE Lombard St) NE Lombard Pl - NE 11th**	
Lead Agency:	ODOT	
Description:	Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.	
Funding Summary:	The project currently has $1,882,000 of federal Rail Crossing Hazard mitigation funds programmed in the PE phase. The federal funds are 100% federal. There is no required match. ODOT's most recent project review indicates insufficient funding is available to complete the construction phase. The funding will be returned to the Rail program.	
Amendment Action:	The formal MTIP amendment cancels the PE phase. This effectively cancels the project.	
Added Notes:	Project location:  	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the February #2 2025 Formal MTIP amendment (FB25-06-FEB2) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

Action	Target Date
• TPAC agenda mail-out……	January 31, 2025
• Initiate the required public notification/comment process…….	February 5, 2025
• TPAC approval recommendation to JPACT……	February 7, 2025
• JPACT approval and recommendation to Council……	February 20, 2025
• Completion of public notification/comment process……	March 6, 2025
• **Metro Council approval……**	**March 13, 2025**

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

Action	Target Date
• Final amendment package submission to ODOT & USDOT…….	March 19, 2025
• USDOT clarification and final amendment approval……	April-May 2025

Note: As of February 21, 2025, all formal/full MTIP/STIP amendments will require final approvals by the Oregon FHWA Office and from Headquarters FHWA in Washington, DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** No opposition known at this time.

2. **Legal Antecedents:**
   a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
   b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
   c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.

4. **Metro Budget Impacts:** Metro's UPWP budget will be adjusted accordingly to incorporate the new state and federal grant awards.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5465 and now requests Metro Council provide their final approval for the four projects in the February #2, 2025, Regular MTIP Formal Amendment under Resolution 25-5465.

No Attachments.

Materials following this page were distributed at the meeting.

Georgia Langer

From: Alison Lucas <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 8:56 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

From: Alison Lucas
Email: alisonalucas@gmail.com
Neighborhood/City: Concordia in NE Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

--
This e-mail was sent from a contact form on No More Freeways (https://nomorefreewayspdx.com). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available here.

Georgia Langer

From: AARON ANDRADE <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 10:08 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

From: AARON ANDRADE
Email: ZOOPIEDOOP@GMAIL.COM
Neighborhood/City: WOODSTOCK

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose the Rose Quarter Freeway Expansion MTIP amendments.

This project gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region.

JPACT and Metro should direct ODOT to conduct an Environmental Impact Statement that studies ALTERNATIVES to freeway expansion while still building caps and remediating the neighborhood.

The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package.

Thank you.

--
This e-mail was sent from a contact form on No More Freeways (https://nomorefreewayspdx.com). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are

receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available here.

Georgia Langer

From: Cathy Aster <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 6:50 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

From: Cathy Aster
Email: caaster@gmail.com
Neighborhood/City: Brooklyn / Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

--
This e-mail was sent from a contact form on No More Freeways (https://nomorefreewayspdx.com). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available here.

Georgia Langer

From: Stephen Bachhuber <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:56 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

From: Stephen Bachhuber
Email: srbachhuber1@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I am elderly, but my main form of in city transit is an old fashioned bicycle. In my daily experience I see the gaps and breaks in a safe and equitable bicycle and pedestrian infrastructure. I can't get around safely. I don't want my tax dollars to pay for commuters who have an under utilized mass transit option, while others risk their lives simply crossing the street.

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Georgia Langer

From: Bradley Baker <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:33 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Bradley Baker
Email: bradmbak@gmail.com
Neighborhood/City: Grant Park/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The time has long past to expand freeways. We know this will lead to more carbon emissions and be fiscally irresponsible.

Let's instead direct our investments in road maintenance, street safety, and transit improvements.

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Georgia Langer

From: Joan Bates <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:42 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Joan Bates
Email: joanjupiter@gmail.com
Neighborhood/City: NW Nobhill

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I strongly oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.
Merci beaucoup

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Georgia Langer

From: Nathan Berres <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 11:02 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Nathan Berres
Email: nathan.berres@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Investing millions of dollars into expanding highways is not only short-sided but an ineffective use of transportation tax funds. This is the exact opposite of what we should be doing to combat climate change, where transportation makes up the biggest sector of greenhouse gas emissions. We need to create a more efficient transportation network and that starts with investing money into public transportation and bicycle infrastructure.

I urge both JPACT and the Metro Council to reject this decision. It will put Oregon further into a transportation debt crisis that we already need to tackle. Investing in the inefficient form of transportation that is highways is not the path forward. Please consider our planet, the communities this will affect, and the future communities that will have to live with the consequences.

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Georgia Langer

From: Bianca <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 4:05 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Bianca
Email: rebirtha@gmail.com
Neighborhood/City: Centennial

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Because of the twenty block stretch of Stark eastbound between 148 and 162 that's worse after a pointless and bad repair. Because Portland is desperate to chase dollars while East Portland roads crumble, children suffer a lack of road maintenance and repair too. But just one more lane bro!!! Let's pour billions into making Portland as brown and hazy and lousy as LA bro!!

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Georgia Langer

From: Ben Birdsall <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 9:39 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ben Birdsall
Email: bwbirdsall@gmail.com
Neighborhood/City: Portsmouth, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Highway expansion causes more traffic, increases emissions, and solves none of our problems while costing billions at a time when budgets are on trouble. Investing in making or current infrastructure better and safer will serve our communities much more than an expensive ODOT boondoggle trying to address our current problems with last century's disproven solutions!

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Georgia Langer

From: Ryder Booth <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:25 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ryder Booth
Email: rcbootson@gmail.com
Neighborhood/City: Northwest Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Dear JPACT and the Metro Council,

l humbly request that you reject the Rose Quarter Freeway Expansion MTIP amendments. 1.9 billion is a ludicrous amount of money that should be spent on actually helping people switch to public transit, biking and walking. If you do that it would actually fix our traffic problem.

I commute my bike and public transit every day and would love to see those forms of transit made a possibility for all Portlanders.

Thanks,
Ryder

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Georgia Langer

From: Steve Bozz <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 12:05 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Steve Bozz
Email: coffeeisnice@gmail.com
Neighborhood/City: Sabin, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Come on folks, pouring billions into a project that increases carbon emissions and further expands the urban heat island in our central city is a really, really bad idea. Considering the way the was the federal government is moving, we would mire ourselves in debt and be left stranded without enough funding to complete this project. Let's pull back, regroup, and focus on solutions that are best for our city and region.

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Georgia Langer

From: Emiliano Brock de Corona <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 7:31 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Emiliano Brock de Corona
Email: EmilianoTechs@proton.me
Neighborhood/City: Irvington/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

It's a bad idea to expand the freeway because we all know about induced demand. It's not a future proof solution. Despite the supposed benefits of freeway caps, I wouldn't be surprised if those are the parts that fall through. Do not spend money on improvements for cars at all. Cars should be inconvenienced to encourage other modes of transit!

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Georgia Langer

From: Ron Buel <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 11:40 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ron Buel
Email: ronbuel77@gmail.com
Neighborhood/City: Irvington, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I support lids, not lanes. I support Albina Vision Trust.
I know that widening I-5 will increase traffic on I-5. It will also increase vehicle miles driven in the Portland region.
Increased vehicle miles gives us more carbon dioxide, climate change and global warming.
Transportation is 40% of the region's global warming pollution. Portland and Oregon should be leading the nation in fighting climate change, not making it worse.
In addition, the U.S. Environmental Protection Agency says that 460 people a year in this Portland region die from air-pollution-caused lung cancer that comes from vehicles driven, particularly those with carcinogenic diesel fuel. We need to reduce air pollution, not create more of it as this project does through the heart of our city.
Moreover, this poorly-designed, $2 billion project for widening I-5 simply moves the bottleneck down the road to where I-84 enters the freeway going South, and the single-lane backs up carrying vehicles to I-84 East, and the additional single lanes back up carrying the increased traffic going into Downtown across the Morrison Bridge, and the other single lane backs up carrying vehicles onto Morrison and then onto McLoughlin going South. Traffic congestion becomes worse from this widening, not better. All over the country it has been proven that widening freeways creates more driving and more congestion. In a closed system the bottleneck just moves down the road.

There is also the matter of the City and State's transportation budgets being reduced by more efficient vehicles. ODOT and PBOT are facing lay-offs and reduced operations and maintenance in order to do these nonsensical projects. The federal pipeline under Trump is tightening up for Oregon. We have to spend our money more wisely. This project is foolish and unnecessary under these conditions.

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Georgia Langer

From: Nick Buri <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 4:39 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Nick Buri
Email: nw.buri@gmail.com
Neighborhood/City: NW pdx

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

It seems obvious to me that if you widen a freeway, even if you call it an "auxilliary lane" or "safety lane" or whatever you want to call it, it's gonna make more people use that freeway, and congestion will reappear. I understand that ODOT sees this section of i5 as a "bottleneck" – well, the truth is, there will always be a bottleneck on i5 in portland, because that's inevitable when you ram a freeway right through the middle of a large, active city.
I'm not happy with the rollout here, also – given that ODOT is completely broke, of COURSE you all are prioritizing the most unpopular element of the whole project and leaving the freeway cover portion (which has a lot of civic engagement and excitement, and is the type of project we /should/ be prioritizing to bring positive attention and economic benefits to our city right now) vulnerable to inevitable funding issues.
You're broke, Trump is cutting everything, and on top of that you refuse to reckon with the fact that ODOT is designed to build the types of projects that a) don't even work from a traffic engineering standpoint and b) are so obsolete from a climate standpoint they fill anyone who looks at the problem with clear eyes with dread and rage. What are you /doing/? This, truly, is embarrassing. The least you can do is reject the MTIP amendment. Thank you.

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Georgia Langer

From: Reed Buterbaugh <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 8:43 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Reed Buterbaugh
Email: ReedButerbaugh@gmail.com
Neighborhood/City: Portsmouth, North Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Do not spend money creating more concrete and asphalt for 4,000 lb cars and massive trucks to move through an urban area where people live. Expanding highways to alleviate traffic congestion is as effective as buying bigger pants to beat obesity. Charge tolls, make gas more expensive, effectively implement a pay-by-the-mile road user fee for electric cars, and use all this money to get people MOVING on public transit and through an improved bike roadway network.

Expanding the highway is a multi-generational mistake, do not do it.

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Georgia Langer

From: Corey Buttry <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 10:01 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Corey Buttry
Email: coreybuttry@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Expanding the freeway will increase traffic, pollution, and greenhouse gas emissions at a time when Portland should be focused on reducing carbon output. The North Portland community already faces significant environmental burdens, and adding more lanes will only exacerbate these injustices.

Instead of spending billions on a freeway expansion, we should be investing in safer streets. Traffic fatalities are rising, and dangerous corridors like Powell Boulevard and TV Highway urgently need improvements. Expanding public transit, building better pedestrian and bike infrastructure, and repairing local roads would create a transportation system that is safer, more accessible, and more equitable.

The most beneficial parts of the project—such as highway caps and pedestrian/bike improvements—can and should be pursued without widening I-5. ODOT should conduct an Environmental Impact Statement to explore alternative solutions that prioritize community needs over freeway expansion.

Portland needs to focus on investments that benefit communities, not a freeway expansion that will worsen congestion, harm air quality, and drain public resources. I urge JPACT and Metro to prioritize transportation solutions that align with our region's climate goals and community needs.

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Georgia Langer

From: Cale <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 4:47 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Cale
Email: calejbickler@gmail.com
Neighborhood/City: Sunnyside, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Climate leaders don't expand freeways, we need other transportation options than car dependency. No freeway expansion that money would be much better used elsewhere

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Georgia Langer

From: James Cavin <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:06 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: James Cavin
Email: jameswcavin@yahoo.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Please vote to reject the I-5 Rose Quarter Freeway Expansion MTIP amendments. Instead direct our region to prioritize investments in road maintenance, street safety, and transit improvements.

The proposed expansion of the I-5 freeway through the Rose Quarter will not only exacerbate congestion and air pollution, but it also ignores the pressing needs of our community to build efficient transportation infrastructure. Highway expansion promotes MORE car dependency!

Instead, let's focus on improving the safety of our streets for all users, especially pedestrians and cyclists; allocating resources to essential road maintenance to ensure the longevity of existing infrastructure, and
investing in sustainable transit solutions that reduce reliance on single-occupancy vehicles.

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Decades of disinvestment have left the Portland region with dangerous arterials like TV Highway and Powell Boulevard, enormous backlogged maintenance needs, and inadequate funding for basic transit operations. By giving ODOT a thumbs up to move forward with construction on the Rose Quarter despite increasingly dire funding

options for the $1.9 billion proposal, transportation investments around the region will stagnate if every spare dollar that could be spent on these other needs is instead directed to this boondoggle, especially when the promised $400,000,000 from the federal government is in question.

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Georgia Langer

From: Mary Cameron <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 12:07 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Mary Cameron
Email: cameron.mare@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

If they can't take care of what we already have, how can they maintain more roads?

More freeways in that area will cause more confusion and take more land only to pour concrete on it.

We, the people, cannot afford the cost.

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Georgia Langer

From: Rebecca Canright <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:58 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Rebecca Canright
Email: rebeccagroovypeace@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Greetings! As a young person, I care about protecting our environment and the scenic beauty of our region. Let's work together to safeguard our wildlife habitat and not develop any more. Thank you!

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Georgia Langer

From: annie capestany <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 2:49 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: annie capestany
Email: cabeckstany@gmail.com
Neighborhood/City: portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

this expansion is a waste of money that will barely make a difference in travel time. plus, it will encourage people to use cars rather than alternative modes of transportation. we need to get people OFF the freeways if we are gonna have any hope of reducing the impact of climate change.
our money will be better spent on mass transit, bike lanes, pedestrian access, etc.
plus, why start a project when the money is so iffy (locally and from the feds)? Be a responsible public steward. don't spend money you don't have.
use our dollars to keep our air clean and our streets safe; don't waste taxpayer funds on the Rose Quarter expansion

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Georgia Langer

From: Emily Chapman <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 7:12 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Emily Chapman
Email: emily@chapman-leff.net
Neighborhood/City: Buckman

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This project will reduce Portlanders' quality of life. I would much rather see investment in alignment with my own priorities, focusing on street safety, shorter headways for buses, and additional greenways.

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Georgia Langer

From: Nicholas Cherry <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 9:02 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Nicholas Cherry
Email: nicholasc7133@gmail.com
Neighborhood/City: Multnomah Village, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Freeway expansions have shown time and time again not to fix anything! The research is there, there's no point in throwing $1.9 BILLION away!

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Georgia Langer

From: Cory Ciccone <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 8:18 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Cory Ciccone
Email: rua49er@yahoo.com
Neighborhood/City: Raliegh Hills

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Please stop this injustice while you still can by voting NO! Portland and Oregon are cutting essential services to fund this monstrous freeway widening project for over a billion dollars!!! If given the choice between the two, no one in their right mind would fund this project. Think about our children and the world they are inheriting. We should be prioritizing getting cars off the road, not prioritizing funds for that method of transport.

There is no tangible positive impact that this money brings to our society. Induced demand will negate all "benefits" of this project at a time where our world is warming rapidly due to carbon emissions, mainly because of cars.

In order for Portland and Oregon to continue to grow and prosper, we need to allocate our limited resource where they have the greatest impact. Freeway widening is not the answer in ANY situation.

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Georgia Langer

From: Daniel Costantino <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 3:57 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Daniel Costantino
Email: daniel@jarrettwalker.com
Neighborhood/City:

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Dear JPACT Members and Metro Councillors:

Thank you for your service in furthering the interests of your communities and our region. I urge you to reject the MTIP amendment to advance the Rose Quarter Freeway Expansion.

1. Cars are the most space-, energy-, emissions- and carbon-intensive means of mass transportation. Cars produce huge negative externalities, including many forms of pollution. By concentrating cars and trucks on urban freeways, we are maximizing the number of people who have to live with the impacts of that pollution. This project would be inviting more cars and trucks into the same space, doubling down on the impacts.

2. Addressing this bottleneck will not solve local or regional congestion. An interchange at the center of the region's population and jobs will always be a high demand facility, subject to frequent and severe congestion, unless high and demand-sensitive tolls are introduced, which has proved politically unacceptable. Furthermore, if the new I-5 bridge over the Columbia actually gets built according to current plans, the new wider gullet will simply be fed by a larger bottle.

3. Further expanding freeways in the Central City doubles down on the historical injustices visited on the Rose Quarter and Albina areas, including the taking and destruction of Portland's original historic Black neighborhoods. Freeway caps and minority contracting mitigate this, but both are possible without also engaging in destructive car-centric freeway widening.

4. The costs for this project have ballooned, and there is no money to see it through. Federal support is disappearing. Meanwhile, ODOT has demonstrated significant errors in its own internal accounting, including a $1.1 billion error in assessing its revenues. While ODOT definitely needs new money to better maintain the state's existing roads, it is clear that freeway-related investments at this time are simply pouring money down an endless drain, at the cost of everything else.

Thank you.

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Georgia Langer

From: Nancy Crumpacker <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:00 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Nancy Crumpacker
Email: ncrumpacker47@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We cannot afford this project when there are many other needs like fixing potholes in Portland. This project will harm air quality in disadvantaged neighborhoods causing harmful health effects to both young and old citizens.

JPACT and the Metro Council should reject the Rose Quarter Freeway Expansion MTIP amendments.

Thank you for your consideration.

Nancy Crumpacker, MD

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Georgia Langer

From: Ian Cunningham <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:58 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ian Cunningham
Email: fluorescentian@gmail.com
Neighborhood/City: North Tabor, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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Georgia Langer

From: Jordan Del Valle Tonoian <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 10:05 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jordan Del Valle Tonoian
Email: me@jordandt.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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Georgia Langer

From: Melissa Delzio <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 10:16 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Melissa Delzio
Email: melissa@meldel.com
Neighborhood/City: Overlook

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Transit safety, security and frequency over cars!

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Georgia Langer

From: Alison Dennis <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 7:48 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Alison Dennis
Email: dennis.alison@gmail.com
Neighborhood/City: Roseway Neighborhood (Portland)

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

At this time in our history, it is imperative that we invest in infrastructure that will reduce VMT and carbon emissions and create more options for more mass transit, cycling, walking and rolling. It is also imperative that we do not waste large amounts of local and regional budgets on harmful freeway expansions that will increase emissions, degrade the quality of neighborhoods and fail to address traffic congestion due to the well documented pattern of induced demand. I demand that you reject the Rose Quarter Freeway Expansion MTIP amendments and instead re-direct our regional funds toward safety, maintenance and transit improvements that expand the availability and feasibility of alternatives to driving.

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Georgia Langer

From: Harry Disney <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 10:17 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Harry Disney
Email: hap.disney@gmail.com
Neighborhood/City: Kenton/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment for the many reasons outlined in the letter submitted by No More Freeways.

Our "modern freeway" system is at the pinnacle of its achievement. Everything we have invested in the past 50+ years has gone toward freeway/road expansion and this is what we're stuck with: more traffic congestion and more pollution.

It is past time to consider better investments in walkable, bikeable, transit-oriented infrastructure and stop wasting precious public funds on failed designs. A wider freeway has NEVER resulted in reduced congestion nor reduced air pollution.

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Georgia Langer

From: Stephen Docy <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 12:53 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Stephen Docy
Email: docystephen@gmail.com
Neighborhood/City: Hillsboro

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

With the City of Portland and the State of Oregon already facing budget shortfalls and talks being underway around what should be cut it is deeply irresponsible to begin a multibillion dollar road expansion project. Especially so when there are no clear funding mechanisms in place for completing the project. With the current situation at the federal level that we would be much better off spending the limited dollars we have on maintaining the infrastructure we have currently and investing in public transit improvements. A wider freeway goes against our state's goals to combat climate change and will only further our dependence on cars. Focusing these funds instead towards fixing what we already have and improving public transit would better align with our climate goals while still building out more capacity for people to get where they need to go. So I urge that the Rose Quarter Freeway Expansion is rejected so we don't find ourselves digging a multibillion dollar deep hole for no reason.

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Georgia Langer

From: Miche Dreiling <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 7:20 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Miche Dreiling
Email: linen_rudders_9w@icloud.com
Neighborhood/City: Eugene

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Elected leaders should prioritize a future that stops killing and harming people.

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Georgia Langer

From: Michelle DuBarry <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 11:58 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Michelle DuBarry
Email: dubarry@comcast.net
Neighborhood/City: Overlook/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

As a resident of North Portland and the mother of a toddler who was killed by a careless driver on an ODOT road, I urge you to reject the proposed MTIP amendment bundle for the Rose Quarter freeway expansion.

Given the crises of traffic violence and climate change, it is unacceptable and immoral to commit public money to a project that will increase both traffic and pollution. Especially considering the maintenance backlog and lack of safe pedestrian/cycling infrastructure on existing roads.

I am in favor of building the freeway lids. But ODOT's bad faith PR-washing makes it obvious that the lids are an afterthought, and the highway project is THE priority. It is so obvious that ODOT should be ashamed, as should anyone who votes to advance this amendment.

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Georgia Langer

From: Brant A Duncan-Thurman <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 7:46 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Brant A Duncan-Thurman
Email: thurmanbrant@yahoo.com
Neighborhood/City: Northwest

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

It will have negative impacts on the surrounding communities as most highway expansions. We need to remove the freeway along the east side of the river and remove the freeways through Portland to place more affordable housing.

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Georgia Langer

From: Serenity Ebert <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 2:08 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Serenity Ebert
Email: kismit1@verizon.net
Neighborhood/City: Reed neighborhood of SE Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I demand that JPACT and the Metro Council stop this unnecessary, and dangerously reckless freeway expansion. The city of Portland has already ignored the needs of its residents for far too many years. Portland City leaders continue to wring their hands over funding, while our infrastructure crumbles, our traffic death toll rises, and ADA access continues to lag. How dare they even consider a multi billion dollar freeway expansion project before repairing crumbling streets, repainting faded signs, and expanding ADA access.

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Georgia Langer

From: Clifford Eiffler-Rodriguez <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 12:41 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Clifford Eiffler-Rodriguez
Email: cpeiffler@gmail.com
Neighborhood/City: Salem, OR

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I can't believe that ODOT continues to insist on widening I-5 despite that myriad of ways that show this project is a boondoggle from the beginning.

Financially, we can't afford it. It will not improve traffic. It will not provide greater mobility access. It's environmentally a nightmare and against any real goal to change to address the growing climate disasters we are experiencing.

My biggest complaint is that we continue to act like a state full of country bumpkins who are satisfied with doing the same thing we have for the last 100 years. Instead of improving existing infrastructure and investing in things like High Speed Rail, we cede our position in the PNW as a follower and wannabe.

True success will be measure when we move away from dependency on single rider cars, which are expensive to own and maintain.

Invest in mobility freedom for everyone, invest in transit projects, invest in connecting our communities. Not in creating a bigger traffic jam.

Ditch those leading ODOT, they don't have Oregon's best interests leading their department's decisions.

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Georgia Langer

From: Eliot C <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:37 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
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From: Eliot C
Email: ec7723@protonmail.com
Neighborhood/City: Sabin

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I need clean air to breathe and a livable climate. No more freeways!

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Georgia Langer

From: Duane Fickeisen <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:07 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
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From: Duane Fickeisen
Email: dfickeisen@gmail.com
Neighborhood/City: Mt Tabor/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This proposed project is more boondoggle than solution. It is a very expensive project that will only move the bottle neck down the road. We ought to be talking about tearing down I-5 where it slashes through neighborhoods and blocks access to the Willamette River instead of locking our region into decades more of this disaster.

It seems highly unlikely that the Federal funds counted on for the project will not be forthcoming, so let's not waste more money planning this thing that may never happen anyway.

Instead let's put our local funds to work on improving non-automobile modes of transportation (e.g., transit, bike and pedestrian access) and on fixing our broken streets.

ODOT is not a reliable source of information on this — they seem bent on new construction and adding lanes when we really need to transition to other modes of transportation.

Before this project proceeds, we need to see a full Environmental Impact Statement with meaningful consideration of alternatives, including no action.

Local agencies, including the City of Portland should stop lobbying for this.

JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

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Georgia Langer

From: Bryan H Fletcher <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 12:27 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Bryan H Fletcher
Email: bryan.fletcher@gmail.com
Neighborhood/City: St Johns

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I urge you to vote against the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region's resources toward road maintenance, street safety, and transit improvements. More freeway lanes will only bring more congestion, pollution, and traffic violence—while better transit, bike lanes, and pedestrian infrastructure create a more livable, loveable city.
We need investments in alternative transportation that truly serve our communities, including:

- Safe, connected bike lanes
- Reliable, frequent, and safe bus service—with more bike racks!
- Light rail and Frog Ferry!
- Congestion pricing to reduce traffic and fund sustainable mobility

Expanding freeways is a mistake of the past. Let's think big and prioritize a future where everyone can move safely and efficiently—without depending on more asphalt.
Thank you for your leadership in building a better Portland.

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Georgia Langer

From: Dr. Nick Hengen Fox <info@nomorefreewayspdx.com>
Sent: Thursday, March 13, 2025 8:46 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

From: Dr. Nick Hengen Fox
Email: nicholashengen@hotmail.com
Neighborhood/City: Irvington, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I am asking you to vote to reject the Rose Quarter Freeway Expansion MTIP amendments. It is my understanding that funding for this project is not secured–and that for a project of this scope clear federal funding is a necessity. I am terrified that Portland, Multnomah County, and Metro are about to dive into an open-ended project to widen a freeway (which we shouldn't do anyway!) without funding and the end result will be endless construction and new taxes on Multnomah County residents who (like me) rarely use the freeway. I am also concerned about the long-term harm of driving, but... even if I thought that wasn't so bad, jumping into a $2 billion construction project without secure funding seems... insane to me!

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Georgia Langer

From: Max Freiberger <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 3:34 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Max Freiberger
Email: maxtf1999@gmail.com
Neighborhood/City: Kerns

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I regularly bike, walk, and take public transit around the city. By far the ugliest parts of this city are devoted to car transit. the vibrancy of local areas are sucked away by car parks, car roads, highways, and all the other accoutrements necessary to uphold and expand car-centered living. Our city continues to sprawl, becoming more reliant on one mode of transportation while killing the community connections made by seeing your neighbors on the street. I am opposed to the further investments in car-based transit because it has nothing but negative impacts. By capitulating to the cries from auto drivers for expansion, demand is induced while the real problem of navigating the city continues to be unsolved. What we need in Portland is further investments in comprehensive and equitable transit that all, from child to elderly to disabled to able-bodied, can use with ease.

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Georgia Langer

From: Nina French <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 11:09 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Nina French
Email: snowflakeschance@yahoo.com
Neighborhood/City: Madison South

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We do not want more freeways. More freeways cause more congestion; everyone knows this. Additionally, we do not need to be Seattle, and I personally do not want us to become Seattle. My commute was a nightmare there. Why do you want to make even more congestion? Civil Engineers are hell-bent on destroying this city. We do not need or want these additional freeways, nor does any community want one cutting through their neighborhood. I can only imagine which communities you would break up, as well. Just sickening.

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Georgia Langer

From: Nona Gamel <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 12:13 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Nona Gamel
Email: nona.gamel@gmail.com
Neighborhood/City: Pearl District/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The climate crisis is real. Freeway widening makes the problem worse. Invest in public transportation, bike and pedestrian safety.

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Georgia Langer

From: John Giacoppe <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 10:57 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: John Giacoppe
Email: maxamilliancyther@gmail.com
Neighborhood/City: South Tabor, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Dear JPACT Members and Metro Councilors,

My name is John Giacoppe, and I am a resident of Southeast Portland, near Division and 82nd Avenue. I, like many other Oregonians, am struggling to make ends meet, and I am frustrated to see state government waste money it doesn't have on an unnecessary and expensive road expansion project.

The Rose Quarter project continues to balloon in price year after year, with the only secured federal funding coming for the neighborhood-restoring freeway cap. Neighbors have repeatedly demanded stronger bicycle and pedestrian improvements as a part of this project and have been ignored at all stages of this process. Concerns about increasing emissions during the climate crisis and causing further damage to the historically Black neighborhoods that the current route attempted to displace have not been addressed by planning staff, a failure which led in part to the denial of federal funding for the road expansion portion of this project.

ODOT seems to be starting the project despite the massive funding gap as a extortionary tactic, obligating state taxpayers to foot the bill for project completion when federal funding is inevitably denied. I cannot afford my rent and I am struggling to find long-term work. I will not stay housed for very long if I

can't find a job and if costs do not come under control. As I and many other Oregonians are struggling to survive, our state transportation agency says that "any option is on the table" for funding a project that a huge majority of the public has explicitly stated they do not want, and which independent traffic studies have indicated will do nothing to help with congestion or road safety. Such an undemocratic approach is unacceptable, and I am calling on you to represent your communities and constituents and reject the MTIP amendments before you today. Our state should respond to the needs of its citizens, not the whims of its engineers. Make them listen.

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Georgia Langer

From: Rachel Gilmore <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 9:49 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Rachel Gilmore
Email: rachelemilycodd@gmail.com
Neighborhood/City: East Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Please reject the extremely expensive freeway expansion project as we are far beyond the point where our climate can tolerate any further expansion of car-centric infrastructure.

Please vote to reject the MTIP amendment to advance the proposed Rose Quarter freeway expansion project.

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Georgia Langer

From: Elianna Gnoffo <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 7:09 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Elianna Gnoffo
Email: ergnoffo@gmail.com
Neighborhood/City: Piedmont, North Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I want Metro to vote No on the ammendments as this expansion project would burn money to burn money. The project is already extremely over budget and will only lead to more congestion. It also reinforces car dependency which keeps people poor, doesn't lower our carbon output, worsens heat island effects, is unaccessible, and worsens health and education outcomes in the surrounding area. I also find it very strange that this project starts taking off just as the displaced black Portland population has begun to move back to the area. Do something that will actually help the city and move investments towards public transit and micromobility.

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Georgia Langer

From: Blake Goud <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:43 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Blake Goud
Email: blake.goud@gmail.com
Neighborhood/City: Portsmouth, Portland, OR 97217

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

There are critical safety improvements needed statewide and in the metro region that are far more urgent than widening a highway that isn't even the only source of congestion on I-5 and would induced even more traffic and make both traffic and transit worse.

This project is also wildly fiscally irresponsable and most of the money available to spend is either going to be pulled from other projects in a funding shell game or is federal money for Albina Vision Trust under the USDOT reconnecting communities grant which the Trump administration and Congessional Republicans who are in the majority will try to cancel.

At this point ODOT is fraudulently inducing other government agencies to allow for the start of construction. They know that they will gain significant leverage to finish the project even if everyone woke up and realized how bad this project is and what it will cost us in other state spending cuts not to mention in terms of health and climate.

Please do not approve the MTIP and put the money instead to the street safety, road maintenance and transit/active transportation projects that will deliver far more bang for the buck!

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Georgia Langer

From: Jonathan Edwards Greenwood <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 3:03 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jonathan Edwards Greenwood
Email: jonathan.e.greenwood@gmail.com
Neighborhood/City: Kenton/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Dear JPACT Members and Metro Councilors,

I urge you to reject the MTIP amendment advancing the Rose Quarter Freeway Expansion. This $1.9 billion project threatens to drain funding from essential transportation needs like road maintenance, transit improvements, and fixing dangerous arterials. ODOT has already spent $130 million—mostly on consultants—while costs continue to soar. With the federal government withholding $450 million and no clear state funding commitment, this project is financially reckless.

Expanding I-5 will also worsen air pollution in North Portland, harming residents' health while adding 21,000 tons of greenhouse gas emissions annually. Meanwhile, the parts of the project that benefit the Albina community—such as highway caps and bike/pedestrian improvements—remain unfunded and uncertain. They should not be relegated to a second phase that may never happen; caps should be all we build with this project to allow more dense housing and services above I-5. We should be investing in transit, road safety, and affordable housing, not freeway expansion.

I demand that JPACT and Metro require ODOT to conduct an Environmental Impact Statement that evaluates alternatives to expansion, especially making this project only a capping of the existing,

unwidened freeway. Additionally, Portland and Metro should remove support for this project from their 2025 lobbying agenda and push for transportation funding that actually benefits the region.

Please stand against this wasteful project and reject the MTIP amendment.

Thank you

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Georgia Langer

From: Kristin Gross <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 2:08 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Kristin Gross
Email: hazypictures@protonmail.com
Neighborhood/City: Roseway/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The Rose Quarter Freeway Expansion has already cost us so much money. We are facing budget and environmental crisis and I really don't think allocating $1.9B to something that will absolutely have negative effects on the environment with no real benefits is wise. Freeway expansion aren't just bad for the environment, they're bad for the people who live near by who are subject to noise pollution and the health consequences of increased exposure to pollution. This money could fund so many transportation options that increase livability, safety and quality of life. There is a massive backlog of maintenance and safety improvements that are so needed. I'm asking that JPACT and Metro to reject the MTIP amendment. I'm also asking that you ask ODOT direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood

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Georgia Langer

From: Mark Harris <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 2:13 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
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Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Mark Harris
Email: mharris789@msn.com
Neighborhood/City: NE Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

i believe very strongly that expanding the I405 freeway is the wrong thing to do. So wrong in fact that to me it is very obvious I fail to understand why ODOT again and again is trying to push this through? From the environmental impact on our neighbors close to the freeway through to induce demand and the failure of freeway expansions around the country have shown that this is not an effective solution.

We can do better and must do better!

Thank you

Mark Harris

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Georgia Langer

From: Andrea Haverkamp <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 4:26 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Andrea Haverkamp
Email: andrea.haverkamp@outlook.com
Neighborhood/City: Kerns Neighborhood, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We are at a climate crossroads, facing extremely tight budgets, and have a growing population. We can collectively do difficult things. The difficult thing is to stop this project right now and minimize harm and wasted money rather than inch it forward. Please do not pass this amendment.

This freeway widening in the heart of Portland is nothing short of a disastrous proposal. 1.9 billion dollars (the entire project) would be transformative for our transportation system when we consider all modes of transportation – sidewalks, bike lanes, rail, bus. This is an alarming amount of money to be spent on a narrow section for only one type of transit pattern. And – we have climate goals of reducing driving, not inducing driving. We have traffic goals of less trips by car, not more trips by car. There is no sound logic in this project.

The Rose Quarter project is privileging those driving THROUGH Metro, at the expense of those living IN Metro. It advances the interests of those with the wealth and privilege of owning a private motor vehicle over those taking other transportation modes.

It will not solve traffic – it is unnecessary, and is a generational mistake.

Historically, I-5 plowed through Black and brown communities, displacing families, destroying homes, preventing generational wealth, and to this day centers cancer causing tailpipe emissions and pollution in the heart of these neighborhoods. Right in our city. This project doubles down on this racist legacy. If the original creation of I-5 was problematic, doubling down on it is problematic.

Please, for current Metro and our shared future, do not advance this amendment, and do not fund this amendment. The buck should stop here.

Thank you.

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This e-mail was sent from a contact form on No More Freeways (https://nomorefreewayspdx.com). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available here.

Georgia Langer

From: Chris Helmsworth <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 4:16 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Chris Helmsworth
Email: helmsworth@yahoo.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The Rose Quarter Freeway expansion project is a questionable project in the best of times and right now we are not living in those times.
Any expenditure that needs any federal funds should be put on hold. We simply cannot count on the federal dollars.
Anyone who has heard any state legislator speak knows what dire straights we are from a financial standpoint. I've heard the same things from mayors as well. So it is simply madness to expect the people of Oregon to pay for a project like this. Especially one run by an organization that considers a billion dollars to be an accounting error.

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Georgia Langer

From: Scott Hillson <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 12:09 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Scott Hillson
Email: scott.hillson@gmail.com
Neighborhood/City: 19461 View Dr

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This is the absolute biggest waste of money our region could possibly suffer in the coming years. ODOT has a repeatable, verifiable pattern of underestimating project costs in order to start construction and then leaving us with the bill when the costs soar and the project runs late. Tell ODOT to shove it.

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Georgia Langer

From: Stasia Honnold <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 5:59 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Stasia Honnold
Email: shonnold2005@gmail.com
Neighborhood/City: Portland, OR

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I honestly have a hard time understanding how in this climate, we're even still putting on the table projects that prioritize single-occupancy driving, or induce demand for such by making it temporarily seem like driving is a fast/better option. $1.9 billion is a lot of money that could be invested in walkable communities, better transit, better bikeway connections, and other projects that seek to LIMIT fossil fuel emissions.

I generally see Metro as an entity that is forward-thinking and concerned about the environment and trying to be a good steward or our shared region, and it is unfathomable to me that an entity such that I imagine Metro to be would consider this ridiculous project. Please look into your collective consciousnesses and realize that freeway expansion of this scope goes counter to almost all of our stated values around sustainability, livability, and a green future.

Thanks for your consideration.

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Georgia Langer

From: Jeff M Horne <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 10:22 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jeff M Horne
Email: mailjeffh@gmail.com
Neighborhood/City: Richmond/Portlan

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Time and time again history shows larger roads just means more cars on the road. Yes, traffic will temporarily improve and then get just as bad or worse. We need to invest in more public transit to encourage people to drive LESS, not more.

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Georgia Langer

From: Amy Hunter <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 9:55 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Amy Hunter
Email: amywhunter@gmail.com
Neighborhood/City: Sabin

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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Georgia Langer

From: Fischer Jemison <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 4:50 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Fischer Jemison
Email: f.g.jemison@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Expanding I-5 at the rose quarter makes no sense. I've been driving, biking, and walking in this area for years and it's hard to see any justification for the project. Urban freeways in areas this busy will always be congested and this project only serves to create more pollution, traffic, and danger for non-drivers in the area. The financial risks are also unacceptable. ODOT does not have the money to pay for this project and is planning to risk every other fiscal priority in the state to pay for a useless project. JPACT and Metro should reject this amendment.

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Georgia Langer

From: alicia johnson <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 10:11 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: alicia johnson
Email: openpracticeddx@gmail.com
Neighborhood/City: hollywood/portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We know that the change that these funds could create in portland if these funds were re-allocated to improving safety and road quality for all users in areas beyond the I-5 freeway expansion. Many streets are pot holed, lack accesibility features – the list goes on. It seems misguided to pour ever increasing funds into a highway that will further congest and de-center residents of the city

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Georgia Langer

From: alicia johnson <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 2:36 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: alicia johnson
Email: openpracticeddx@gmail.com
Neighborhood/City: hollywood/portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We know that the change that these funds could create in portland if these funds were re-allocated to improving safety and road quality for all users in areas beyond the I-5 freeway expansion. Many streets are pot holed, lack accesibility features – the list goes on. It seems misguided to pour ever increasing funds into a highway that will further congest and de-center residents of the city

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Georgia Langer

From: Scott Jones <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 3:25 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Scott Jones
Email: relax@thousandpetal.net
Neighborhood/City: Albina

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

In a city and region that prides itself on being eco-friendly, the least we can do to walk the talk is not expand capacity for more automobile and truck traffic.

As a resident of the Albina area in Portland, I am exposed to all the pollutants from the freeway, which will only increase with traffic increase in the Rose Quarter.

In addition to expansion being environmentally irresponsible, it is also fiscally irresponsible, with the price tag forever escalating and funds diminishing more and more.

It is also socially irresponsible and unfair to widen the freeway in the Rose Quarter. Efforts to try to somewhat reverse racist takings and demolitions of black homes to make way for the coliseum and past freeway expansions will be hampered by the expansion.

Big business surely wants the expansion, which would amount to corporate welfare, but the people in the neighborhood and city at large do not.

Please do the right thing and reject this boondoggle.

Thank you!

--

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Georgia Langer

From: Sandra Joos <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 1:06 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Sandra Joos
Email: joosgalefamily@comcast.net
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis. Check out the full It's time for regional leaders to go "back to basics" and make sure we prioritize community-level investments in our transportation system instead of writing ODOT another blank check we can't afford.

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Georgia Langer

From: Elyssa Kiva <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 3:05 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Elyssa Kiva
Email: mailforelyssa@gmail.com
Neighborhood/City: Kerns Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We have a huge transportation budget deficit at every level of government and federal funding is unlikely to come through. It is irresponsible governance to break ground on a project like this. We should spend money repairing crumbling bridges, making roads safer, and expanding transit. The bottle neck at the rose quarter can be addressed with congestion pricing which has had massive success in NYC reducing travel.

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Georgia Langer

From: Melissa Kostelecky <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 10:47 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Melissa Kostelecky
Email: kostelm@pm.me
Neighborhood/City: Woodstock/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I am writing to request that JPACT and Metro Council vote to reject the MTIP amendment and to ask that these bodies reject any expansion of I-5 through the Rose Quarter in the 2025 state transportation package. At a time of record deficits for our kids' schools, homelessness services, climate/resiliency programs and even record shortages on the part of ODOT to fund basic maintenance of the roads and freeways we already have, it is irresponsible use of our taxpayer dollars to add more "assets" that will only require more deficit spending in the future to maintain. Moreover, doing so without a guaranteed funding source, e.g., from the federal government, only means that ODOT will be coming back to Oregon taxpayers with more demands for funding to finish these projects.

Even more frustrating is that we will get very little in return. History has shown unequivocally that adding freeway capacity induces demand for more driving. We only need to look to Los Angeles, with its massive network of freeways and horrific levels of congestion and air pollution, to see that bigger freeways do not relieve congestion or reduce emissions. For a better example, we could also look to any European city–where freeways are restricted to areas outside of urban boundaries and cities/regions are extensively covered by public transit–to see that mobility issues like congestion can only be solved with more efficient modes like bus, rail, biking and walking.

I ask respectfully that you act as good stewards of our taxpayer dollars and our children's future, and not further burden us with expensive freeway mega-projects that take from the general fund for decades to come and leave our city with nothing but more car dependence.

Thank you,
Melissa Kostelecky

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Georgia Langer

From: Peter Laciano <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 7:24 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Peter Laciano
Email: peter.laciano@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I am writing to urge JPACT and the Metro Council to reject the MTIP amendment, which would approve the expansion of I-5 through the Rose Quarter. This project is a disaster for Portland and below I've listed a few of many dire problems:

1) ODOT is short $1.4 BILLION for this project. This is in an environment where ODOT claims poverty for basic operations like snow plowing, road paving, and bridge repairs.
2) The part of the project that is popular and has received federal grant funding, the cap and bike/ped bridge, has been relegated to phase 2. ODOT is essentially trying to use "reconnecting community" grant funding, explicitly given to repair past harms, to instead further widen the freeway. This is shocking and immoral.
3) As a geologist, I am deeply cognizant of the rapidly accelerating climate crisis, and Portland's biggest source of emissions is transportation, largely from motor vehicles. ODOT tries to use euphemisms like "auxiliary lanes" but ultimately there will be more travel lanes than before. This is guaranteed to increase regional VMT and therefore carbon emissions. How are we justifying increasing emissions in the year 2025? Anyone who votes for this is a climate change denier.
4) In addition to carbon emissions, increasing VMT will unleash even greater particulate emissions into surrounding, high-population neighborhoods, including Albina. Research shows that particulate

pollution from highways is a grave public health risk, with huge spikes in asthma, cancer, heart disease, Alzheimers, among many other diseases. Don't you think the residents of Albina, and the future residents who will arrive through the transformative plans proposed by Albina Vision Trust, have experienced enough harm?

I strongly urge JPACT and Metro Council to reject the MTIP amendment and instead direct ODOT to perform an EIS to study alternatives to freeway expansion, while building the caps that federal grants explicitly provided funding for.

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Georgia Langer

From: Jordan Lewis <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 3:43 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jordan Lewis
Email: jordanlewis5252@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

JPACT and Metro Council,

I am writing you today to demand that you reject the MTIP amendment to start construction on the Rose Quarter Freeway expansion, even with a $1.4B funding gap (and growing!)

To be clear, this request is manipulative & aims to lock-in future funds by making a partial "commitment" today. We saw it 8 years ago, with mega-project apportionments in the 2017 transportation package which were then used to justify further investment today. It also takes hostage the existing Reconnecting Communities funding in order to further isolate and poison on the residents of Rose Quarter with additional lanes. You currently hold the power, right now, to say no; if you rubber-stamp this amendment today, we will be locked into this disastrous project for years. We do not have the funding for this kind of project.

If ODOT does not face consequences for its recent actions—such as the total loss of $1 Billion Dollars in funding from pure negligence in 2023–then how can we expect better outcomes out of it in the future? To approve this amendment is to abandon your own duty to govern. Bodies like yours do not exist to greenlight every proposal; sometimes, bad projects need to be stopped, and this is one of those projects.

I would like to see I5RQ removed from city of Portland and Metro lobbying agendas, and JPACT/Metro should conduct a full environmental impact statement (EIS) of the project. I and my peers despair at the effects of the ongoing climate crisis, and the glib indifference institutions show towards it. We want to see meaningful climate action, not deferred in the name of “one more lane” which will ultimately cook the planet. We see institutions refuse to act and we disengage. This is why no one votes. This is how democrats lose to Trump and other republicans. If you are truly bothered by what the trump administration is inflicting... this is your chance to make a positive case for blue-state governance against trumpism. Reject the MITP amendment!

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Georgia Langer

From: Andrew Lindstrom <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:39 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Andrew Lindstrom
Email: andrew@city-hikes.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I am writing to express my concern relating to the Rose Quarter project. It is clear that ODOT is in hard financial straits, and the project as it is planned now will require significant additional resources to be completed. The entire political justification for doing the project as planned is to right a historic wrong of the Black community in Portland being devastated by the original construction of I5, yet now with funding sources sparse, it's this reconnection which is the first to be deprioritized. I think this is wrong on its face, but is made far worse by the fact that there is absolutely no chance of a federal bailout for this specific project on the horizon. The current administration has shown it will not fund projects that frame themselves on racial or environmental justice grounds, does anyone honestly expect that a project in Portland will be the one to buck that trend? This means that ODOT will be forced to use state and local funds. That will be hundreds of millions of dollars spent on this project that could have been spent elsewhere. As planned, there is little value engineering for scarce state funds – instead a maximum viable product is presented to win a federal grant.

If we are serious about creating a situation where ODOT is financially viable in the long term, this is an outrageously bad choice. The agency cannot afford to saddle itself with a billion dollars in future commitments when every budget cycle it's doom follow s by gloom. Let's be realistic about what we can build, and let's prioritize the things we all cherish as Oregonians. We can find a way to make this project

work as restoration for Albina, or we can widen the freeway. Doing both, as ODOT plans to do now, is prohibitively expensive absent federal support. Starting the project as planned now is creating a fait accompli, and if history is any guide it means that ODOT will use the sunk cost fallacy to finish the project no matter the cost.

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Georgia Langer

From: Connor Lirot <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 8:27 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Connor Lirot
Email: ccl2of4@tx.rr.com
Neighborhood/City: Sunnyside, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment for the reasons outlined in the letter submitted by No More Freeways.

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Georgia Langer

From: Jenny lovold <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 10:23 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jenny lovold
Email: jennydoll@gmail.com
Neighborhood/City: Peidmont

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This regressive fixation business has with expanding the freeway goes against the peoples needs. We do not need to allow for more tax dodging with more lanes and less clean air. Please build something for the future rather than attempt to make late stage more appealing with less travel time. We know studies have shown the travel times will be the same and our quality of life as city dwellers will be the only thing that will change- other than the vacation schedule of the receivers of this grift money. this deeply unpopular and ridiculous project puts profits over people, we don't need more shopping, we need more of what makes a city a city, community wise.

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Georgia Langer

From: Ivy Madrone <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 3:18 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ivy Madrone
Email: ivy.madrone@gmail.com
Neighborhood/City: Hollywood/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I believe that investing in car infrastructure is not a people first mentality and is incentivized only by the money that those industry stand to gain. This expansion will not reduce traffic, as proven time and again by places like California and Texas and their dangerous ugly 7 lane monstrosities. Please instead invest in public transit and street safety.

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Georgia Langer

From: Shawne Martinez <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 9:41 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Shawne Martinez
Email: shawne.martinez@sbcglobal.net
Neighborhood/City: Tigard, OR

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

As a car-free bike Dad, I know that we must prioritize people over cars. Reducing VMT requires lower levels of stress for people who choose to walk, roll, bike or take public transit. It must be easier and safer to leave the car at home than to drive a single occupancy vehicle for every trip. Enhancing the micromobility network is less expensive and offers a higher ROI than building more lanes for more cars. Continued expansion of car infrastructure promotes a sedentary lifestyle and contributes to polluted air, water and soil. The most efficient way to move people is by bicycle. The least efficient: cars.

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Georgia Langer

From: Audra McCabe <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 10:37 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Audra McCabe
Email: aemup@yahoo.com
Neighborhood/City: Eliot/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

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Georgia Langer

From: chris mccraw <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 10:42 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: chris mccraw
Email: gently@gmail.com
Neighborhood/City: piedmont

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This project was initially estimated in the hundreds of millions of dollars. Now it is forecast for 1.9billion, and as we all know, no project ever gets cheaper over time so it will continue to grow in cost as it is built and the cost of doing business continues to inflate and unexpected expensive issues arise. This project is not worth billions of dollars, especially in light of today's climate agenda at the national level which clashes with our local agenda.

Please do not vote MORE funding for a project that:
– is spiraling out of control in costs
– which has no certain funding at the national level right now thanks to this administration's capricious threats and erratic follow-through on promised funds
– is being started with freeway widening, which violates our citizens' voice requesting climate action, not worsening climate change, which freeway widening will not accomplish.

Further – make sure you vote to START this project with full funding for the covering – which Albina Trust and others advocate for – and not with "just enough funds for widening" .

thank you.

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Georgia Langer

From: teresa mcgrath <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:48 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: teresa mcgrath
Email: bone1953@msn.com
Neighborhood/City: king/portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

hi,

we don't need expansion, as it bring more cars, and pollution...

it's time to clean up and pave our existing streets full of feces, potholes, gravel, glass, metal

we bike and it's sad how poorly maintained they are

thx

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Georgia Langer

From: Susan E McLawhorn <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 11:25 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Susan E McLawhorn
Email: semclaw@gmail.com
Neighborhood/City: 7665 SE Henderson Street

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. I work for PPS and I travel to a different high school each day, sometimes two or three different schools. I am passionate about creating better public transportation and bike lanes and sidewalks for safety. Portland would be better suited dropping this proposed doubling of the I-5 freeway in favor of prioritizing investments in basic local and county road maintenance, safer streets, and transit investments. We have to take the climate crisis seriously and invest in the future, not the past. Broadening roads brings more traffic, which is the last thing we need on our overcrowded highways.

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This e-mail was sent from a contact form on No More Freeways (https://nomorefreewayspdx.com). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available here.

Georgia Langer

From: Rob McRae <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 11:38 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Rob McRae
Email: rob.d.mcrae@gmail.com
Neighborhood/City: Vernon, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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Georgia Langer

From: Megan <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 11:10 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Megan
Email: megz.newell@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I OPPOSE this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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Georgia Langer

From: Walt Mintkeski <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 7:50 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Walt Mintkeski
Email: mintkeski@juno.com
Neighborhood/City: Eastmoreland, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

To: Joint Policy Advisory Committee on Transportation (JPAC) and Metro Council

As a resident of SE Portland since 1972, I am very concerned about the social, environmental, health, and climate impacts of the Interstate 5 Freeway from the Columbia River to the Willamette River. I am especially concerned about those impacts in the Rose Quarter area where the original construction of the Freeway destroyed and displaced an entire Black neighborhood and current traffic noise and emissions affect the health of Harriet Tubman Middle School students.

The Oregon Department of Transportation is now proposing a $1.9 billion project to expand the freeway in the Rose Quarter area and has prepared an amendment to the Metropolitan Transportation Improvement Plan (MTIP) which would advance the proposed project.

I urge you to vote NO on the amendment and, instead, discuss whether the region would be better served by dropping this proposed doubling of the I-5 freeway in favor of prioritizing investments in basic local and county road maintenance, safer streets, and transit investments.

Rejection of the amendment is all the more urgent considering the high likelihood that the federal government will refuse to provide the remaining $400 million not yet granted from the Reconnecting Communities program secured last summer.
Please reject the ODOT amendment to expand the freeway in the Rose Quarter area between the Fremont and Marquam bridges.

Thank you for considering my comments.

Walt Mintkeski, SE Portland

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Georgia Langer

From: Ken Montero <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 7:17 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ken Montero
Email: ken.montero@gmail.com
Neighborhood/City: Lents

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This project is WAY too expensive, and we know costs only go up, and we should all know that widening freeways only leads to more traffic.
We should spend what money ODOT actually has on projects that make it easier for people to get around within the city and not just through it.
We should encourage traffic to go around the city as well to keep the pollution in downtown lower this RQ expansion is a huge waste of resources!

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Georgia Langer

From: Matt Morrissey <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:00 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Matt Morrissey
Email: morrissey.matt@ymail.com
Neighborhood/City:

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I demand that JPACT and the Metro Council vote to REJECT the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Instead I want JPACT and Metro to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood. The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package. I live in the neighborhood and worry about the air pollution from the additional traffic. I am horrified by the climate collapse and 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. I'd 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. Traffic fatalities have skyrocketed and the entire Portland region has numerous other ODOT-owned highways that instead need safety improvements that would stop needless traffic violence on our streets. Please stop this awful project.

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Georgia Langer

From: Marj Nafziger <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 12:02 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Marj Nafziger
Email: marjorie.nafziger@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Continued freeway expansion is 'a road to nowhere'; within our city limitations for space, attention needs to be focused instead on improved transit, road maintenance, and street safety for all.

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Georgia Langer

From: Megan Newell <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:41 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Megan Newell
Email: megz.newell@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I OPPOSE this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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Georgia Langer

From: maria opie <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:56 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: maria opie
Email: maria.ruth.opie@gmail.com
Neighborhood/City: Elliot/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Dear JPACT and the Metro Council: please vote to reject this bloated highway expansion! Be on the forward thinking side of history and work to make our city livable, breathable and joyful. We don't need a wider highway through the heart of our city. We need more livable community spaces and upkeep of the ones that have made Portland a historically charming city.
Thank you, Maria Opie
30 year resident of Elliot Neighborhood.

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Georgia Langer

From: Keon Parsa <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 4:48 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Keon Parsa
Email: keon.parsa02@gmail.com
Neighborhood/City: Beaverton

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The continual expansion of freeway infrastructure is bound to only create more pollution, congestion, injury, and death. We need to plan for the future, one where people can get around safely, cheaply, and conveniently through more sustainable modes of transportation. In a time where cities across the world are divesting away from auto infrastructure, it is unwise to invest an additional 2 billion dollars into highways.

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Georgia Langer

From: Daniel Pepper <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 7:54 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Daniel Pepper
Email: danielcraigpepper1@gmail.com
Neighborhood/City: King/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Coming from a place like Des Moines, Portland always seemed so progressive. We cannot afford to spend money this way when so many other urgent needs go unmet. There are countless examples of how the freeway expansion will fail, and even more examples of how refraining will lead to the kind of prosperity YOU WANT

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Georgia Langer

From: Mike Perham <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 11:44 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Mike Perham
Email: mike@perham.net
Neighborhood/City: Lake Oswego

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Spending billions on expanding highways *never* reduces traffic or VMT. This is embarrassing, we keep making this same mistake every decade!

The only way to reduce traffic is to stop subsidizing car travel and improve other transportation options: walking, biking, transit. We know what has worked in other cities around the world:

– tolls and congestion charges
– improved transit service
– improved bike/ped infrastructure
– increased housing density, leading to more walking and biking

Expanding a highway is the worst possible way to spend billions on transportation infrastructure. Please REJECT the MTIP amendment and kill this project permanently.

Mike

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Georgia Langer

From: Zeke Pratchett <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:18 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Zeke Pratchett
Email: pratchett.zt@gmail.com
Neighborhood/City: Lloyd District

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

My name is Zeke from Metro District 5 and I'm once again asking Metro to withhold MTIP funding and demand the consideration of a climate-smart alternative for the Rose Quarter Freeway Expansion. As the effects of climate change continue to become increasingly apparent, the last thing our state needs is another freeway expansion which will only add to the overall heating effects created by flat asphalt surfaces and hurt the most vulnerable of our communities. Likewise, the cost of widening the freeway could be better spent on improving local public transit infrastructure as case after case has shown widening roadways does nothing to alleviate traffic congestion while adding to air pollutants and noise and the destruction of local land and wildlife habitats. The best thing Metro can do is put funding into the community rather than into car companies and businesses that seek to profit off the illusion of highway expansion equating to community improvement projects.

Thank you,
Zeke Pratchett

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Georgia Langer

From: Jessi Presley-Grusin <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 11:24 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jessi Presley-Grusin
Email: jessipresleygrusin@gmail.com
Neighborhood/City: Hosford-Abernethy

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We don't need freeway expansion, we need repairs to our existing infrastructure and greater investments in public transportation. There is still a severe lack of buses from the SE to the NE that don't detour you downtown, and the majority of the streets I have to use traveling by bike are riddled with potholes that ruin my tires and suspension.
This is not to mention that we are facing budget cuts to so many critical programs and spending money on freeway expansion would be a gross misuse of our taxes.
Make Portland the leader in fighting climate change that it claims to be and stop this freeway expansion nonsense NOW!

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Georgia Langer

From: Rick Ray <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 5:21 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Rick Ray
Email: nomorefreewayspdx@rickray.com
Neighborhood/City: Troutdale

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis.

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Georgia Langer

From: Paul Rippey <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 1:10 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Paul Rippey
Email: paulrippeypdx@gmail.com
Neighborhood/City: St. Johns

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Running I5 through the center of Portland is a self-inflicted wound on the city. Much of the traffic on it is from cars running Salem to Seattle or other routes that have nothing to do with our city. The highway reduces quality of life through noise and pollution, and eats up some of the most valuable land in Portland. We have the alternative of renumbering 205 as "I5", calling I5 "805", or filling it in and replacing it by boulevards that would NOT have the same congestion as I5 now experiences.

ODOT spends a fortune on advertising and misleading analysis, glossy mailings, misnaming the doubling of a polluted highway as the "Rose Quarter Improvement Project", ignoring projections of induced demand, conducting sham "environmental impact" studies, and making disingenuous statements about consultation with the community. Every public hearing has been overwhelmingly anti-doubling. The promise of "caps" – well, a capped freeway is probably better than an uncapped freeway, but will cost another fortune, on top of the cost of doubling the width of the freeway. And, even with caps, car exhausts and micro particles have to go somewhere.

We do have the power to stop and think: Will Portland be better in any way with an I5 twice as wide, twice as polluting, twice as noisy, and according to ODOTs own projections, just as full of cars after a couple of years?

Please ignore the glossy presentations and cute animations for a moment, and block this assault on Portland. This doesn't belong in the city that works. It belongs in Houston, or New Jersey, or Delhi – not here.

Also, we all know, with 99% certainty, that the final cost, if this goes ahead, will be MUCH greater than ODOT's projections. This silly mega project will soak up resources and keep us from meeting other transportation needs. I call on JPACT and the Metro Council to please vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

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Georgia Langer

From: Paxton Rothwell <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:38 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Paxton Rothwell
Email: pmhrothwell@gmail.com
Neighborhood/City: NE Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

ODOT has spent years sugar-coating this expensive and polluting pill. By the looks of the way they have been handling their budget (a $1,000,000,000 oversight couples with constant cost overruns) we should not trust them with another dime of our taxpayer money until they are audited and re earn the public's trust. ODOT is hell-bent on bulldozing through Albina so that more single passenger vehicles can spew their toxic emissions and tire particulates through Portland. We cannot let this stand.

ODOT is being sued by multiple agencies for "cooking their books" and falsifying the justification for this project. There have been numerous protests since 2017 to call attention to how corrupt and unneeded this project is (Youth vs ODOT to name one). The citizens have asked time and again for Metro to STOP rubber stamping the disastrous Rose Quarter freeway expansion. And we have been failed time and again.

So this time I ask, yet again, stand up for the people. Don't just be a puppet who is getting pulled along by the strings of Capital to do its bidding. Don't be compliant while our world burns down and becomes unbelievably hot while our federal government takes a nose dive into authoritarianism. Now is not the time to be a compliant civil servant who bends to the will of the "experts." Now is not the time to think "it won't do anything if I push back, there is too much momentum to stop this."

No! Now is the time for action. Momentum for the Rose Quarter project has faltered as the public gets more and more angry about promises made and never kept. Momentum is faltering as the public hears about ODOT continually misrepresenting themselves and wasting taxpayer funds. Momentum is about ready to stop, but we need YOU to stop it. Don't give ODOT another dime for this waste of a project.

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Georgia Langer

From: Dave Rowe <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:54 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Dave Rowe
Email: DLRowe1910@icloud.com
Neighborhood/City: 311 N State St Lake Oswego

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Please reject the Rose Quarter Freeway expansion. I live in Battle Ground Washington and commute to Lake Oswego to my work almost every day. I would prefer riding a regional passenger train on the under utilized tracks from SW Washington to Portland. Regional Passenger service would give citizens alternative to the traffic jam over the I-5 Columbia River and the Rose Quarter. Southern California is a good example that freeway expansion does not solve highway congestion.

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Georgia Langer

From: David Royer <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 8:46 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: David Royer
Email: throwshiswords@gmail.com
Neighborhood/City: Johns Landing / Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Seriously JPACT and Metro, it's long past time to stop throwing huge amounts of money to freeway expansions of any kind, and focus on the real on-the-ground work that our Metro area is so good at and that has the most benefit for the least cost — road maintenance, public transit improvement, multi-modal support (walking and biking), and street safety.

Please get back to basics and stop the hugely inefficient and counter-productive freeway widening money wasting projects. Reject the Rose Quarter Freeway Expansion MTIP amendments. Thanks!

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Georgia Langer

From: Robin Sack <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 9:51 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Robin Sack
Email: robinasack@gmail.com
Neighborhood/City: Portland, NE

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Nearly 2 billion dollars spent on the implementation of concrete will benefit NO ONE when it is proven that freeway expansions are a perpetually damaging cycle. The amount of traffic fatalities in the Portland Metropolitan Area is a much more pressing issue, and by investing in our city's maintenance, street safety, and transit systems, we can save so many lives. It is sickening to think that our government, our so-called representative officials, would rather invest in a fossil-fuel-centric infrastructure project that we simply do not have sufficient funding for, rather than supporting our already struggling transit systems. People over profit forever!

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Georgia Langer

From: PHIL SANO <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 3:23 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: PHIL SANO
Email: revphil@gmail.com
Neighborhood/City: NE Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

ODOT has a deplorable track record of deceiving the public. I want our existing roads and bridges to be maintained not expanded. Yet after decades of wasting our resources they continue to try and shove this freeway expansion down our throat.

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Georgia Langer

From: Andrea Santa Maria <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 1:07 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Andrea Santa Maria
Email: aspyre@gmail.com
Neighborhood/City: Alberta

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Expanding freeways never reduces traffic. Look at LA. You need other transportation infrastructure.

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Georgia Langer

From: Leeor Schweitzer <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 11:11 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Leeor Schweitzer
Email: Leeor.Schweitzer@gmail.com
Neighborhood/City: Concordia/ Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. The Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle. The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package.
I commute over this section of I-5 every single day, and every design that I have seen for the project will make that commute worse. And with massive and ever growing budget shortfalls, I am sure we won't get the best designs we've seen.
Building caps and investing in restoration to Albina is a worthy goal that will benefit everyone and make a huge important to addressing historical injustices. Use the existing money for that purpose. Any money spent on any form of widening I-5 will cause a net harm to my community at a steep price.

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Georgia Langer

From: Mark Sexton <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:42 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Mark Sexton
Email: markmsexton@gmail.com
Neighborhood/City: Pearl/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Now is not the time for the Rose Quarter expansion: we can't be devoting our limited funds to a highway boondoggle when we need investment in road maintenance, street safety and transit improvements. Now is the time for creative thinking: if we want to achieve at least some of the goals of the restoring the Albina neighborhood, just eliminate that section of I5 entirely.

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Georgia Langer

From: Adrienne Stacey <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:37 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Adrienne Stacey
Email: adriennestacey@mac.com
Neighborhood/City: Richmond/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

No more freeways, even the name is a lie. When we learn to dovetail our transportation needs into the reality of a community, of a neighborhood of people, taking care of each other not having to worry about getting run over by inappropriate vehicles on neighborhood streets. We need help there.

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Georgia Langer

From: John Staelens <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 7:34 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: John Staelens
Email: jstaelens@outlook.com
Neighborhood/City: Outter Kerns/Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Wider roads are not needed. There are other transportation options included in this project and making a part of the city less livable would be moving in the wrong direction.

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Georgia Langer

From: Bill Stites <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 1:42 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Bill Stites
Email: bill@stitesdesign.com
Neighborhood/City: Sunnyside, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Please REJECT the MTIP Amendment proposed to spend 1.9 billion as a first step toward increasing freeway capacity through the Rose Quarter. This money would be better spent on maintenance, overall transportation safety, as well as transit improvements.
We need to move our transportation system away so many individual vehicles – especially fossil fuel powered – and toward systemic improvements for mass transit.
With so much uncertainty regarding future funding, this would be an irresponsible allocation – with high potential to create a boondoggle.
What will do the most good for the most citizens? Certainly not this amendment.
Thank you.

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Georgia Langer

From: Susan Rosenthal <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 1:37 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Susan Rosenthal
Email: susanfrosenthal@gmail.com
Neighborhood/City: Washington County

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This highway plan will cause an increase in traffic. The increased traffic will have an adverse impact n local neighborhoods.

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Georgia Langer

From: suzanne <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 8:46 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: suzanne
Email: 67steffen@gmail.com
Neighborhood/City: Mosier

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Reject the Rose Quarter Freeway Expansion
MTIP Amendment. Please don't rubber stamp this boondoggle.
Thank you.

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Georgia Langer

From: Emma Swartz <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:25 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Emma Swartz
Email: emmakswartz@gmail.com
Neighborhood/City: Woodlawn, NE Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Expanding infrastructure for individual cars encourages people to drive cars MORE, which makes our city more dangerous, polluted, and unpleasant to live in, besides the fact that it keeps us on the same track we are already on towards an unlivable climate.

I'd much rather see the city use this money to maintain existing infrastructure and increase and improve transit options, keep public transit fares low, and improve & maintain bicycle and pedestrian infrastructure.

As a 30 year old woman, I hope to be living in this city for a long time and I want us to be making decisions that will keep our city friendly, safe, healthy, and accessible for generations to come.

Sincerely,
Emma Swartz

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Georgia Langer

From: Johnathan talik <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 8:02 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Johnathan talik
Email: johnathan.talik@gmail.com
Neighborhood/City: 2083 sw camelot court

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

We cannot afford this, especially considering the recent accounting issues with a loss of $1 billion and trump rescinding the $500 million.

Additionally, this is not something that should have been prioritized anyway. I use the freeway area frequently and understand the pains of traffic here. However, we need to be investing in other ways, we know that a freeway expansion would not alleviate the traffic here, it would still be a bottleneck.

I want a city that prioritizes climate action, connection, street safety, and taking care of what we already have. I can deal with a little traffic, the other things are not negotiable.

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Georgia Langer

From: Ian Taylor <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:23 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Ian Taylor
Email: ianataylor64@gmail.com
Neighborhood/City: N.E. Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Hello,

I am writing to express my opinion that JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

I am dismayed to see Portland moving in such a short-sighted direction. It has been shown over and over again that “more lanes” is not a long term solution to traffic. Please think of the future of those who live nearby this project, who live anywhere in Portland, and who live anywhere in the world. This is an opportunity to stop accepting the status-quo, and to make Portland an example of how a modern North American city could grow, while taking things like the current climate disaster, and the well being of its citizens into account.

Thank you,
Ian

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Georgia Langer

From: Daniel Tomicek <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 5:40 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Daniel Tomicek
Email: danieltomicek@gmail.com
Neighborhood/City: Boise Neighborhood — Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Speaking as someone from the younger generation, using the little amount of funds our state and city gets in transportation projects, to spend it on the expansion of a highway corridor, while the climate crisis is accelerating (not just getting worse, but worse faster than we thought) seems like the worst thing we could do right now.

I plead with JPACT and the Metro Council to think beyond the needs of the current world and look forward into the future. Please invest in ways to reduce car use, and not to increase it. How can out city aim to be climate resilient while highway expansions in the year 2025 fully knowing the about the consequences of the climate crisis? We as a society have know for years now that increasing throughput of a road induces more drivers to use them. Highways in the middle of a city, are a relic of the past, let's treat them like so.

Invest in ways where we can have better transportation options between neighborhoods (not just to downtown), fully protected bike greenways limiting the amount of cars that can use the streets making them more like bike highways. Let's increase the MAX headways so people feel like they don't need to think about the schedule, and improve the locations it goes to.

“A society grows great when old men plant trees whose shade they know they shall never sit in.”

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Georgia Langer

From: Aaron Townsend <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 12:00 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Aaron Townsend
Email: atownsend3716@gmail.com
Neighborhood/City: Sullivan's Gulch, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The expansion to the freeway would only induce more demand to use it, killing traffic alleviation in the long run. The funds used for the expansion would be better put towards other things, like bicycle infrastructure improvements or seismic upgrades for critical infrastructure. This is because people would feel a notable positive difference in their-day-to-day lives or be massively safer due to other projects. Whereas, the only people with that benefit from a widening of the freeway are people who speed on it. ODOT failed to get this project funded with a planned tolling scheme, which, as a driver, sounds like it would have been great. Why should citizens be in favor of using funds from other sources that could positively impact people's lives in more substantive ways?

There's also the matter of the cap over the freeway. This cap sounds like a wonderful project that would help connect the local community and build local wealth. However, it does not need to be attached to the freeway project. Not in the slightest.

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Georgia Langer

From: Tegan Valo <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:54 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Tegan Valo
Email: teganvalo@gmail.com
Neighborhood/City: Brooklyn neighborhood

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This is a massive waste of money in the middle of historic budget shortfalls for our region. Adding capacity has never fixed traffic, and we know for a fact that simply adding tolls would achieve the desired reductions in traffic while generating revenue that can be used to build out our transit system rather than bankrupting a generation.

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Georgia Langer

From: Satya Vayu <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 8:07 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Satya Vayu
Email: satyavayu@gmail.com
Neighborhood/City: 608 SE 45th Ave

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I Urge JPACT and the Metro Council to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Advancing this project gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. The Rose Quarter, a project that has already witnessed enormous cost-overruns, will only get more expensive. We have so many other urgent priorities to fix for our transportation system – the Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle. This project is in bad shape – the federal government is currently withholding the $450 million granted to this project in 2024, leaving ODOT with an even larger $1.4 billion (and growing) budget hole. The project also faces legal scrutiny, with pending litigation and state and federal levels of government. The desirable parts of the Rose Quarter Freeway Expansion – the investments in highway caps supported by Albina Vision Trust, as well as the Clackamas Avenue bike/ped bridge over I-5 – are largely relegated to "Phase 2" of this project, which seem very unlikely to ever secure funding, and would be significantly cheaper to build without doubling the width of the I-5 freeway through the neighborhood and increasing the amount of traffic and air pollution in the North Portland neighborhood. We should all be horrified by climate catastrophes like the fires in Los Angeles, and not let Portland move forward with a freeway expansion projected to create an additional 21,000 tons of Greenhouse gas emissions every year. Freeway expansion is an unacceptable policy failure in 2025.

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Georgia Langer

From: Jeremiah Via <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 12:59 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jeremiah Via
Email: jeremiah@gamayun.io
Neighborhood/City: Northwest District

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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Georgia Langer

From: Victoria Via <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 7:48 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Victoria Via
Email: victorialeevia@gmail.com
Neighborhood/City: NW Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Members of the Joint Policy Advisory Committee on Transportation and Metro Council:

I urge you to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

It would be a disservice to our community to commit local funds to this project, considering ODOT's budget deficit and the nebulous status of federal funding. These dollars could go so much further to improve the lives of more people by investing in other transportation improvements across the metro region.

At a personal level, I cross I-405 via Flanders Crossing frequently, and the awful impacts of the freeway are clear: the abundant air and noise pollution, the expansive physical crevasse that divides Northwest District from the Pearl, the soot and grime that covers local buildings and infrastructure. It is hard to see these impacts, while understanding that our local leaders are considering support of expanding our freeways elsewhere in the city.

I urge you to reject the MTIP amendment bundle.

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Georgia Langer

From: Matt Villers <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 11:02 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Matt Villers
Email: matthew.villers@yahoo.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. We should not be spending billions we do not have, for a wasteful freeway expansion we do not need, when there are numerous more pressing issues facing our city and our state.

Build the cap (the part the federal grant was supposed to pay for and that actually benefits people who live in the neighborhood), and spend the rest solving real problems instead of creating new ones with pointless freeway lanes.

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Georgia Langer

From: Claire Vlach <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 8:12 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Claire Vlach
Email: clvlach@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Dear Policy Makers,

I ask you to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Given the current transportation budget crises at both the local and state levels, now is not the time to be investing hundreds of millions of dollars in a project that does not support our transportation goals such as reducing emissions and air pollution. Instead, we should be supporting transportation options such as transit, biking, and walking.

I regularly visit my father, who lives a 15 minute drive away. I would love to be able to take transit there instead of driving, but that trip on transit currently takes 50 minutes, with buses only available every half hour. That length of trip and low frequency, combined with a walk in the dark along streets without sidewalks, makes transit a poor solution, even more so given that I have two school-aged children. Chicago just released a plan to provide service every 10 minutes on their frequent service network. This is the type of plan that we should be funding instead of freeway expansion: a transportation improvement that serves both our climate goals and provides real transportation options to people who can't afford to own a car, or can't drive due to factors such as disability or age.

In addition, I ask you to direct ODOT to conduct an EIS to study alternatives to widening I-5, since building freeway caps to reconnect Albina would be much cheaper without the freeway widening portion of the project. I also ask that Metro and the City of Portland stop lobbying the legislature in support of the I-5 project. We need the state transportation package to fund maintenance of existing roadways, safety improvements for people walking and biking, and abundant transit across the state– not build new roadways that will only cost us even more to maintain down the line.

Sincerely,

Claire Vlach

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Georgia Langer

From: Wendy Wagner <info@nomorefreewayspdx.com>
Sent: Wednesday, March 12, 2025 8:07 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Wendy Wagner
Email: wendy.n.wagner@gmail.com
Neighborhood/City: Milwaukie

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

The price tag for the Rose Quarter Freeway Expansion is nearly $2 billion, with no guaranteed funding coming from the federal government. We are already facing state and city budget shortfalls; to take on billions of debt for this project is practically criminal.

ODOT wants to begin work without securing funding for any of the good parts of the Rose Quarter plan — like covering the freeway, creating new bike/pedestrian crossings, and making improvements to nearby streets. Without making those improvements, this project will just make the freeway bigger, uglier, and even more dangerous to the people who live around it.

Please reject the Rose Quarter Expansion. It is too much money for not enough benefit.

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Georgia Langer

From: Kate Walker <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 7:12 AM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Kate Walker
Email: Kate@rylath.net
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

My name is Kate Walker, I live in Portland, and I'm asking that JPACT and the Metro Council vote to reject the MTIP amendment. Urban highways are a taxpayer boondoggle and a blight on our cities, and I'm incensed that we would even consider this project. Urban highways drive pollution into the middle of the city, ruining the air that our kids breathe. We've already got a road maintenance backlog that we cannot afford, so why would we add even more infrastructure that we have to then maintain? We're scraping the bottom of the barrel to find money to pay for the CAPEX even while our existing roads crumble for lack of OPEX. Traffic engineers are happy to quote from 1960s design manuals that have big promises about fixing traffic and bringing prosperity to our city, but those design guidelines don't work in the real world. Highways only create more traffic and they destroy the very environment we live in. Please help us stop this awful ecological disaster before it's too late.

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Georgia Langer

From: Richard Weinhold <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 2:17 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Richard Weinhold
Email: gr8trips@yahoo.com
Neighborhood/City: Florence

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

I'm a former I-5 commuter who appreciates the importance of getting in and out of Portland for work. My route was from the south (from Salem), so I wasn't affected by the I-5/405/84 tangle and access mess, but am committed to sensible solutions for everyone- the affected residential communities, the downtown business district, and general movement of people and goods in the Portland Area. I would love to see improvements in the Rose Quarter area.

However, the current price tag is beyond comprehension and the entire plan is further jeopardized by the funding seizures imposed by the Trump administration. Now is NOT the time to undertake a megaproject that is likely to be left in limbo. It's time (and an opportunity) to do a drastic rethink of this project, despite the years and funds that have already been expended. #1 prioriies should be neighborhoods (livability and connection), creating efficient, safe, healthful passage through Portland, and keeping the lid on costs to construct and maintain it all.

First, introduce (and enforce) spreading and accommodation of demand by tolling that is related to time of day/day of week, also favoring electric vehicles, including trucks, This is a low-cost undertaking. Combined with tolling, this can drastically affect air quality, movement of commuter traffic, and id not expensive or time consuming to implement.

Next, develop and build a rapid transit option to include Clark County. This is (admittedly) expensive and time and money consuming. Meanwhile, lidding the existing highway with developable residential, commercial, and recreational space adds monetary value and livability to the urban environment.

Don't approve the current plan. it is flawed in priorities and also flawed in creating desirable consequences for the entire region.

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Georgia Langer

From: Kyle Wells <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 6:58 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Kyle Wells
Email: kylewells9@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Why on earth are we continuing to throw money away on these freeway expansions? ODOT does not actually have money to fund this project, and even if it were the case that I agreed with the basic premise of this project, I would not want it to move forward without clear funding for the entirety of the project. As it is, ODOT (who recently had a 1 BILLION dollar accounting error) will surely be plundering money that can be used for actual productive uses to plug the holes in the budget for this project.

But also:

The basic premise of this project is bad! As we have recently seen in New York, if we actually want to have an impact on congestion in the rose quarter, we can use congestion pricing and instead of costing a billion dollars it would be revenue generating. ODOT hired consultants that found congestion pricing would work! So why are we still pursuing this dead end project? Every dollar that we spend on this is money that we can spend on transit, maintenance, safety improvements, and actually meaningful projects instead of making the city of Portland worse so that people can drive through it 30 seconds faster per average trip.

It is incredibly frustrating to see all levels of government rubber stamp ODOT's project when they are cartoonishly inept (again, 1 BILLION dollar accounting error).

--

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Georgia Langer

From: alice west <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 9:05 AM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: alice west
Email: agentsassysquirrel@hotmail.com
Neighborhood/City: Mt Tabor Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Our air is already overloaded with pollution. We need to move people through public transit and reduce greenhouse gases. Wildfires and climate catastrophes are only worsening. The poisons in the air are shortening peoples lives and quality of life particularly marginalized people and children. It is short sighted to widen the freeway instead of a better future for Portland and then larger world we live in. Thank you.

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Georgia Langer

From: Yehudah Winter <info@nomorefreewayspdx.com>
Sent: Monday, March 10, 2025 3:17 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Yehudah Winter
Email: alanyehudah@gmail.com
Neighborhood/City: 5707 NE 15th Ave. 97211

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Please reject the MTIP Amendment! We need to spend our funds on repairing and/or upgrading out present roads and not afford to move in this direction both financially and socially. It is totally the wrong direction. There environmentally sound ways in which we can create a better transportation system around the Rose Quarter and out into the surrounding arterials.

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Georgia Langer

From: Jon Yeager <info@nomorefreewayspdx.com>
Sent: Tuesday, March 11, 2025 1:09 PM
To: Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Jon Yeager
Email: yeagz23@gmail.com
Neighborhood/City: Lair Hill, Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Numerous traffic studies have shown that only solution to car congestion is viable alternatives to driving. If ODOT continues with the Rose Quarter Project, this will only temporarily relieve congestion and we will be discussing freeway widening again in 20 years. For these reasons, I believe that the proposed budget of 2 billion, could be much better spent on projects that improve traffic safety, transit, and bike and pedestrian infrastructure.

Trimet's Southwest Corridor project, which would expand MAX service to Tigard, has an estimated cost that is approximately equal to the cost of the Rose Quarter Project. Expansion of MAX service along the service area of i5, and expanding access to thousands of people would do more to reduce congestion than widening a less than 1 mile section of freeway.

Additionally, for the same cost, access to high quality bike infrastructure could be massively expanded with an investment of this magnitude. this is enough money to put protected or grade separated cycle tracks on every major street in the city, or build several cross-regional bike highways that criss cross the Portland Metro.

This project would also increase harmful CO2 emissions to anyone who lives close to i5 on top of going against our regions climate goals. many people in the region including myself live in the shadow of the titanic i5 and i fear the long term health effects for myself and the thousands that live close to it.

--

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Georgia Langer

From: Brandon Zeedyk <info@nomorefreewayspdx.com>
Sent: Sunday, March 9, 2025 7:26 PM
To: Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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From: Brandon Zeedyk
Email: brandonzeedyk@gmail.com
Neighborhood/City: Portland

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

Oregon already cannot afford road maintenance on current car infrastructure. We need to focus on this, as well as reducing climate impact as much as possible in the coming years. Pivoting towards investment in rail and public transit instead of expanding car-centric infrastructure is the best way to accomplish this.

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