

## Council meeting agenda

---

**Thursday, March 20, 2025**

**10:30 AM**

**Metro Regional Center, Council chamber,  
<https://zoom.us/j/615079992> (Webinar ID:  
615079992) or 888-475-4499 (toll free)**

---

This meeting will be held electronically and in person at the Metro Regional Center. 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 or 888-475-4499 (toll free)

**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](mailto: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. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of 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](mailto: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 joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

**3. Consent Agenda**

- |     |   |                             |
|-----|---|-----------------------------|
| 3.1 | Resolution No. 25-5470 For the Purpose of Providing<br>2019 Parks and Nature Bond Funds to Oregon State<br>University to Acquire Property in the Multnomah Channel<br>Headwaters Target Area<br>Attachments: <a href="#">Resolution No. 25-5470</a><br><a href="#">Staff Report</a> | <a href="#">RES 25-5470</a> |
| 3.2 | Resolution No. 25-5476 For the Purpose of Appointing  | <a href="#">RES 25-5476</a> |
-

New Members to the Public Engagement Review  
Committee

Attachments: [Resolution 25-5476](#)  
[Staff Report](#)  
[Attachment 1 - New Member Biographies](#)

- 3.3 Resolution No. 25-5477 For the Purpose of Re-Appointing [RES 25-5477](#)  
Members to the Natural Areas and Capital Program  
Performance Oversight Committee

Attachments: [Resolution No. 25-5477](#)  
[Exhibit A to Resolution No. 25-5477](#)  
[Staff Report](#)

#### 4. Resolutions

- 4.1 Resolution No. 25-5471 For the Purpose of Amending the [RES 25-5471](#)  
FY 2024-25 Budget and Appropriations Schedule and FY  
2024-25 Through FY 2028-29 Capital Improvement Plan  
to Provide for Changes in Operations

Presenter(s): Cinnamon Williams (she/her), Financial Planning Director  
Amanda Akers (she/her), Budget Manager

Attachments: [Exhibit A to Resolution No. 25-5471](#)  
[Exhibit B to Resolution No. 25-5471](#)  
[Staff Report](#)  
[Attachment 1 - Summary of March 2025 Amendments](#)  
[Attachments 2-5 - Capital Improvement Plan Changes](#)  
[Resolution No. 25-5471](#)

- 4.2 Resolution No. 25-5472 For the Purpose of Approving [RES 25-5472](#)  
Fiscal Year 2024-25 Funding for a Grant Funded with  
Construction Excise Tax

Presenter(s): Serah Breakstone, Principal Regional Planner

Attachments: [Resolution 25-5472](#)  
[Exhibit A to Resolution No. 25-5472](#)  
[Staff Report](#)  
[Attachment 1 - 25Q1 Grant Applications Summary](#)

- 4.3 Resolution No. 25-5459 For the Purpose of Adopting the [RES 25-5459](#)  
Regional System Facilities Plan

Presenter(s): Marta McGuire (she/her), Director, Waste Prevention and

Environmental Services

Estee Segal (she/her), Principal Planner

Attachments:

[Resolution no. 25-5459](#)

[Staff Report](#)

[Exhibit A -Regional System Facilities Plan](#)

[Attachment 1 - Phase 4 Draft Plan Engagement Report](#)

[Attachment 2 - RWAC meeting minutes draft](#)

**4.3.1**

**Public Hearing for Resolution No. 25-5459**

**5. Chief Operating Officer Communication**

**6. Councilor Communication**

**7. Adjourn**

## Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org)

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសស្តីពីការមិនរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

### Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

### Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tais koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntawm lub rooj sib tham.

**3.1 Resolution No. 25-5470 For the Purpose of Providing 2019 Parks  
and Nature Bond Funds to Oregon State University to Acquire  
Property in the Multnomah Channel Headwaters Target Area**  
*Consent Agenda*

Metro Council Meeting  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING 2019	)	RESOLUTION NO. 25-5470
PARKS AND NATURE BOND FUNDS TO	)	
OREGON STATE UNIVERSITY TO ACQUIRE	)	Introduced by Chief Operating Officer
PROPERTY IN THE MULTNOMAH CHANNEL	)	Marissa Madrigal in concurrence with
HEADWATERS TARGET AREA	)	Council President Lynn Peterson

WHEREAS, at the general election held on November 5, 2019, the voters in the Metro area approved Measure 26-203, the 2019 Parks and Nature Measure that authorized Metro to issue general obligation bonds for the purposes of protecting natural areas, water quality and fish and wildlife habitat and connecting people to nature (the “Measure”); and

WHEREAS, the Measure directs Metro to use a portion of the total bond proceeds to continue to protect and connect greater Portland’s special places by purchasing land for restoration to support plants, animals and people in 24 identified regional target areas (the “Protect and Restore Land Program”); and

WHEREAS, on December 12, 2019, the Metro Council approved Resolution No. 19-5055, directing the Protect and Restore Land Program to acquire property in accordance with the Acquisition Parameters and Due Diligence Guidelines of the Amended and Restated Natural Areas Implementation Work Plan adopted pursuant to Metro Council Resolution No. 14-4536 (the “Natural Areas Work Plan”); and

WHEREAS, on April 14, 2022, the Metro Council approved Resolution No. 22-5250, “For the Purpose of Approving Acquisition Target Area Refinement Plans for the 2019 Parks and Nature Bond Measure,” which included the Multnomah Channel Headwaters Target Area Refinement Plan and authorized the Chief Operating Officer to acquire specific properties identified on corresponding confidential tax-lot maps, provided such acquisitions comply with the applicable Natural Areas Work Plan requirements; and

WHEREAS, on March 7, 2024, the Metro Council approved Resolution 24-5389, amending the Natural Areas Work Plan to authorize the Chief Operating Officer to use Protect and Restore Land Program funds to support property acquisitions made by government partners when such acquisitions achieve the goals and objectives of the Measure and comply with certain conditions (the “Partner Acquisition Parameters”); and

WHEREAS, Oregon State University, a public university established by the laws of the State of Oregon (“OSU”), has a unique opportunity to purchase approximately 3,000 acres of contiguous forestland in the Multnomah Channel Headwaters Target Area (the “Property”) to use as a demonstration forest focused on restoring habitat, promoting biodiversity, and enhancing climate resilience through carbon sequestration, oak and hardwood species promotion, stream restoration, and wildlife habitat creation; and

WHEREAS, OSU’s acquisition of the Property aligns with the stated goals and objectives of Metro’s Multnomah Channel Headwaters Target Area Refinement plan, including improving biotic connectivity across Highway 30 and the Portland and Western Railroad, restoring Tualatin Mountains headwater forests, and enhancing water quality and wildlife habitat; and

WHEREAS, Metro desires to provide OSU with \$3,500,000 in Protect and Restore Land bond funds, which exceeds the funding limitations of the Partner Acquisition Parameters set forth in the Work Plan and therefore Council approval is required; now therefore,

BE IT RESOLVED that the Metro Council hereby authorizes the Chief Operating Officer to enter into an intergovernmental agreement with OSU to provide \$3,500,000 of Protect and Restore Land funds to be used to acquire the Property, provided that said intergovernmental agreement complies with all other Partner Acquisition Parameters of the Work Plan and is in a form approved by the Office of the Metro Attorney.

ADOPTED by the Metro Council this 20th day of March, 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

## **STAFF REPORT FOR COUNCIL MEETING**

IN CONSIDERATION OF RESOLUTION NO. 25-5470, FOR THE PURPOSE  
OF PROVIDING 2019 PARKS AND NATURE BOND FUNDS TO OREGON  
STATE UNIVERSITY TO ACQUIRE PROPERTY IN THE MULTNOMAH  
CHANNEL HEADWATERS TARGET AREA

---

Date: March 3, 2025

Department: Parks and nature

Meeting Date: March 20, 2025

Prepared by: Linda Bartolini Venegas,  
she/her

Presenter: N/A

Length: 5 minutes

---

### **ISSUE STATEMENT**

The Metro Council structured the 2019 parks and nature bond to allow partnerships with public entities and community organizations to maximize investment in priority parks, trails and natural areas across the region that meet bond requirements and criteria. To facilitate efficient implementation, the bond measure outlines Council policy direction to guide staff work and identifies when staff will seek Council review and direction on decisions, awards and investments.

Metro now has the opportunity to distribute \$3.5 million in funding via an intergovernmental agreement (IGA) to Oregon State University (OSU), in partnership with Trust for Public Land, to purchase a 3,111-acre parcel in the Tualatin Mountain Forest, within Metro's Multnomah Channel Headwaters Target Area. Council approval of Resolution No. 25-5470 will formalize the IGA, optimize resource allocation and ensure the successful implementation of the Tualatin Mountain Forest Project.

Approval of Resolution No. 25-5470 will strategically allocate 2019 parks and nature bond funds through a partnership-based acquisition, advance shared conservation and research objectives with OSU, support long-term regional goals for habitat connectivity and water quality protection in the Tualatin Mountain area and maintain Metro staff capacity for other critical acquisition projects.

### **ACTION REQUESTED**

Council consideration and approval of Resolution 25-5470.

### **IDENTIFIED POLICY OUTCOMES**

The proposed IGA with OSU aligns with Metro's protect and restore land program and supports Refinement Plan goals for the Multnomah Channel Headwaters Target Area. While the project was initially designated as a large scale community visions project in spring 2023, the funding source has been updated to align with Council direction to explore relevant funding sources to better align with program criteria and to maintain the \$10 million funding cycle limit for the large scale community visions program.

Metro parks and nature and OSU identified that public acquisition of the property provides valuable natural riparian and upland wildlife habitat and water quality protection and that as a condition to funding these, characteristics of the acquisition area

will be conserved, protected, and enhanced through land management commitments described in the intergovernmental agreement. If Council approves Resolution 25-5470, it will leverage bond investments through partnerships and ensure OSU will assume responsibility for management, operating expenditures and ongoing liability.

### **POLICY QUESTION**

Should the Metro Council approve Resolution 25-5470 to execute an IGA with OSU for the purchase of the 3,111-acre Tualatin Mountain Forest parcel, reallocating funding to align with the protect and restore Land Program criteria and Multnomah Channel Headwaters Target Area goals?

### **STAFF RECOMMENDATIONS**

Staff recommends the Metro Council approve Resolution 25-5470.

### **STRATEGIC CONTEXT AND FRAMING COUNCIL DISCUSSION**

The 2019 parks and nature bond measure, approved by voters, allocated \$475 million for regional investment in parks, trails, and natural areas. The Metro Council's resolutions establish policy direction for property acquisition aligned with Target Area Refinement Plans goals.

The Tualatin Mountain Forest Project aligns strongly with protect and restore land program criteria, and funding it through this source supports both Council and COO direction from 2023, while offering significant public benefits. The Tualatin Mountain Forest Project doesn't impact parks and nature's work to maximize bond funds for acquisition of priority habitat across the region to advance goals set by Metro Council, conservation and community partners. To date, protect and restore has acquired two properties in this target area totaling just under \$2 million. This purchase will increase spending in this target area to just under \$5.5 million, or about seven percent of overall dollars available for acquisition across 24 Council adopted target areas.

### **Climate Action Goals**

Oregon State University intends to develop the property as a research, education, and demonstration forest focused on restoring habitat, promoting biodiversity, and enhancing climate resilience through carbon sequestration, oak and hardwood species promotion, stream restoration, and wildlife habitat creation. The Tualatin Mountain Forest Project aligns with Metro's protect and restore land program and Refinement Plan goals for the Multnomah Channel Headwaters Target Area, including improving biotic connectivity across Highway 30 and the Portland and Western Railroad, restoring Tualatin Mountains headwater forests, and enhancing water quality and wildlife habitat. The property will be actively managed as a research forest that balances ecological and economic objectives.

### **Legal Antecedents**

- Resolution No. 24-5389, For the Purpose of Updating the Natural Areas Work Plan to Fund Real Property Purchases by Public Partners through the Bond Acquisition Programs of the 2019 Parks and Nature Bond Measure (March 7, 2024)

- Resolution No. 22-5250, For the Purpose of Approving Acquisition Target Area Refinement Plans for the 2019 Parks and Nature Bond Measure (April 14, 2022)
- Resolution No. 19-4988, For the Purpose of Submitting to the Voters of the Metro Area General Obligations Bonds in the Amount of \$475 Million to Fund Natural Area and Water Quality Protection and to Connect People to Nature Close to Home; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of Said Bonds Upon Issuance (June 6, 2019)

## **BACKGROUND**

In 2022, Metro Council initiated a \$10 million pilot round of the large scale community visions program to fund projects meeting specific bond and program criteria designed to uplift communities through multi-benefit habitat restoration projects that also include including job opportunities, affordable housing, or transportation. This project was initially identified as a large scale community visions project in the pilot round of the program in spring 2023, However, following Council direction to maximize program impact, the Chief Operating Officer recommended exploring alternative funding sources across the parks and nature bond parks and nature staff determined that the project better aligned with protect and restore land funding criteria.

**3.2 Resolution No. 25-5476 For the Purpose of Appointing  
New Members to the Public Engagement Review Committee**  
*Consent Agenda*

Metro Council Meeting  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING NEW	)	RESOLUTION NO. 25-5476
MEMBERS TO THE PUBLIC	)	Introduced by Chief Operating Officer
ENGAGEMENT REVIEW COMMITTEE	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson
	)	

WHEREAS, by Ordinance No. 12-1275A, Metro Council established the Public Engagement Review Committee (PERC) to advise the Metro Council on the development and maintenance of programs and procedures to aid communication between the public and the Metro Council; and

WHEREAS, Metro Code Section 2.19.100 governs the membership of PERC; and

WHEREAS, Metro Code Section 2.19.030(b) provides that the Metro Council President will appoint members of advisory committees, subject to confirmation by Metro Council; and

WHEREAS, by a fair and open process, Metro sought applicants for PERC; and

WHEREAS, the Metro Council President appointed two members of the public, two representatives of community organizations; and

WHEREAS, the Metro Council desires to confirm appointments made by the Metro Council President to PERC; now therefore,

BE IT RESOLVED that:

(1) Metro Council confirms the appointment of the following at-large members from the region:

An Bui, Multnomah County resident  
Muneeb “Muni” Kalenandi, Washington County resident

(2) The Metro Council confirms the appointment of the following community organization representatives of the region:

Morgan Dewey, Oregon Food Bank  
Michelle Barrows Carter, Junk It Junk Removal, LLC

(3) Each at-large and community organization member's term will run for a maximum of three-year term, from March 2025 through December 31, 2027, with an option to renew once.

ADOPTED by the Metro Council this 20th day of March, 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 25-5476 FOR THE PURPOSE OF  
CONFIRMING THE APPOINTMENT OF MEMBERS TO THE PUBLIC ENGAGEMENT  
REVIEW COMMITTEE

---

Date: March 03, 2025  
Department: Communications  
Meeting Date: March 20, 2025

Prepared by: Gloria Pinzon Marin,  
gloria.pinzon@oregonmetro.gov  
Length: consent

---

### **ISSUE STATEMENT**

Staff seeks the Metro Council's support in appointing new members to the Public Engagement Review Committee.

### **ACTION REQUESTED**

Confirm the appointment of new members to the committee as follows:

At-large positions:

- An Bui, Multnomah County resident
- Muneeb "Muni" Kalenandi, Washington County resident

Organization representatives:

- Morgan Dewey, Oregon Food Bank
- Michelle Barrows Carter, Junk It Junk Removal, LLC

### **IDENTIFIED POLICY OUTCOMES**

These appointments will fill the vacant PERC positions, consistent with Metro Code Section 2.19.100 and the PERC Bylaws. This will also create a membership that is representative of the diversity found within the greater Portland region.

### **POLICY QUESTION(S)**

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

### **STAFF RECOMMENDATIONS**

Staff recommends the appointments of new members listed above.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

- Legal Antecedents  
*Metro Code Chapter 2.19, specifically Metro Code Sections 2.19.030 and 2.19.100 Ordinance No. 12-1275A, .*
- Anticipated Effects  
*The appointments to the PERC will allow Metro to engage communities more successfully with Metro's initiatives and improve public engagement practices in alignment with Metro's Public Engagement Guide.*
- Financial Implications (current year and ongoing)  
*Program needs are accounted for in existing staff resources and accessing Communications M&S included in the FY 2024-2025 budget. Additional staff budget resources to support staff would be required if the committee began to meet more often.*

## **BACKGROUND**

Metro's Public Engagement Review Committee (PERC) convenes a minimum of two times per year and consists of at-large community members, representatives from three community organizations and public involvement staff from Clackamas, Multnomah, and Washington Counties. This is in alignment with PERC Bylaws. Committee members are appointed to a maximum of three-year (36 month) terms on a rotating schedule.

The PERC serves as a key component of Metro's ongoing efforts to develop and implement broad, inclusive, informed and effective public engagement processes. This committee played an important role in the creation of Metro's new [Guiding Principles of Meaningful Public Engagement](#) between 2023-2024 and the review and adoption of Metro's most recent Public Engagement Guide.

The PERC will focus on advising Metro Council on the implementation and future updates to the Public Engagement Guide and discuss ways to make their impact on Metro engagement practices as meaningful as possible. The PERC has stated that meeting more frequently would be helpful for them, and they have an interest in having more connection with a Metro Council representative in the future.

### **Recruitment process:**

An ideal recruitment would add members who would be collectively representative of the geographic and demographic diversity that exists in the Metro region. Staff is recommending the appointment of representatives who meet the following criteria:

- Community service: Demonstrated commitment to meaningful community involvement.
- Diversity: Collectively representative of the geographic and demographic diversity of the greater Portland region
- Equity: Demonstrated commitment to the advancement of inclusive outreach strategies that advance racial equity and make space for people of marginalized identities
- Experience: Demonstrated skills, knowledge or experience valuable to support Metro's public engagement principles

Additionally, the selection committee took into consideration applicant's ability to connect to other community members to amplify their voices on the committee and share out information about the committee's work.

Four community vacancies include at-large and community-based organizations, as well as two jurisdictional vacancies. Staff recruits for community member participation and jurisdictional representatives are assigned by their respective county Administrator or Chief Operating Officer.

Staff conducted outreach through social media, email, phone, and word-of-mouth to recruit applicants. The recruitment process for community representatives was competitive and involved regional outreach to individuals, non-profit organizations, and businesses. A staff selection committee composed of engagement professionals and a Metro Council policy advisor reviewed twenty applications before selecting the new members to be approved by the Metro Council President.

## **ATTACHMENTS**

Attachment 1: New member biographies

# Public Engagement Review Committee

*New Appointees, March 2025*

## Community-Based Organizations

### **Morgan Dewey (she/her), Oregon Food Bank**

Morgan Dewey (she/her) is an Asian American advocate and communicator dedicated to building an equitable world. She began her career in anti-violence work, supporting survivors before moving to Washington, D.C., where she worked on national advocacy efforts. Now based in Portland, she brings her strategic communications expertise to Oregon Food Bank, working to dismantle hunger and its root causes. Originally from Utah, Morgan is passionate about making complex issues accessible and action-oriented. In her free time, she enjoys exploring with her partner and their sassy dog, Esme, trying new foods, and watching a lot of reality TV.

### **Michelle Barrows Carter, Junk It Junk Removal, LLC**

Michelle is the Co - Owner and Operations Director of Junk It Junk Removal, bringing over 13 years of experience in waste management, community cleanups, and business operations. She has successfully grown her company from a single truck to a full-service junk removal and environmental cleanup business, managing contracts with residential, commercial, and government clients.

Her expertise includes waste diversion, project management, and public engagement, ensuring efficient service delivery while addressing environmental and social concerns. She has experience developing strategies for large-scale cleanups, coordinating teams, and navigating regulatory requirements. Michelle is also skilled in problem-solving, workforce development, and implementing operational efficiencies that enhance service quality and community impact.

Committed to transparent and inclusive engagement, she seeks to contribute her business acumen, hands-on leadership experience, and deep understanding of waste management to public decision-making processes. As a Public Engagement Review Committee member, Michelle aims to help shape policies that are practical, effective, and responsive to community needs.

## At-large members

### **Muni Kalenandi (he/him) At-Large**

Muneeb "Muni" Kalenandi, a resident of Beaverton, is a lifelong activist and advocate for human rights for all. He has been organizing since his days as an undergrad, at the University of Rochester, where he served as the chair of the Gay and Lesbian Association, and was also active working for disability justice, and against apartheid in South Africa. He has been active both as a volunteer and in his career, working in NGOs, political campaigns, and local governments towards a more just society. He has worked for Sexual Exploitation

Education Project, as Program Coordinator; Council for Prostitution Alternatives, as Volunteer Coordinator; Tillamook Women's Crisis Center (Helping Hands), as Volunteer Coordinator; A Place of Our Own peer support drop-in center, in Tillamook, as a Board Member; Unite Oregon, on the Beaverton inclusive housing cohort, then as co-chair of the Washington County Leadership Council; City of Beaverton, on the Human Rights Advisory Commission; and Metro, on the Committee on Disability Inclusion. Even though he is largely home-bound and bed-bound due to disability, he is still engaged in volunteer work, and remains steadfast in his commitment to community and to making this world a better place for all of us to live.

### **An Bui (he/him) At-Large**

An Bui is passionate about civic engagement. Having managed civic engagement education for immigrant and refugees and youth, he knows how important it is for people to be engaged with their local government, and has seen how that experience can also benefit the person engaging. Civic engagement reaffirms a person's sense of belonging, and helps to build knowledge and power in their community. After 10 years in the nonprofit field, he now works in government and for an elected office, which means he's seen how things work on both sides. He hopes to use all of these experiences, as well as his own lived experience as an immigrant, a parent, and a person of color, to improve civic engagement and foster a sense of ownership and belonging for all.

**3.3 Resolution No. 25-5477 For the Purpose of Re-Appointing Members to  
the Natural Areas and Capital Program Performance Oversight Committee**  
*Consent Agenda*

Metro Council Meeting  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RE-APPOINTING	)	RESOLUTION NO. 25-5477
MEMBERS TO THE NATURAL AREAS AND	)	
CAPITAL PROGRAM PERFORMANCE	)	Introduced by Chief Operating Officer Marissa
OVERSIGHT COMMITTEE	)	Madrigal with the Concurrence of Metro
	)	Council President Lynn Peterson

WHEREAS, at the general election held on November 5, 2019, Metro Area voters approved the 2019 Parks and Nature Bond Measure ("Bond Measure"), authorizing the issuance of general obligation bonds in an amount not to exceed \$475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home; and

WHEREAS, the Bond Measure calls for community oversight and states that an independent community oversight committee will review bond expenditures and provide annual reports; and

WHEREAS, Metro Code Chapter 2.19.220 creates and governs the Natural Areas and Capital Program Performance Oversight Committee, which consists of 9 to 21 members, appointed by the Metro Council President and subject to confirmation by the Metro Council; and

WHEREAS, in Resolution No. 21-5155, the Metro Council confirmed the Council President's appointment of 19 members to the Committee; and

WHEREAS, the Metro Council desires to confirm the Metro Council President's appointments; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointments to the Natural Areas and Capital Program Performance Oversight Committee as set forth on Exhibit A.

ADOPTED by the Metro Council this 20th day of March 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

**Exhibit A to the Resolution No. 25-5477**

**Natural Areas and Capital Program Performance Oversight Committee  
Committee Member Re-appointments for 2025**

The following persons will be appointed to a final two-year term beginning in 2025

Tana Atchley Culbertson	Indigenous Community Coordinator, Portland Parks
Burt Edwards	Director of Programs, ReThink Media
Georgena Moran	Founder, Access Recreation
Cary Watters	Sustainable Procurement Program Manager, City of Portland
Owen Wozniak	Land Transactions Program Manager, Land Trust Alliance

IN CONSIDERATION OF RESOLUTION NO. 25-5477 FOR THE PURPOSE OF RE-APPOINTING MEMBERS TO THE NATURAL AREAS AND CAPITAL PROGRAM PERFORMANCE OVERSIGHT COMMITTEE

---

Date: March 6, 2025  
Department: Parks and Nature  
Meeting Date: March 20, 2025

---

Prepared by: Beth Cohen

## **ISSUE STATEMENT**

Independent community oversight has been essential to Metro's accountability and delivery on promises made to voters in its funding measures. The Natural Areas and Capital Program Performance Oversight Committee, which provides independent and transparent oversight Metro's use of capital funds from the \$475 million 2019 parks and nature bond, the parks and natural areas levy, allows committee members to serve up to three two-year terms.

The purpose of Resolution No. 25-5477 is to re-appoint members who have been serving on the committee since it was formed in 2021 to their final term in 2025 to serve on the Natural Areas and Capital Program Performance Oversight Committee.

## **ACTION REQUESTED**

Staff requests approval of Resolution No. 25-5477 to re-appoint individuals to serve on the Natural Areas and Capital Program Performance Oversight Committee.

## **IDENTIFIED POLICY OUTCOMES**

The current makeup of the oversight committee reflects the Metro Council's direction for members to bring a deep understanding of conservation values and racial equity as well as multiple complementary backgrounds and knowledge across a range of topics including conservation, habitat and biodiversity, finance, working lands, understanding of the disability community and the urban Indigenous community and of issues around tribal sovereignty.

The Metro Council has asked the oversight committee to monitor how bond implementation activities are meeting the direction in the bond measure, to monitor financial aspects of program administration and to share with the Metro Council related concerns or recommendations to help adjust work moving forward.

## **STAFF RECOMMENDATIONS**

Staff recommends that the Metro Council approve Resolution No. 25-5477 to re-appoint individuals to serve on the Natural Areas and Capital Program Performance Oversight Committee.

## **BACKGROUND**

In February 2021, the Metro Council established the Natural Areas and Capital Program Performance Oversight Committee, charged with providing independent and transparent oversight Metro's use of capital funds from the \$475 million 2019 parks and nature bond, the parks and natural areas levy and remaining funds from the 2006 natural areas bond, and confirmed the appointment of a slate of 19 members.

The oversight committee has been meeting since April 2021 and has been focused on reviewing bond programs progress and overall alignment with the three bond criteria. The committee presented its year three report back to the Metro Council in November 2024.

Metro Council Ordinance No. 21-1460, which established the oversight committee in Metro Code section 2.19.222, states that the Committee will be composed of no fewer than 9 and no more than 21 members and that committee members can serve up to three two-year terms. In 2024, in resolution No 24-2408, the Metro Council approved the appointment of seven new members to the committee and re-appointed five additional members.

Parks and Nature is focused on maintaining a healthy committee membership over the life of the bond. The members originally appointed when the committee was established in 2021, who were either appointed to an initial one-year term or an initial two-year term, will be entering their final terms in 2025 and 2026 respectively. So, moving forward, Parks and Nature will focus on recruitment and onboarding of new members to ensure that the committee be continue in a sustainable and consistent way over the life of the bond.

## **ATTACHMENTS**

None

**4.1 Resolution No. 25-5471 For the Purpose of Amending  
the FY 2024-25 Budget and Appropriations Schedule and  
FY 2024-25 Through FY 2028-29 Capital Improvement  
Plan to Provide for Changes in Operations**  
*Resolutions*

Metro Council Meeting  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY 2024-	)	RESOLUTION NO 25-5471
25 BUDGET AND APPROPRIATIONS SCHEDULE	)	Introduced by Marissa Madrigal, Chief
AND FY 2024-25 THROUGH FY 2028-29 CAPITAL	)	Operating Officer, with the concurrence of
IMPROVEMENT PLAN TO PROVIDE FOR	)	Council President Lynn Peterson
CHANGES IN OPERATIONS	)	

WHEREAS, the Metro Council has reviewed and considered the need to change appropriations within the FY 2024-25 Budget; and

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new positions to the Budget; and

WHEREAS, the need for the change of appropriations has been justified; and

WHEREAS, adequate funds exist for other identified needs; and

WHEREAS, ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriations, if such transfers are authorized by official resolution or ordinance of the governing body; and

WHEREAS, ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition; and

WHEREAS, ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition; and

WHEREAS, ORS 294.471(a) allows for the governing body to add appropriation categories to align organizational efficiencies, changes that were not ascertained when preparing the budget; now therefore

BE IT RESOLVED,

1. That the FY 2024-25 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "March 2025 Amendment" of Exhibit A and B to this Resolution for the purpose of adding positions, modifying revenues and expenditures and transferring funds to and from contingency.
2. That the FY 2024-25 through FY 2028-29 Capital Improvement Plan is hereby amended accordingly.

ADOPTED by the Metro Council this 20<sup>th</sup> day of March, 2025.

---

Lynn Peterson, Council President

APPROVED AS TO FORM:

---

Carrie MacLaren, Metro Attorney

**Exhibit A**  
**Resolution 25-5471**  
**Schedule of Appropriations**

	<b>FY 25 Amended Budget</b>	<b>March 2025 Amendment</b>	<b>FY25 Amended Budget</b>
<b>PARKS AND NATURE BOND FUND</b>			
Parks and Nature	58,321,489	2,200,000	60,521,489
Non-Departmental			
Interfund Transfers	3,692,640	-	3,692,640
Contingency	8,670,750	-	8,670,750
<i>Total Appropriations</i>	70,684,879	2,200,000	72,884,879
Unappropriated Balance	76,123,271	122,800,000	198,923,271
<b>Total Fund Requirements</b>	<b>146,808,150</b>	<b>125,000,000</b>	<b>271,808,150</b>
<b>PARKS AND NATURE OPERATING FUND</b>			
Parks and Nature	31,208,009	100,000	31,308,009
Non-Departmental			
Interfund Transfers	6,592,824	-	6,592,824
Contingency	4,822,254	-	4,822,254
<i>Total Appropriations</i>	42,623,087	100,000	42,723,087
<b>Total Fund Requirements</b>	<b>42,623,087</b>	<b>100,000</b>	<b>42,723,087</b>
<b>ZOO BOND '24</b>			
Visitor Venues - Oregon Zoo	4,010,538	107,112	4,117,650
Non-Departmental	-		
Contingency	2,000,000	(107,112)	1,892,888
<i>Total Appropriations</i>	6,010,538	-	6,010,538
Unappropriated Balance	68,989,462	-	68,989,462
<b>Total Fund Requirements</b>	<b>75,000,000</b>	<b>-</b>	<b>75,000,000</b>
<b>Total Appropriations</b>	<b>1,907,247,641</b>	<b>2,300,000</b>	<b>1,909,547,641</b>
<b>Total Unappropriated Balance</b>	<b>268,561,825</b>	<b>122,800,000</b>	<b>391,361,825</b>
<b>TOTAL BUDGET</b>	<b>2,175,809,466</b>	<b>125,100,000</b>	<b>2,300,909,466</b>

*Note: All other funds remain unchanged*

**Exhibit B**  
**Resolution 25-5471**  
**Schedule of Appropriations**

	FY 25 Amended FTE	March 2025 Amendment	FY 25 Amended FTE
<b>OREGON ZOO OPERATING FUND</b>			
Visitor Venues - Oregon Zoo	195.10	0.50	195.60
<b>Total Fund FTE</b>	<b>195.10</b>	<b>0.50</b>	<b>195.60</b>
<b>ZOO BOND '24</b>			
Visitor Venues - Oregon Zoo	4.00	2.00	6.00
<b>Total Fund FTE</b>	<b>4.00</b>	<b>2.00</b>	<b>6.00</b>
<b>Total FTE</b>	<b>1,178.80</b>	<b>2.50</b>	<b>1,181.30</b>

*Note: All other FTE remain unchanged*

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION 25-5471 FOR THE PURPOSE OF AMENDING THE FY 2024-25 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2024-25 THROUGH FY 2028- 29 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR CHANGES IN OPERATIONS

---

Date: March 03, 2025

Prepared by:  
Amanda Akers, Budget Manager

Department: Finance and Regulatory Services

Presented by:  
Cinnamon Williams, Financial Planning Director  
Amanda Akers, Budget Manager

Meeting date: March 20, 2025

Length: 20 minutes

---

#### ISSUE STATEMENT

Resolution 25-5471 will authorize changes in appropriations for FY 2024-25 and approve changes to the FY 2024-25 through FY 2028-29 Capital Improvement Plan.

#### ACTION REQUESTED

Council adoption of Resolution 25-5471.

#### IDENTIFIED POLICY OUTCOMES

Council approval will authorize changes in appropriations requested by departments for FY 2024-25 and approve changes to the FY 2024-25 through FY 2028-29 Capital Improvement Plan

#### POLICY QUESTION

Council should consider whether the changes in appropriations have been justified, that adequate funds exist for identified needs, and that proposed changes to the Capital Improvement Plan appear appropriate.

#### POLICY OPTIONS FOR COUNCIL TO CONSIDER

Adoption of Resolution 25-5471 will provide sufficient appropriations to accommodate the changes in operations outlined by departments. Adoption will allow for changes to capital projects due to operational factors.

Disapproval of Resolution 25-5471 will require departments to reevaluate their proposed changes to operations and capital plans.

#### STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend adoption of Resolution 25-5471.

#### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Relationship to Metro's Strategic Plan, racial equity, and climate action goals

By funding additional expenditures for operations, the Agency will more efficiently be able to focus on programming related to our guiding principles of racial justice, climate justice and resiliency, and shared prosperity.

**Known Opposition:** None known.

**Legal Antecedents:** ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriation if such transfers are authorized by official resolution or ordinance of the governing body. ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer. ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.463 (4) provides that public testimony be allowed if any funds are changing by more than 10 percent of a fund's expenditures. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget. Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval. ORS 294.471 allows for pressing and necessary changes, by supplemental budget, that could not be reasonably foreseen during budget development.

**Anticipated Effects:** This action provides for changes in operations and capital improvement plans as described below.

**Budget Impacts:** This action has a net increase of \$2,300,000 in expenditure appropriations. The new total appropriations will be \$2,300,909,466 with 1,181.3 FTE. This action has the following impacts on the FY 2024-25 budget and FY 2024-25 through FY 2028-29 Capital Improvement Plan (CIP). Details of each change can be found in Attachment 1 – Summary of March 2025 Budget Amendments.

- **Capital Asset Management**
  - Re-allocation of four capital project based on timing to make improvements to the MRC Plaza did not adjust appropriations.
- **Information Technology**
  - Re-allocation from one project to a replacement data server supporting Planning, Development and Research did not adjust appropriations.
- **Parks and Nature**
  - One-time update to revenues increases the fund by \$100,000 to support Personnel/M&S needs.
  - Adding \$125 million in bond sale revenue with \$2.2 million earmarked for arbitrage and bond issuance costs. All remaining proceeds will fall to ending fund balance and used for future bond needs.

- **EXPO**
  - Re-allocation of four project to prioritize the HVAC in Hall E&D and Website Development project. No adjustment to appropriations.
- **Waste Prevention and Environmental Services**
  - Re-allocation of ten projects in CIP that did not adjust appropriations.
- **Oregon Zoo**
  - Convert temporary help support to 0.5 FTE for ongoing animal care
  - Add 2.0 FTE for Zoo Bond administration. Support from contingency.

**Below is a summary of all the proposed changes from Resolution 25-5471 that impact appropriations or CIP:**

**Appropriation Changes:**

- **Total Appropriations** increase: \$2.3 million
  - **Parks and Nature Bond Fund** increase by \$2.2 million
  - **Parks and Nature Operating Fund** increase by \$100,000

**FTE Changes:**

- **Total FTE** requested: 2.5 FTE
  - Oregon Zoo: 2.5 FTE

**Capital Improvement Plan (CIP):**

The following proposed changes to the Capital Improvement Plan (CIP) for FY 2024-25 are:

- **Capital Asset Management** increase of \$100,000 – Attachment 2
- **Information Technology** net zero increase – Attachment 3
- **EXPO** net zero increase – Attachment 4
- **WPES** net zero increase – Attachment 5

For details about CIP changes, see Attachments 2-5.

**ATTACHMENTS**

- Resolution 25-5471
- Exhibit A – Schedule of Appropriations
- Exhibit B – Schedule of FTE
- Attachment 1 – Summary of March 2025 Amendments
- Attachments 2-5 - Capital Improvement Plan changes

## March 2025 Budget Amendments Summary

The following requested budget amendments would *increase* appropriations as follows:

- **TOTAL APPROPRIATION** increase: \$2.3 million
  - **Parks and Nature Bond Fund** increase by \$2.2 million
  - **Parks and Nature Operating Fund** increase by \$100,000

The following requested budget amendments request an *additional 2.5 FTE*:

- **Zoo (Operations & Bond)– 2.5 FTE**
  - 1.0 FTE – Manager II – Interpretative Planning & Development Manager
  - 1.0 FTE – Manager II – Design & Construction Manager
  - 0.5 FTE (Conversion of VHE) – Nutrition Technician

The following proposed changes to the Capital Improvement Plan (CIP) are:

- **Capital Asset Management** increase of \$100,000
  - Four projects reprioritized based on timing with MRC Plaza (lighting/landscaping work) beginning sooner than originally anticipated.
- **Information Technology** *net zero*
  - Two projects adjusted, placing priority for replacement data server for Planning, Development and Research.
- **EXPO** *net zero*
  - Seven projects at Expo adjusted. HVAC project and Website Development prioritized in FY25 resulting in de-prioritization of other improvements.
- **Waste Prevention and Environmental Services** *net zero*
  - Two projects delayed resulting in reprioritization of three other projects and creation of new project code.

## Budget Amendments and Capital Improvement Plan (CIP) Changes

Below is a list, by department, of each requested budget amendment. Associated CIP changes can be found as attachments.

### Central Services

<b>Capital Asset Management</b>	
<b>Capital Improvement Plan Updates – Renewal and Replacement (R&amp;R)</b>	<p><b>\$100,000 to fund MRC R&amp;R projects; four projects adjusted in the CIP to account for reprioritization (one-time)</b></p> <p>These four projects include: MRC Storm Water, MRC ADA Projects, MRC Plaza Lighting and Landscaping, and MRC Rooftop Solar Array</p> <p>\$100,000 is funded from an unallocated project budget.</p>
<b>Information Technology</b>	
<b>Capital Improvement Plan Updates – Renewal and Replacement (R&amp;R)</b>	<p><b>Reducing EMC (File Storage) Replacement project to support more immediate need of TF Modeling Storage for PDR Data Server (one-time)</b></p> <p>No operating, appropriation, or FTE impact.</p>

### EXPO

<b>Capital Improvement Plan Updates</b>	<p><b>Cancel four projects in CIP to prioritize the HVAC in Hall E &amp; D and Website Development projects (one-time)</b></p> <p>No operating, appropriation, or FTE impact.</p>
---	---

### Parks and Nature

<b>Personnel and M&amp;S Increase</b>	<p><b>\$100,000 increase to match updated forecast (one-time)</b></p> <p>Cemetery increases in FY 2024-25 supported by increased revenue from updated forecasts.</p>
<b>Bond Sale &amp; Arbitrage Payment</b>	<p><b>\$125,000,000 bond sale for Parks &amp; Nature (one-time)</b></p> <p>\$2.2 million added in expenses for the arbitrage and bond issuance. The remaining will be placed in ending fund balance for later use.</p>

### Waste Prevention and Environmental Services

<b>Capital Improvement Plan Updates</b>	<p><b>Adjust and reprioritize 10 projects in the CIP to address health, safety, and deferred maintenance needs (one-time)</b></p> <p>No operating, appropriation, or FTE impact.</p>
---	--

## Zoo

<b>FTE Request – Zoo Operating</b>	<p><b>Convert VHE hours into 0.5 FTE for Animal Care (ongoing)</b></p> <p>No appropriation change as this FTE is converting from current temp budget.</p>
<b>FTE Request – Zoo Bond</b>	<p><b>2.0 FTE Zoo Bond Administration (ongoing)</b></p> <p>In May 2024, Oregon voters passed the \$380 million Zoo bond measure 26-244. To support the implementation of this measure, the zoo will hire two additional positions to support the spend of the bond including;</p> <ol style="list-style-type: none"> <li>1. Interpretative Planning &amp; Development Manager (Manager II)</li> <li>2. Design &amp; Construction Manager (Manager II)</li> </ol> <p>Support will come from contingency, previously added from the anticipated bond sale this spring.</p>

**Budget Amendment for FY2024-25**  
**Capital Improvement Plan (CIP) Detail Changes**

**Capital Asset Management**

<--Enter Department Here

Financial Planning Use

Attachment 2

Resolution 25-5471

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25			FY 2025-26			FY 2026-27	FY 2027-28	FY 2028-29
						CIP	Change Request*	CIP Amended	CIP	Change Request	CIP Amended	CIP Amended	CIP Amended	CIP Amended
N	MRC030	MRC Storm Water	526010	618	00434	200,000	(119,800)	80,200	-	-	-	-	-	-
N	MRCA00	MRC ADA Projects	526010	618	00434	100,000	73,000	173,000	-	-	-	-	-	-
N	MRC033	MRC Plaza Lighting and Landscaping	579000	618	00434	-	350,000	350,000	150,000	(150,000)	-	-	-	-
N	MRC035	MRC Rooftop Solar Array	579000	618	00434	500,000	(203,200)	296,800	203,200	-	203,200	-	-	-

Budget Amendment for FY2024-25  
Capital Improvement Plan (CIP) Detail Changes  
Information Technology and Records Management

Financial Planning Use  
Attachment 3  
Resolution 25-5471

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25			FY 2025-26			FY 2026-27	FY 2027-28	FY 2028-29
						CIP	Change Request*	CIP Amended	CIP	Change Request	CIP Amended	CIP Amended	CIP Amended	CIP Amended
N	I9017E	EMC (File Storage) Replacement	579000	616	00441	275,000	(225,000)	50,000	475,000	-	475,000	-	-	-
Y	I4007I	TF Modeling Storage	579000	616	00441	-	225,000	225,000	-	-	-	-	-	-

**Budget Amendment for FY2024-25**

**Capital Improvement Plan (CIP) Detail Changes**

**Visitor Venue - Expo**

Financial Planning Use

Attachment 4

Resolution 25-5471

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25			FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP Amended	CIP Amended
N	8R287	Hall E & D HVAC - 4 units	579000	556	56999	\$ 600,000	\$ 832,000	1,432,000	-	-	-	-
N	EXTBD01	Roof Repair - Hall C Recoat (TLT Pooled)	579000	556	56999	\$ 325,000	\$ (325,000)	-	-	-	-	-
N	8R234	Expo Hall E Flat Roof	579000	556	56999	\$ 175,000	\$ (175,000)	-	-	-	-	-
N	8R295	Hall E Micropile Improvements	579000	556	56999	\$ 100,000	\$ (100,000)	-	-	-	-	-
N	8N108	UP2 North Walkway Cover	579000	556	56999	\$ 75,000	\$ (75,000)	-	-	-	-	-
N	8N106	Metro Outfalls Decomissioning	579000	556	56999	\$ 300,000	\$ (297,000)	3,000	-	-	-	-
N	8R321	Website Development	579000	556	56999	\$ -	\$ 140,000	140,000	-	-	-	-

**Budget Amendment for FY2024-25**  
**Capital Improvement Plan (CIP) Detail Changes**  
**Waste Prevention & Environ. Services**

Financial Planning Use

Attachment 5

Resolution 25-5471

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25			FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP Amended	CIP Amended
N	CEN052	MCS Trommel	579000	536	34100	350,000	(350,000)	-	-	-	-	-
N	CEN054	MCS Organics Depackager	579000	536	34100	-	750,000	750,000	-	-	-	-
Y	CEN055	MCS VMS Server Replacement	579000	534	34100	-	143,000	143,000	-	-	-	-
N	SMC011	MCS Bay 4 Organics Improvemnts	579000	536	34100	400,000	(400,000)	-	-	-	-	-
N	SMS006	MSS Office & Breakroom	579000	534	34100	1,720,000	(289,900)	1,430,100	-	-	-	-
N	SMS006	MSS Office & Breakroom	579000	536	34100	430,000	(8,100)	421,900	-	-	-	-
N	STH034	MSS Pond Stormwater - Phase II	579000	534	34100	150,000	(150,000)	-	-	-	-	-
Y	STH049	MSS VMS Server Replacement	579000	534	34100	-	143,000	143,000	-	-	-	-
Y	SWR010	MSS/MCS Stratus Server Replacement	579000	534	34100	-	153,900	153,900	-	-	-	-
Y	SWR010	MSS/MCS Stratus Server Replacement	579000	536	34100	-	8,100	8,100	-	-	-	-

**4.2 Resolution No. 25-5472 For the Purpose of  
Approving Fiscal Year 2024-25 Funding for a Grant  
Funded with Construction Excise Tax**  
*Resolutions*

Metro Council Meeting  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL	)	RESOLUTION NO. 25-5472
YEAR 2024-25 FUNDING FOR A GRANT	)	
FUNDED WITH THE CONSTRUCTION EXCISE	)	Introduced by Chief Operating Officer
TAX	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, in 2006, Metro adopted Ordinance No. 06-1115, establishing a construction excise tax (CET) to generate revenue for providing grants to local governments for regional and local planning; and

WHEREAS, the CET has awarded more than \$30 million to local governments through the 2040 Planning and Development Grant program for planning work across the region; and

WHEREAS, on April 12, 2018, the Metro Council adopted Resolution No. 18-4882, which approved additional refinements to the Administrative Rules, providing for the creation of a technical assistance component of the program to facilitate successful implementation of 2040 Planning and Development Grants by providing additional professional expertise as needed to successfully accomplish grant objectives; and

WHEREAS, on December 6, 2018, the Metro Council adopted Ordinance No. 18-1425 which amended Metro Code chapter 7.04 to remove the provision that the CET sunset in 2020 and implemented additional refinements to four other subsections of the code to more clearly reflect current program policies and facilitate program and CET administration; and

WHEREAS, on April 11, 2024, the Metro Council adopted Ordinance No. 24-1509 which amended Metro Code chapter 7.04 to expand the availability of 2040 Planning and Development grants to include federally recognized Tribes and certain community groups inside unincorporated urban areas; and

WHEREAS, on May 2, 2024, the Metro Chief Operating Officer (COO) approved amendments to the Administrative Rules that govern 2040 Planning and Development Grants to implement the code changes and improve program flexibility, effectiveness, and efficiency; and

WHEREAS, on June 26, 2024, the COO established a 2040 Planning and Development Grant Screening Committee (Grant Screening Committee) consisting of eight members with broad expertise in planning and development to provide the COO an assessment of the strength of each grant application in accordance with the criteria set forth in Metro Code Chapter 7.04 and the Administrative Rules; and

WHEREAS, on February 25, 2025, the Grants Screening Committee submitted the committee's recommendations to the COO identifying the projects the committee believes best meet the stated program goals and evaluation criteria and therefore merit grant funding; and

WHEREAS, in accordance with Metro Code Chapter 7.04 and the Administrative Rules, the COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the COO's recommendations for Cycle 25Q1 grant funding at a Metro Council meeting on March 20, 2025; and

WHEREAS, the Metro Council has reviewed the recommendations of the COO and the comments provided by the Grant Screening Committee; and

WHEREAS, the Metro Council accepts the COO's recommendation to award funds as described in Exhibit A and as recommended by the Grant Screening Committee; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Makes the grant award for the 25Q1 grant cycle totaling \$750,000, as set forth in the attached Exhibit A, to the identified grant recipient for the project and amount listed in Exhibit A; and
2. Authorizes and directs the Metro COO and staff, and the Office of Metro Attorney, to finalize project scoping and a grant agreement with the grant recipient, which must set forth milestones and funding disbursement dates that comply with the Metro Code Construction Excise Tax Chapter 7.04, the CET Administrative Rules, this Resolution No. 25-5472 and Exhibit A attached hereto.

ADOPTED by the Metro Council this 20th day of March 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

**EXHIBIT A**  
**RESOLUTION 25-5472**

**2040 Planning & Development Grant Award**

**Cycle 25Q1 – March 20, 2025**

<b>Applicant</b>	<b>Project</b>	<b>Grant Amount</b>
1. Portland Parks & Recreation	Tom McCall Waterfront Park Bowl Redevelopment	\$ 750,000

IN CONSIDERATION OF RESOLUTION NO. 25-5472, FOR THE PURPOSE OF AWARDING  
2040 PLANNING AND DEVELOPMENT GRANT FUNDS FOR CYCLE 25Q1

---

Date: February 26, 2025  
Department: Community Investments  
Meeting Date: March 20, 2025

Presenters:  
Hau Hagedorn, Community Investment  
Manager, PD&R  
Serah Breakstone, 2040 Grants Program  
Manager, PD&R

Prepared by: Serah Breakstone, 2040  
Grants Program Manager

Length: 15 minutes

---

### **ISSUE STATEMENT**

The 2040 Planning & Development Grants Program moved to a quarterly awards schedule in 2024 after Council approved program changes through amendments to the Metro Code (Section 7.04) and associated Administrative Rules. This quarterly award schedule provides more opportunity for applicants to receive feedback and work with program staff to develop strong applications. The program launched the first cycle of quarterly grants in June 2024. The cycle being considered here is the first quarter cycle for 2025 (25Q1). The process for this cycle included:

- Reminder email to 2040 Grants interested parties lists in November
- Updated webpage, grants handbook and application materials
- Applicant letters of interest and optional meetings with Metro staff in November and December
- Final applications due January 10
- Staff and screening committee evaluations in January and February

Metro received two complete applications which were evaluated by the 2040 Grants Screening Committee. Applications included a proposal from Portland Parks & Recreation to facilitate a national design competition for redevelopment of the Tom McCall Waterfront Park bowl area; and a proposal from Clackamas County to conduct a development-ready land study for urban reserves and rural areas inside the UGB. The committee recommended funding for the Portland Parks proposal at the amount requested (\$750,000) and did not recommend funding for the Clackamas County proposal as currently scoped. The County is encouraged to revise their application and resubmit in a future grant cycle.

More detail about the grant proposals is provided in Attachment 1.

**ACTION REQUESTED**

Staff requests that Council consider approving Resolution No. 25-5472 to award a 2040 Planning and Development Grant to the grantee listed below. This action would authorize expenditure of CET funds and allow staff to work with the grantee to develop a final project scope and execute an intergovernmental agreement (IGA).

<b>Applicant</b>	<b>Project</b>	<b>Grant Amount</b>
1. Portland Parks & Recreation	Tom McCall Waterfront Park Bowl Redevelopment	\$ 750,000

**IDENTIFIED POLICY OUTCOMES**

The purpose of the 2040 Planning & Development Grants program is to fund planning work in the region that supports Metro's regional vision for growth. The grants are intended to facilitate planning that makes land ready for development, supports economic prosperity, and implements Metro's long-term plan for livable and equitable communities, as outlined in the 2040 Growth Concept. Council's award of these 2040 grants will facilitate much-needed planning projects across the region.

**STAFF RECOMMENDATIONS**

Staff recommends that Council approve Resolution No. 25-5472 to award the 2040 grant identified herein.

**ATTACHMENTS**

1. 25Q1 Grant Applications Summary & Recommendation

ATTACHMENT 1  
25Q1 GRANT APPLICATIONS SUMMARY & RECOMMENDATION

Applicant	Project	District	Category	Amount
Portland Parks & Recreation	Tom McCall Waterfront Park Bowl Redevelopment	6	Planning Inside UGB	\$750,000
<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>▪ Project will facilitate a national design competition to create a design for redevelopment of the waterfront park bowl in the Portland City Center.</li> <li>▪ Work will include selection of design competition finalists, selection of a preferred design, and final schematic plans for park redevelopment with cost estimates, phasing plan, and funding/implementation strategy</li> <li>▪ Community engagement will involve national recruitment for design firms and local engagement with identified stakeholders</li> <li>▪ PP&amp;R will contract with an outside consultant to serve as a Creative Director and who will develop the process for and oversee the design competition</li> </ul> <p><b>Screening Committee Recommendation:</b> Recommended for funding at requested amount.</p>				

Clackamas County	Development-Ready Land Study	1, 2, 3	Planning Inside UGB	\$1,000,000
<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>– The study is an information gathering exercise to evaluate the development constraints of land that has been identified as appropriate for future urban growth</li> <li>– Study would include all urban reserves and rural lands inside the UGB</li> <li>– Key outcomes identified are collaboration with cities and service providers, usable land analysis, development-ready land inventory, serviceability and cost analysis, and recommendations for public-private partnerships</li> <li>– Project will complement and build from the Industrial Site Readiness Study currently underway with Clackamas Co. Office of Economic Development</li> <li>– Primary goal is to create a clear framework for land use planning so the County can strategically plan for long-term growth and align with regional planning goals and efforts</li> </ul> <p><b>Screening Committee Recommendation:</b> Not recommended for funding at this time, applicant is encouraged to revise and resubmit application.</p>				

**4.3 Resolution No. 25-5459 For the Purpose of  
Adopting the Regional System Facilities Plan**  
*Resolutions*

Metro Council Meeting  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 25-5459
REGIONAL SYSTEM FACILITIES PLAN	)	
	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is responsible for planning and overseeing the garbage and recycling system in the greater Portland area and that system is composed of a network of public, private and non-profit owned facilities that provide disposal, waste transfer, recycling and reuse services to over 1.7 million people in the greater Portland region; and

WHEREAS, in March 2019 the Metro Council adopted the 2030 Regional Waste Plan, which is the long-range blueprint for building a healthier, more resilient and equitable garbage and recycling system (Ordinance No. 19-1431), and

WHEREAS, the 2030 Regional Waste Plan sets goals and policies for the region to reduce the amount of waste the region generates, promote greater reuse and recycling of items, and manage the waste that is leftover in a manner that protects the environment and public health; and

WHEREAS, to help implement the 2030 Regional Waste Plan, in March 2022 the Metro Council approved a work plan for the Waste Prevention and Environmental Services Department to develop a Garbage and Recycling System Facilities Plan (later renamed the Regional System Facilities Plan) (Resolution No. 22-5248); and

WHEREAS, the work plan directed staff to develop a shared understanding of existing policy guidance and commit to values to guide the development and implementation of the future plan, and Council endorsed the Regional System Facilities Plan Values and Outcomes in a Work Session in May 2022; and

WHEREAS, the work plan stated that the Regional System Facilities Plan should outline the future infrastructure investments and services needed to fulfill 2030 Regional Waste Plan goals over the next 20 years; and

WHEREAS, the Regional System Facilities Plan was developed through extensive research, analysis and engagement with city, county, tribal, community, reuse and business leaders, as well as a community advisory group composed of members from underserved communities; and

WHEREAS, the Regional System Facilities Plan was developed in five phases with input and direction in each phase from Metro Council, the Metro Policy Advisory Committee, the Regional Waste Advisory Committee, and the Committee on Racial Equity; and

WHEREAS, the Regional System Facilities Plan provides a 20-year blueprint for future reuse, recycling, composting and garbage facility and service investments across the region that align with Metro Council's priorities of increasing access to facilities, reducing waste to landfill and keeping costs affordable; now therefore,

BE IT RESOLVED that the Metro Council hereby:

Adopts the Regional System Facilities Plan, attached to this resolution as Exhibit A.

ADOPTED by the Metro Council this 20th day of March 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

## Regional System Facilities Plan

# Advancing Waste Reduction, Access and Affordability

March 2025



Metro

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.  
[oregonmetro.gov/news](http://oregonmetro.gov/news)

**Follow oregonmetro**



**Metro Council President**

Lynn Peterson

**Metro Councilors**

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

**Auditor**

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

## TABLE OF CONTENTS



An international panel of experts joined Metro Councilors and leadership at the Reuse, Recycling and Garbage Symposium (September 2023).

# CHAPTER 1:

## INTRODUCTION



## OVERVIEW

Metro's [2030 Regional Waste Plan](#) created a vision to reduce waste, protect health and the environment, and provide excellent services for everyone. This Regional System Facilities Plan helps implement that vision by identifying the places where people lack services and sets a strategy to invest in modernizing the region's reuse, recycling and garbage infrastructure.

From transfer stations to recycling depots and reuse warehouses, facilities play a key role in managing the things we throw away. The vision of this Regional System Facilities Plan is to focus investments on projects that:

- Improve waste reduction
- Increase access to services
- Keep fees affordable

The plan presents a strategy for the next 20 years to allow projects, large and small, to move forward to be further planned or built and identifies areas where more study, analysis and discussion are needed.



### 2030 Regional Waste Plan goals related to this plan:

- **Goal 8:** Increase the reuse, repair and donation of materials and consumer products.
- **Goal 10:** Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.
- **Goal 16:** Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

During the last 40 years, the garbage, recycling and reuse needs of the region have changed.

Climate change has made it more important to develop places and programs that prevent waste and reduce the amount of greenhouse gases we produce.

It's time to match the facilities and services of the region with today's priorities.

This Regional System Facilities Plan lays the foundation to transform a disposal-based system to one that focuses on keeping valuable materials out of the landfill and supports a circular economy.

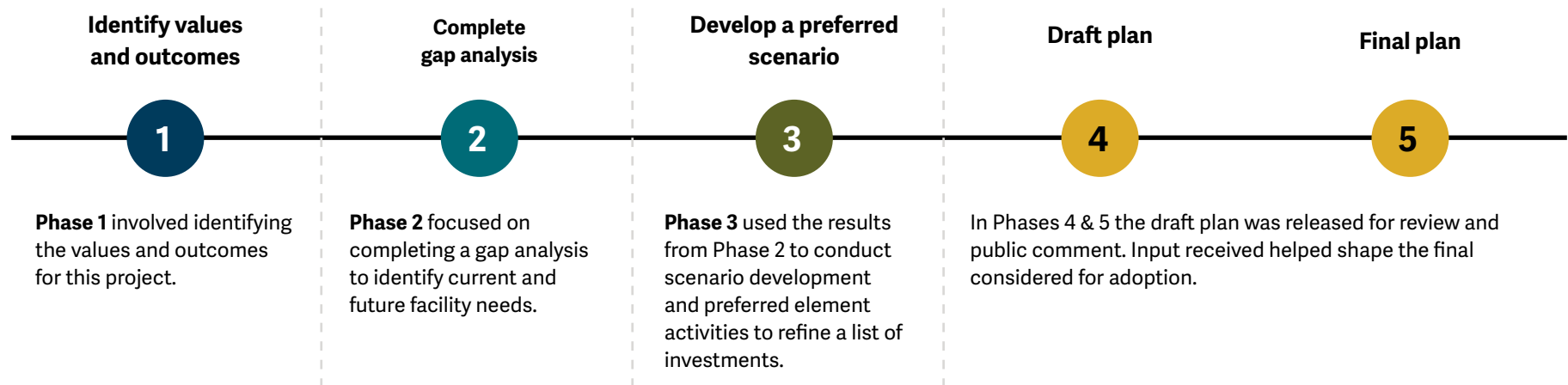


The Metro South facility opened in April 1983 when the region's needs were different from today.

# THE PLANNING PROCESS

In 2022, Metro began the process of collecting information and feedback to prepare the Regional System Facilities Plan. Metro engaged with a diverse array of partners to help set goals, values and outcomes; identify gaps in the current system; envision ways to fill gaps; and narrow options to create the set of investments presented in this plan.

## Development Phases



## MANY VOICES SHAPED THE PLAN

Metro engaged with city, county and tribal governments, community groups, garbage and recycling businesses and reuse organizations throughout every phase of this Regional System Facilities Plan.

Engagement opportunities included meetings, roundtables, workshops and a symposium at which diverse partners identified preferred scenarios for facility investments across the region.

Metro also convened a community advisory group to help guide development of the plan. Members were chosen for their unique perspectives and connections to underserved communities, as well as their interest and experience in advancing environmental justice.



Community Advisory Group members look over an early draft of the Regional System Facilities draft plan.

## ENGAGEMENT DURING PLAN DEVELOPMENT

2022	2023	2024
<b>September</b> Metropolitan Mayors Consortium  <b>October</b> Roundtables with: Reuse and repair leaders Local government staff Private industry partners	<b>March</b> Reuse and repair workshop  <b>May</b> 12 interviews with garbage and recycling industry partners  <b>September</b> International Panel & Symposium (120 attendees)  <b>November</b> Metropolitan Mayors Consortium	<b>January</b> Confederated Tribes of Siletz Indians Portland Area Office Adelante Mujeres workshop Unite Oregon workshop  <b>September</b> Reuse roundtable Metropolitan Mayors Consortium  <b>October</b> Industry partners roundtable Metropolitan Mayors Consortium Washington County Coordinating Committee Clackamas County Coordinating Committee Local government presentations (6)  <b>November</b> Adelante Mujeres workshop
<b>Ongoing meetings with:</b> Community Advisory Group (8)  Regional Waste Advisory Committee (2)  Committee on Racial Equity (2)  Metro Policy Advisory Committee (1)	<b>Ongoing meetings with:</b> Community Advisory Group (8)  Regional Waste Advisory Committee (5)  Committee on Racial Equity (2)  Metro Policy Advisory Committee (1)  Local government roundtable (2)	<b>Ongoing meetings with:</b> Community Advisory Group (4)  Regional Waste Advisory Committee (2)  Committee on Racial Equity (1)  Metro Policy Advisory Committee (2)  Local government roundtable (2)

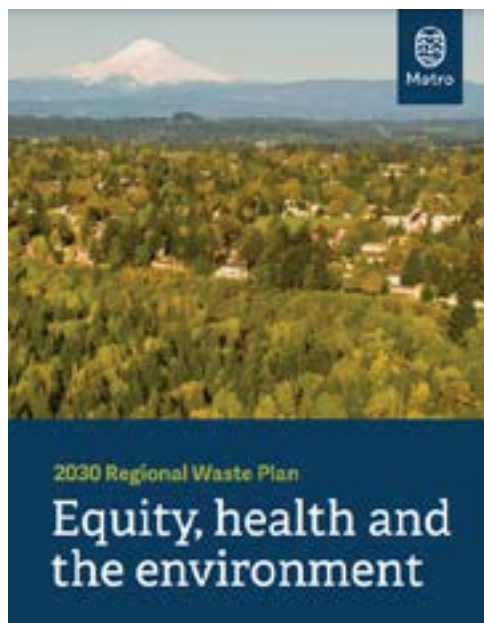




# CHAPTER 2:

## VALUES AND OUTCOMES

# VALUES AND OUTCOMES



## What guides this plan?

The 2030 Regional Waste Plan is a far-reaching blueprint for how our region manages the impacts of the products we buy, use and throw away.

The values and principles of the 2030 Regional Waste Plan were foundational to the development of values for this Regional System Facilities Plan. The Regional System Facilities Plan also includes Metro's commitment to seek tribal government consultation.

The values and outcomes were further shaped with input from community and industry partners, a community advisory group and Metro Council.

Together, the values and outcomes guided the engagement and outreach approach and the evaluation of service gaps and investment options. They steered the development of the investment strategy that is included in this plan. They will be used to measure the overall success of the plan during the next 20 years.

While all the values and outcomes will be important to the implementation of this plan for the next 20 years, three of them provided focus areas for the plan development and identification of investment priorities:



**Resource conservation:** reducing waste through infrastructure improvements



**Excellent service:** equitable system access, improved quality and access to services through new infrastructure



**Operational resilience:** keeping services affordable

## Investments to reduce waste

This plan outlines the infrastructure investments necessary to help the region reuse, repair and recycle more materials to reduce the negative health and environmental impacts of waste and support the transition to a more circular economy. New facilities will help the region recover more waste through recycling, composting or energy recovery, instead of sending it to the landfill.

Reusing and repairing materials has even greater benefits by avoiding the negative impacts from landfilling and reducing the need to manufacture new products, which requires the use of valuable raw materials, resources and energy to mine/extract those materials, make new products and transport them.





### Healthy people and environment

- Minimize the negative health and environmental impacts of facilities by incorporating innovative sustainability practices as outlined in Metro's green building policy.
- Develop good neighbor agreements between communities and facilities.



### Resource conservation (waste reduction)

- Identify the items the plan needs to target for reuse, repair, recycling or composting –and the infrastructure needed to manage them.
- Increase access to donate and buy used items.
- Provide workspace, reclaimed materials and other types of support to regional reuse and repair initiatives.



### Environmental literacy

- Provide learning opportunities at facilities through tours, displays, exhibits and viewing rooms.
- Develop programming with organizations focused on waste prevention and environmental justice.



### Economic well-being

- Provide jobs with living wages, benefits and safe work environments.
- Recruit and retain workers who are underrepresented in the garbage and recycling industry.
- Create opportunities within the garbage, recycling, reuse and repair sectors for people with barriers to employment.



### Excellent service and equitable system access

- Develop a network of facilities to provide equitable system access.
- Establish direction for Metro transfer stations and Metro solid waste facilities.
- Keep facility-based services affordable for low-income customers.
- Make public facilities accessible for people with disabilities and people who rely on transit.
- Develop multilingual and culturally relevant communication tools for facilities.



Learn more about the  
[Values and Outcomes](#)



Community Advisory Group: Tour of Metro South household hazardous waste facility (March 2023).



### **Operational resilience, adaptability and sustainability**

- Develop funding options that advance waste reduction and affordability goals.
- Design efficient facilities to serve people quickly and recover useful materials.
- Identify facility investment needs for natural hazard resilience.
- Shape garbage and recycling systems with key elements from regional transportation and land use planning efforts.



### **Community restoration**

- Evaluate potential facility benefits and burdens using a climate justice lens.
- Incorporate the needs of marginalized communities in the planning process.



### **Community partnerships**

- Create a community advisory group that works with staff to develop the plan.
- Involve community-based organizations in decision-making about facility projects.
- Partner with Black, Indigenous, and People of Color communities and immigrant-led organizations to support reuse and repair projects at new facilities.



### **Community investment**

- Develop Community Benefits Agreements to ensure benefits are equitably shared and address community needs.
- Provide community gathering spaces such as parks and meeting rooms at public facilities that serve residential customers.



### **Tribal consultation**

- Seek to consult with tribal governments to advance shared priorities such as cultural and historic resource protection, environmental protection and resource conservation.
- Establish partnerships with Tribes through government-to-government engagement.



Scenarios workshop with community members at Adelante Mujeres in Forest Grove (January 2024).



# CHAPTER 3:

## EXISTING SYSTEM AND GAPS

## EXISTING METRO FACILITIES OVERVIEW

The existing regional reuse, recycling and garbage system is operated by a mix of public, private and nonprofit parties, and is known as a “hybrid system.” Metro currently operates five facilities that help manage waste in the region.



**Metro Central and Metro South** – Currently, these two public transfer stations accept garbage, yard debris, food waste, household hazardous waste and some materials for recycling. Both facilities face site challenges, offer limited recycling and do not have reuse drop-off options for the public.



**RID Deployment Center** – Metro’s Regional Illegal Dumping (RID) Patrol tackles the problem of dumped garbage on public property and provides other cleanup services.



**MetroPaint** – This leased facility on Swan Island recycles used paint into new paint that is sold through a retail storefront and distributed to other retailers.



**St. Johns Landfill** – This site served as the region’s primary garbage disposal site for 50 years. Since completing the final landfill cover system in 1996, Metro has spent nearly \$20 million on landfill post-closure care and is obligated to continue managing this facility. This facility is not impacted by this plan.

## EXISTING REGIONAL FACILITIES OVERVIEW

The hybrid system includes facilities that collect a mix of materials and are an important element of the regional transfer sector. The transfer sector refers to places where materials are collected and consolidated into larger loads for transporting to facilities that process those materials for reuse, recycling, composting, landfilling or energy recovery. These facilities accept materials from residents and small businesses, commonly referred to as “self-haul” customers, but there are also many other facilities such as transfer stations and material recovery facilities that accept materials from haulers and other commercial customers. The types of materials collected can be categorized in three broad categories: mixed garbage, dry waste, or recycling.

### Mixed Garbage from the Public

Facilities that receive mixed garbage from the public are often called self-haul transfer stations because they serve customers who haul their own waste and consolidate such waste in large trucks before transferring to landfills.

### Dry Waste from the Public

These facilities accept dry waste materials from individuals, businesses or institutions. Types of dry waste include:

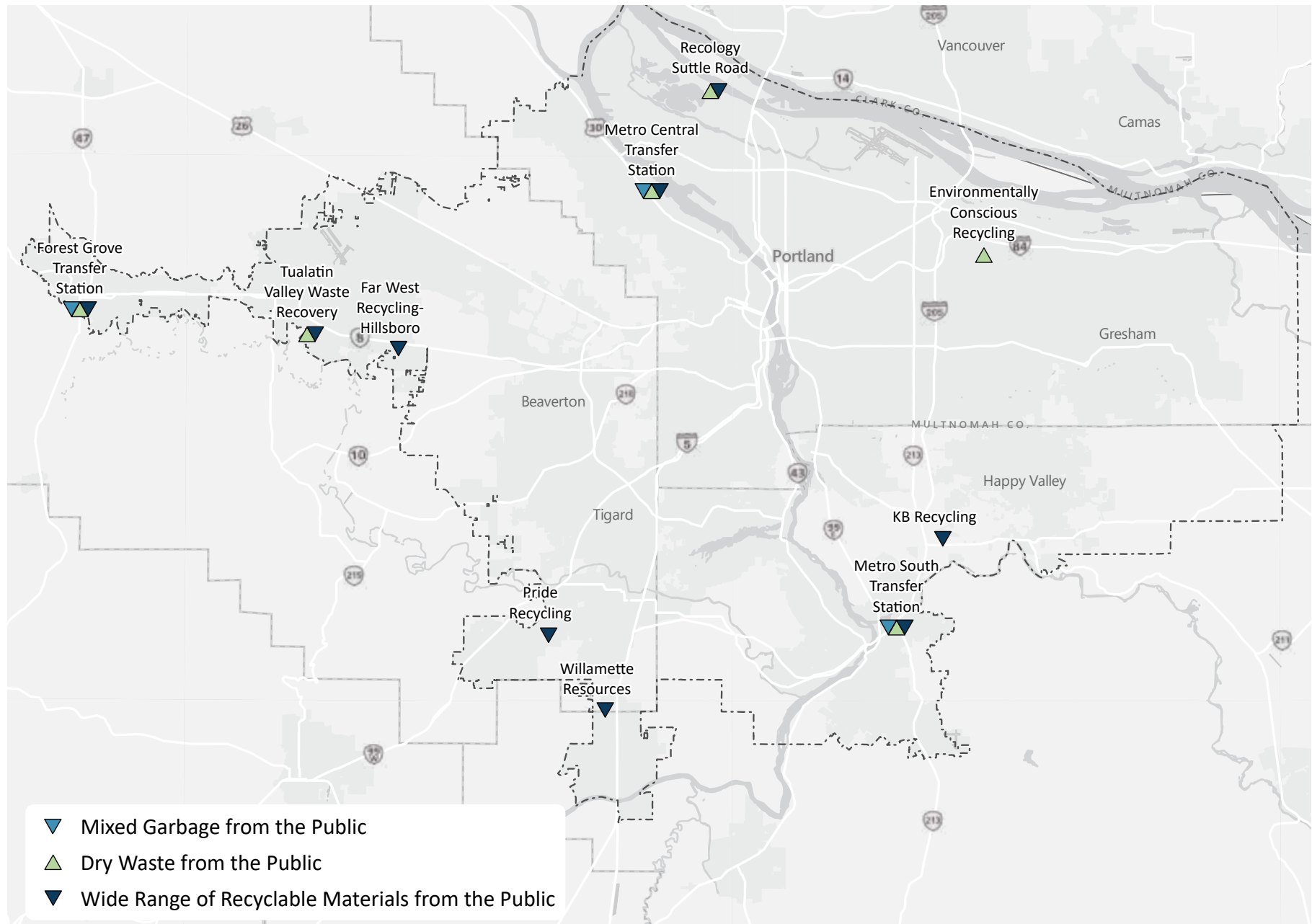
- Mixed waste from home repair projects brought in by homeowners
- Asphalt shingles from roofing jobs hauled by contractors
- Separated wood, metal, concrete and drywall from construction projects brought in by contractors

The dry waste materials accepted from the public by these facilities are either separated for recycling, are burned for energy recovery in the case of most clean wood or are transported to a landfill.

### Recyclable Materials from the Public

These facilities are often called “recycling depots” and have separate bins for people to place materials for recycling. Often these are materials that are not accepted through on-route collection but can be recycled. Recycling depots tend to be located inside or adjacent to garbage and recycling facilities. Although there are many places in the region that accept recyclable materials from residents, only a few provide one-stop locations where people can take multiple types of materials such as metal, appliances, tires, glass, cardboard, batteries and paint.

Facility	Mixed Garbage from the Public	Dry Waste from the Public	Wide Range of Recyclable Materials from the Public
<b>Metro Central</b>	x	x	x
<b>Metro South</b>	x	x	x
<b>Environmentally Conscious Recycling</b>		x	
<b>Far West Recycling Hillsboro</b>			x
<b>Forest Grove Transfer Station</b>	x	x	x
<b>KB Recycling</b>			x
<b>Pride Recycling</b>			x
<b>Recology Suttle Road</b>		x	x
<b>Tualatin Valley Waste Recovery</b>		x	x
<b>Willamette Resources</b>			x



## GAP ANALYSIS

Metro used engagement activities and technical research to identify facility-related gaps. Outreach included meetings, roundtables, workshops and a symposium. Metro engaged with historically marginalized communities, reuse and repair business leaders, local government and private industry. The resulting analysis showed significant gaps in the region's reuse, recycling and garbage facilities and other waste-related services. Some of the key gaps found include:

- In certain parts of the region, such as Washington County and east Multnomah County, residential and small business customers lack a convenient way to drop off recyclables, household hazardous waste, garbage, and large household items that could be reused. And there are significant differences in the prices people must pay for dropping off certain materials depending on where they are located within the region.
- For the companies that collect garbage and recycling on behalf of cities and counties, there are facility gaps, particularly in terms of access and cost differences for food waste, yard debris and garbage.
- Reuse and repair organizations told Metro they need more warehouse and flexible space to sort, repair and store items, and that they need more consistent funding to increase their collection and distribution of used items.

A [technical analysis summary report](#) details the gaps that were identified through engagement and research.



Gaps for residential and small business customers



Gaps for commercial customers





## USING GAPS TO DEVELOP SCENARIOS

Findings from the gap analysis and lessons from communities around the world inspired scenarios to create facilities and services that could address gaps in our region. These scenarios considered different tools Metro could use to address gaps, including:

- **Building new Metro facilities and renovating existing ones:** Metro could build new facilities and/or renovate its existing transfer stations to address specific facility gaps in different parts of the region.
- **Direct investments in private and nonprofit facilities:** Metro could provide funding to businesses and nonprofits to increase the collection of items for reuse and recycling using their own facilities, equipment and methods.

- **Policies and programs:** Metro could implement a range of options such as increasing requirements on private garbage and recycling facilities and/or city and county collection programs. Metro could also create programs to encourage – rather than require – cities, counties and private facilities to expand services.

Metro engaged a variety of partners to collect information that was used to develop and refine the scenarios. The four scenarios that were developed were referred to as Baseline, Full-Service, Distributed, and No-Build. A high-level description of each scenario is shown in the graphic on this page and more details can be found in the [symposium discussion guide](#).

Baseline	Full-Service	Distributed	No-Build
			
Metro does not build new facilities or address facility gaps, but maintains current facilities	Metro builds four large transfer stations and two new reuse facilities	Metro builds a network of distributed mid-sized facilities across the three counties	Metro increases requirements, invests in private facilities and renovates existing facilities

## LESSONS FROM AROUND THE WORLD

In addition to taking a holistic approach to address regional waste challenges, Metro looked for inspiration in other states and countries. This research and outreach highlighted how communities around the world are shifting away from the materials management approach that focuses largely on end-of-life processes, such as disposal, to a life cycle or circular economy approach. In this approach, it is essential

to have facilities that are better equipped to capture repairable and reusable materials with space to receive and sort materials for reuse, recycling and composting. The following examples showcase facilities in four jurisdictions represented at the reuse, recycling and garbage system symposium held in September 2023 at the Oregon Convention Center.



Recycle Row is a mile-long stretch in Boulder, Colorado, where five clustered Zero Waste facilities are located, including Eco-Cycle's Center For Hard-to-Recycle Materials (CHaRM) and Resource Central's materials reuse yard.

*Photo credit: Photo courtesy of the Eco-Cycle Center for Hard-to-Recycle Materials*



Residents of Eskilstuna, Sweden can take reusable items to a warehouse that sources materials for businesses to turn into items to be sold at the ReTuna reuse mall next door.

*Photo credit: Courtesy of ReTuna Återbruksgalleria, Eskilstuna, Sweden.*



The United Boulevard Recycling and Waste Centre in Vancouver, British Columbia is a one-stop drop for recyclables, including extended producer responsibility items.

*Photo credit: Courtesy of Metro Vancouver, British Columbia.*



The Resource Recovery Network in Auckland, New Zealand is made up of 13 community recycling centres distributed throughout the region.

*Photo credit: Courtesy of Auckland Council, New Zealand.*

## SCENARIOS SHARED AT SYMPOSIUM

After the four scenarios were developed, they were presented in September 2023 at a symposium that included 120 partners to gather feedback from multiple audiences. A discussion guide provided detailed information about the scenarios and the need for this plan. Participants were asked to evaluate the scenarios, giving their pros and cons about each, and to choose which scenario, or which elements of each, they preferred.

Additional engagement following the symposium was conducted to continue discussing the scenarios with local government, industry and community partners.

An [Engagement report](#) summarizes what was heard and learned at the symposium and over the first three project phases.



Partners were engaged to build and review scenarios at the symposium.

1

### Building Scenarios

- Reuse/repair workshop
- Local government solid waste directors
- Industry interviews
- International panel at Council
- Committee feedback

2

### Symposium

Over 120 participants, including representatives from:

- Community
- Local government
- Reuse/repair
- Industry

3

### Follow Up

- Metropolitan Mayors' Consortium
- Local government workshops
- Waste Prevention and Environmental Services staff
- Unite & Adelante Mujeres workshops
- Confederated Tribes of Siletz Indians Portland Area Office workshop

*"We have a big task ahead as we care for and respond to the garbage and recycling needs of our changing community."*

*Metro COO Marissa Madrigal*

## ENGAGEMENT-DEFINED INVESTMENT PRIORITIES

Input received during and following the symposium indicated a preference for the Distributed scenario and for some elements of the Full-Service and No-Build scenarios. Participants supported separating commercial facilities and public facilities, focusing on reuse and recycling, and establishing a regional reuse warehouse and a reuse mall. Investment priorities included supporting existing garbage and recycling infrastructure, improving safety at existing Metro facilities, providing stable funding, and keeping costs affordable.

These supported elements were then used to develop a list of investment priorities that were further explored with Metro Council in spring 2024 to inform an investment strategy.

### Supported Elements:

#### Facilities



Separate commercial facilities and public facilities



Public facilities, including reuse and recycling centers



New reuse mall and warehouse concept

#### Investment priorities

Existing public, private and nonprofit infrastructure

Improving safety and reuse at Metro Central and Metro South

Stable funding for reuse infrastructure

Invest in facilities but keep costs down

## CONNECTION TO THE PLASTIC POLLUTION AND RECYCLING MODERNIZATION ACT

With passage of the Plastic Pollution and Recycling Modernization Act by the Oregon legislature in 2021, our state's recycling system is expected to undergo significant improvements. The new law went into effect January 1, 2022 and program changes will start in July 2025.

The act will make it easier for people to recycle by standardizing what materials can be recycled statewide. The act also contains rules that recycled items will be sent to responsible end markets. That means communities across Oregon will be able to recycle the same materials no matter where they live in the state and recycling services will be more equitable.

The law requires producers of packaging, paper products and food serviceware to form a producer responsibility organization to share responsibility in the management of their products after they are thrown away. The law also introduces new responsibilities and potential funding opportunities for local governments managing recycling programs and facilities, including Metro and the cities and counties in greater Portland.

Metro is a collaborator on the Recycling Modernization Act. While contributing to the act's development, Metro considered council's priority targets for meeting climate and resilience goals as well as growing a resilient economy for all. The act supports Metro's priority targets through efforts to reduce plastic pollution, ensure recyclable materials are sent to responsible end markets with proven environmental benefits, and create more jobs with living wages.

Metro participated in a recycling steering committee and various rulemaking advisory committees led by the Oregon Department of Environmental Quality to help develop and guide implementation of the Recycling Modernization Act. Local governments and industry partners also participated.

Metro advocated on behalf of the region to ensure the act would help advance 2030 Regional Waste Plan goals. Metro is monitoring and will pursue all opportunities available to leverage funding and partnerships associated with the Recycling Modernization Act to invest in existing and new facilities (depots) as envisioned in the Regional System Facilities Plan investment strategy.

The investment opportunities identified in this plan aim to improve waste reduction, increase access to services, and keep fees affordable. The Recycling Modernization Act will complement the Regional System Facilities Plan at the state level by addressing gaps in the recycling system and requiring producers to help fund the system expansion that is necessary to ensure equitable access to services for all community members.

The law establishes consistent statewide recycling lists for households and businesses with a path for the producer responsibility organization to expand recycling of new materials.

### **Local government recycling acceptance list**

This list refers to the materials to be collected from homes and businesses through the on-route collection programs run by cities and counties and at designated depots. The new statewide list will be similar to greater Portland's current recycling list while the rest of the state builds up the infrastructure to expand services. Producers are required to provide funding to support local government's ability to build or expand capacity to accept these materials.

### **Producer responsibility organization (PRO) recycling acceptance list**

The producer responsibility organization is responsible for managing a second list of harder-to-recycle items that cannot go in the curbside recycling bin. These materials will be managed by establishing convenient collection points, which could include retail store drop offs, depots and collection events. Producers are required to cover the costs of collecting these materials and, where possible, to contract with existing recycling depots or drop-off centers, before establishing other facilities or programs. The current proposed materials that producers are responsible for collecting at these locations include:



These lists may change over time as new systems and responsible end markets are identified by the producer responsibility organization. To see the current materials on both lists, please visit the [Oregon Department of Environmental Quality's adopted recycling acceptance lists](#).

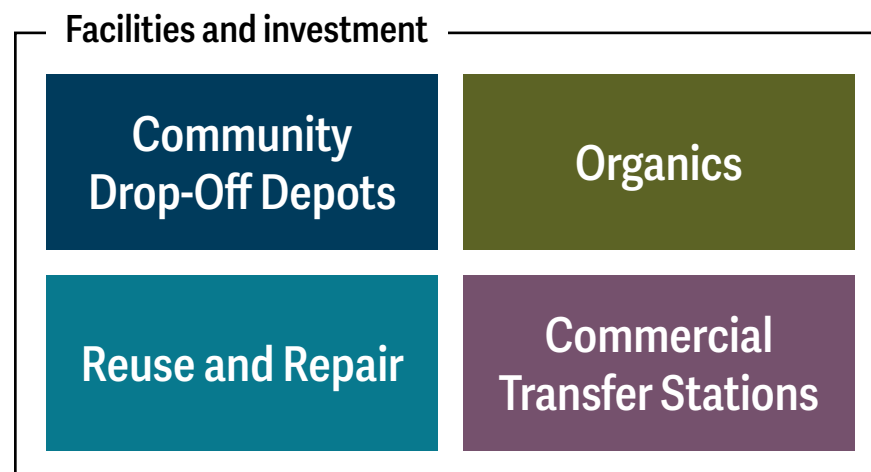


# CHAPTER 4:

## INVESTMENT STRATEGY

## OVERVIEW OF INVESTMENT STRATEGY

The investment strategy involves updating some of Metro's current facilities, adding new facilities in the region, and launching new programs and partnerships. The strategy centers on improving waste reduction, increasing access and keeping costs affordable. The strategy includes four key areas of investment:



Investments will be phased in during the next 20 years and each investment project will require a more detailed project management plan for implementation. The project management plans will take projects from their current conceptual nature and detail out a scope, governance structure, schedule and budget. Elements that will be included in the project management plans are discussed in Chapter 7.

This chapter provides an overview of each of the investments. The facility descriptions and estimates of cost, access, jobs and environmental benefits presented in this plan are conceptual and will need to be refined as projects are advanced for implementation. References to a “baseline” relate to the conditions or costs if these investments are not implemented.

### **The investment strategy:**

- Sets 20-year vision and blueprint for investments to improve the reuse, recycling and garbage system
- Focuses on waste reduction, increased access and affordability
- Allows projects, large and small, to move forward to planning or construction
- Identifies areas where more study, analysis and discussion are needed

## COMMUNITY DROP-OFF DEPOTS

Community drop-off depots serve as convenient locations where residents and businesses such as contractors, landscapers and roofing companies can bring a wide range of materials. These facilities handle materials in ways that maximize opportunities for reuse, repair and recycling. Services offered include:

- Free drop off for reusable items
- Free source-separated recycling for materials not collected curbside
- Free disposal of household hazardous waste
- Self-haul stations for garbage, yard debris and construction and demolition debris

*Photo credit: Photo courtesy of the City of Burnaby, Burnaby, BC Canada.*



## COMMUNITY DROP-OFF DEPOT INVESTMENTS

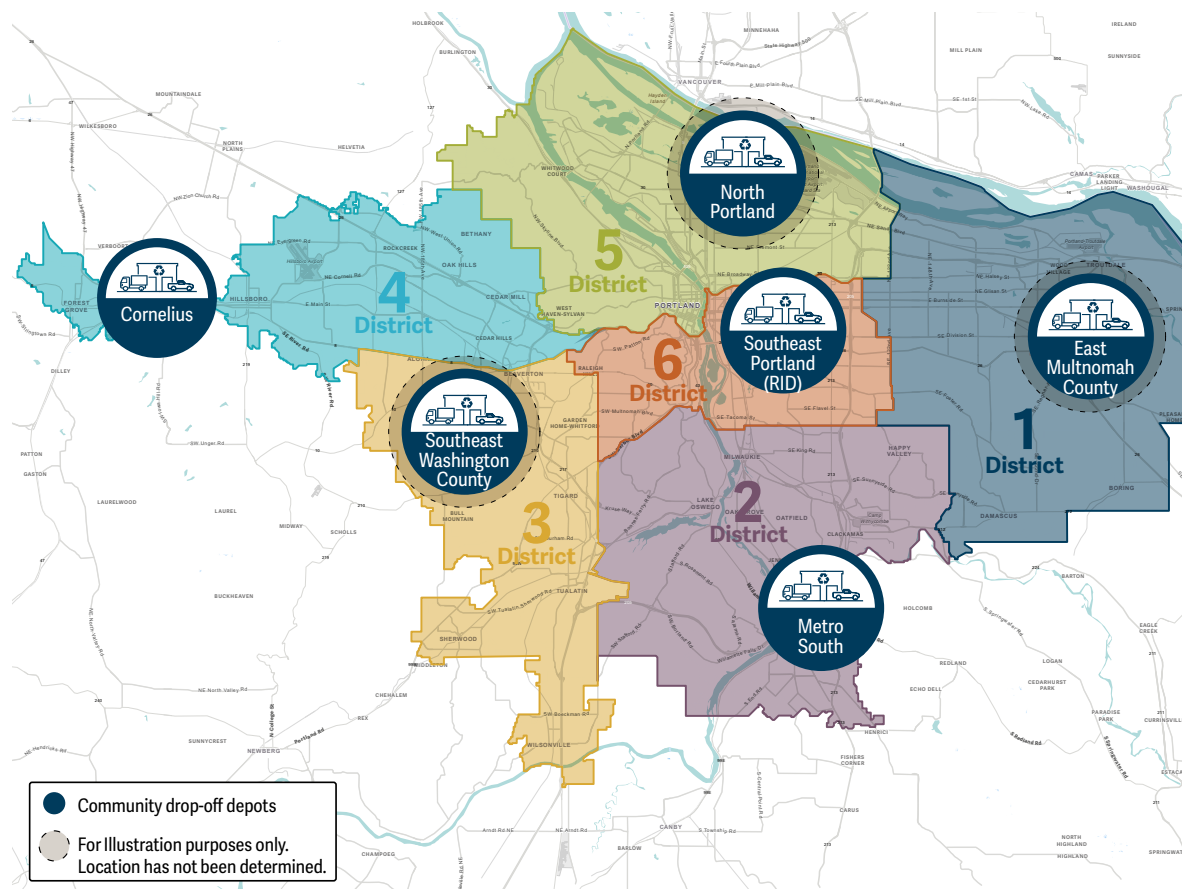
The plan is to establish six depots, one in each Metro Council district. Three depots will be located on existing Metro-owned properties, located in Cornelius, Southeast Portland and Metro South in Oregon City. For the rest, Metro will conduct siting studies to find industrial properties of 2 to 4 acres. The goal is to create a network of depots that ensures equitable access to people across the region and creates benefits for the communities that live nearby.

The following pages detail these depots and the implementation order, starting with the first depot in Cornelius.

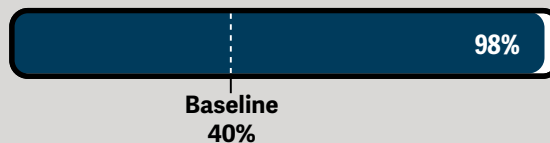
In addition to the six Metro-owned depots, the plan also includes potential investment in existing private facilities to expand access to depot services. To do this, Metro will pursue public-private partnerships with strategically located private facilities in the region.

Examples of potential partnerships include: (1) partnering with private facility owners to site depots, with Metro providing funding for infrastructure development, or (2) working with private facilities to enhance services at existing smaller depots.

**Build accessible self-haul depots for reuse, recycling, household hazardous waste and garbage.**



Estimated share of people within 20-minute drive of nearest depot after implementation



Estimated Metro depots per 250,000 people after implementation



HIGHLIGHT

Renovated in 2016, the **North Transfer Station** in **Seattle, Washington**, serves residential and business self-haul customers. Although the facility also serves commercial haulers, separate traffic lanes and entrances keep self-haul vehicles away from large trucks.

Self-haul customers can drop off reuse and recycling items at no charge. The facility also accepts yard debris, clean wood and garbage. The transfer station is on a 5-acre site near a residential area. More than an acre of open space buffers the facility and offers a play area, a sports court, an open lawn, walkways and static exercise stations. The Education Room in the main building allows visitors to view operations and interactive exhibits.



COMMUNITY DROP-OFF DEPOTS  
CORNELIUS

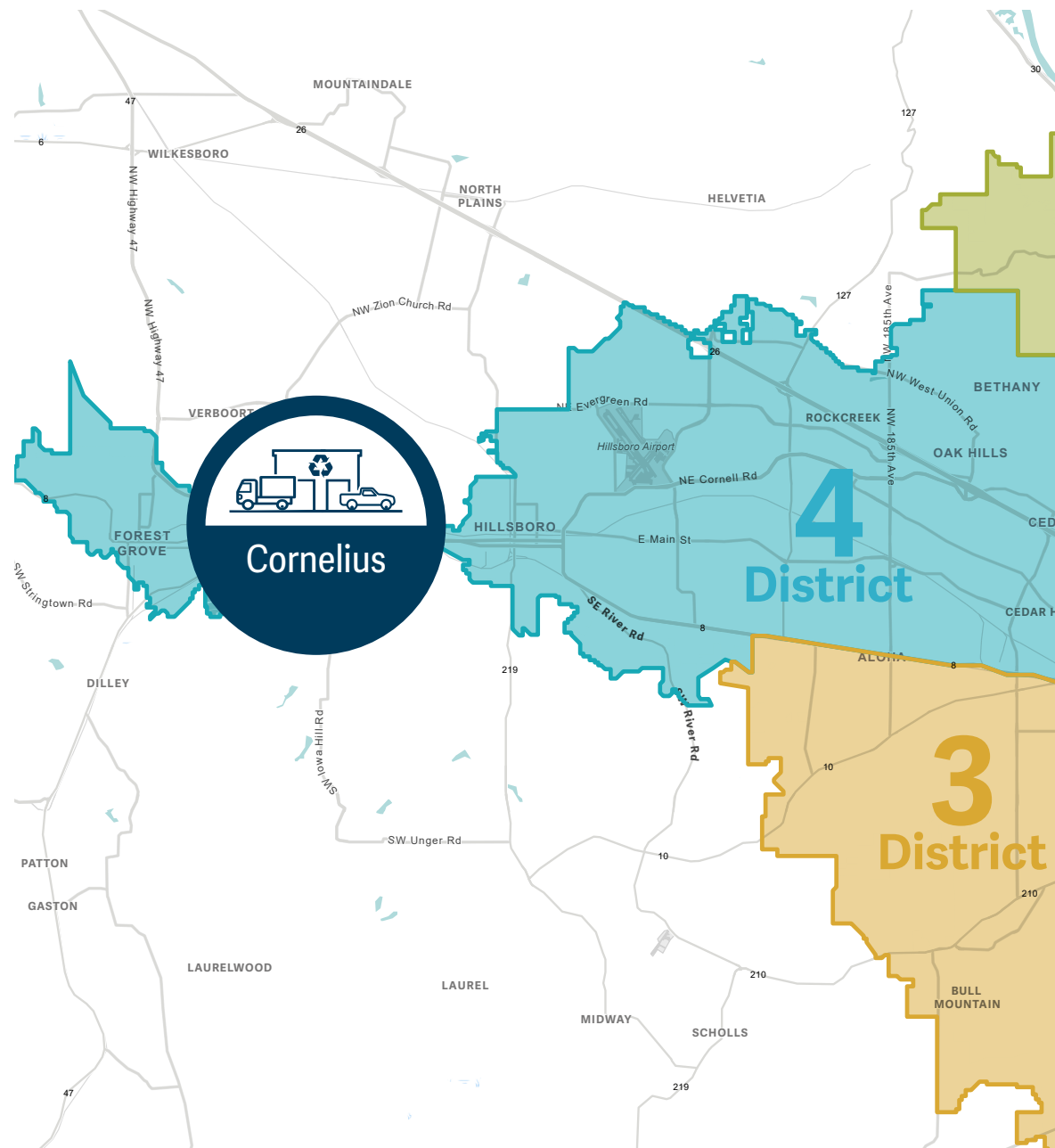
Developing a community drop-off depot in Washington County is a top priority for Metro, which already owns an 11-acre vacant site in Cornelius. This new facility will enhance access to and the affordability of self-haul garbage disposal services for nearly 120,000 residents in Washington County. The gap assessment for this region identified several deficiencies in garbage and recycling services. The Cornelius depot will help address these by offering free materials drop-off for reuse and recycling, safe disposal of household hazardous waste and affordable self-haul disposal services.

Planning

Planning and design for the Cornelius community drop-off depot will start when the plan is adopted. Lessons learned from installation and operation of the Cornelius community drop-off depot will be used to inform siting, design, and operation decisions for the other community drop-off depots.

Regional Impact

Location	City of Cornelius, Metro Council District 4
Size	2-acre to 4-acre portion of the 11-acre property
Waste Reduction	5,000 tons per year
Avoided Greenhouse Gas Emissions	12,200 metric tons of CO <sub>2</sub> e per year
Metro Jobs	15 full time equivalent
Capital Costs	\$29 Million (2024\$)
Annual Operation/Maintenance Costs	\$7.9 Million (2024\$)



### Services and materials accepted

- ✓ Reusable items, such as appliances and furniture
- ✓ Recyclables, including hard-to-recycle items such as plastic film and Styrofoam
- ✓ Landscaping/yard debris
- ✓ Household hazardous waste
- ✓ Residential and small-business construction waste

HIGHLIGHT

The **Zero Waste Centre in Vancouver, British Columbia**, was built in 2018 and is an example of a small, centrally located depot in an urban area. The facility provides a convenient location for residents to drop off a wide range of materials for reuse and recycling free of charge. This includes hazardous materials that require special handling, such as batteries and propane tanks.



COMMUNITY DROP-OFF DEPOTS  
SOUTHEAST PORTLAND (RID)

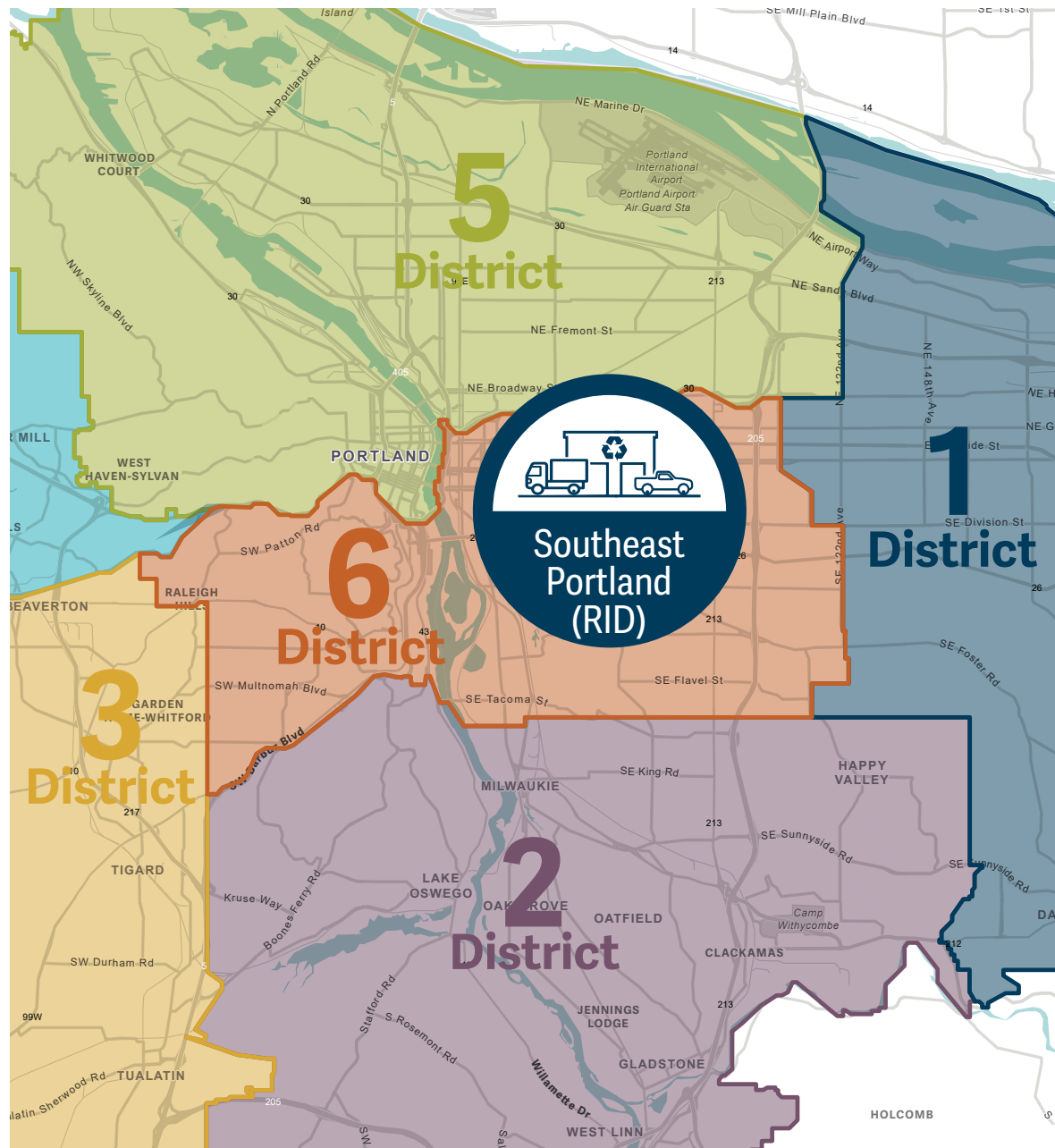
For the Southeast Portland community drop-off depot, Metro will consider the feasibility of using a small portion of an existing Metro-owned site, the Regional Illegal Dumping program (RID) Deployment Center. The RID Deployment Center is a 1-acre property with potential to support recycling drop-off services for the public. This facility would increase access to recycling services to approximately 270,000 residents in the heart of the city of Portland. The Southeast Portland community drop-off depot will address recycling service gaps identified in the gap analysis portion of this project by accepting a specific subset of materials for recycling, to be determined in planning and design.

Planning

A feasibility study will begin when the plan is adopted and help evaluate the suitability of combining a recycling drop-off area with existing RID operations. If the RID Deployment Center is determined to not be suitable for a community drop-off depot, Metro will perform a siting study to build a small community drop-off depot in southeast Portland in Metro Council District 6.

Regional Impact

Location	Southeast Portland, Metro Council District 6
Size	0.2-acre to 0.5-acre
Waste Reduction	1,700 tons per year
Avoided Greenhouse Gas Emissions	4,400 metric tons of CO <sub>2</sub> e per year
Metro Jobs	5 full time equivalent
Capital Costs	\$0.3 Million (2024\$)
Annual Operation/Maintenance Costs	\$1.3 Million (2024\$)



### Services and materials accepted

- ✓ Small reusable items, such as appliances and clothing
- ✓ Recyclables, including hard-to-recycle items such as plastic film and Styrofoam
- ✓ Limited amounts of household hazardous waste

HIGHLIGHT

The **El Cerrito Recycling and Environmental Resource Center** in **El Cerrito, California**, offers community members a convenient way to reduce their environmental footprint at a one-stop shop for reuse and recycling. In addition to offering a place to bring difficult-to-recycle items such as bicycles, books, eyeglasses, textiles and pharmaceuticals, it also has an “Exchange Zone” that promotes the exchange of reusable items. El Cerrito periodically sells compost produced locally from green waste materials, has a free seed library and also has drop-off barrels for food bank donations. It is a LEED certified facility that features a zero-net energy building, recycled rain-water catchment, rain gardens, native plantings and reused building materials.



Photo credit: El Cerrito Recycling Center, El Cerrito, CA

COMMUNITY DROP-OFF DEPOTS  
EAST MULTNOMAH COUNTY

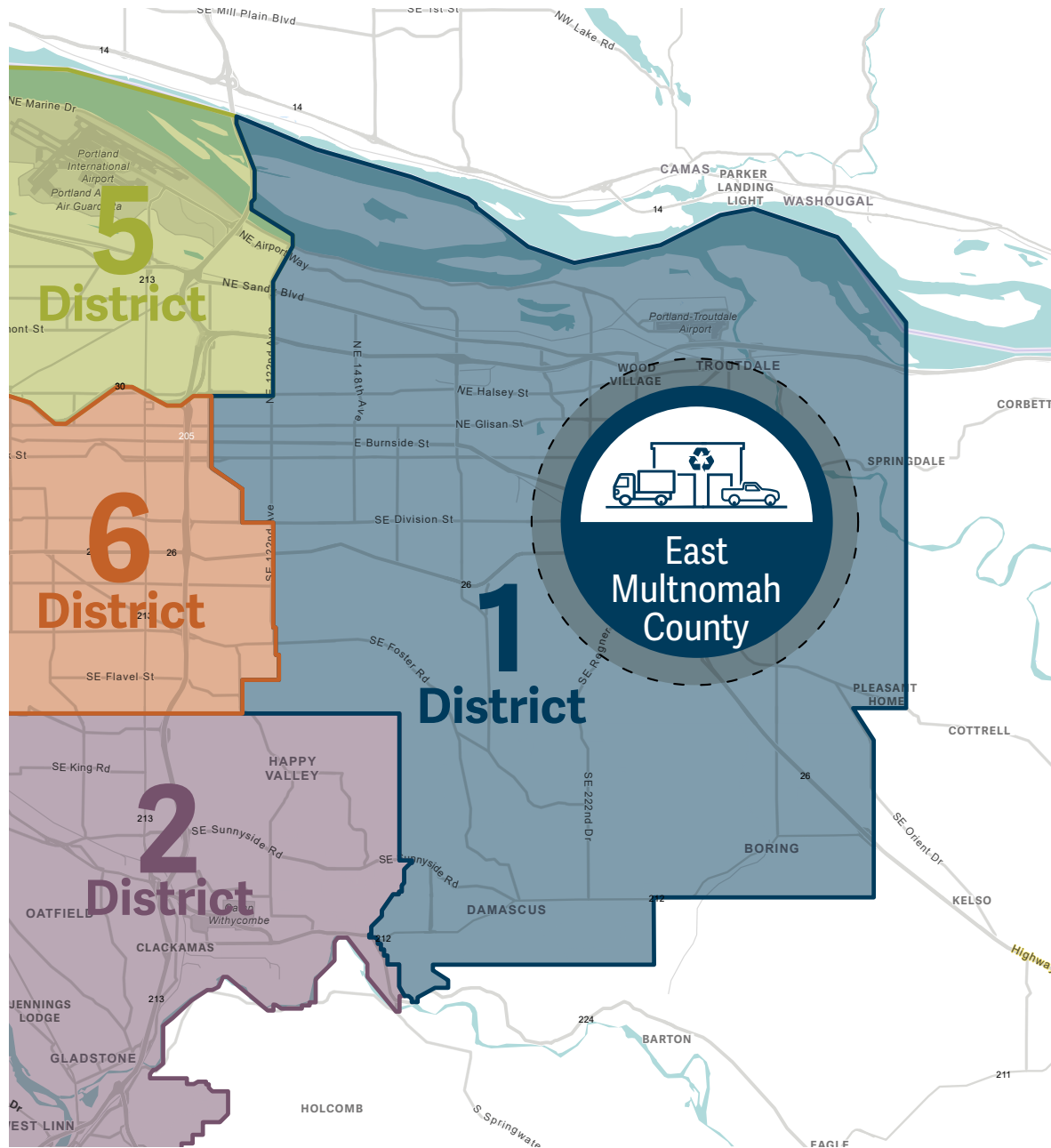
This East Multnomah County depot will increase access and resiliency of waste services to approximately 290,000 residents on the east side of the region in Multnomah and Clackamas counties. The East Multnomah County community drop-off depot will address service gaps for residents who currently must drive more than 20 minutes for self-haul disposal services, household hazardous waste and source-separated recycling. Additionally, the East Multnomah County community drop-off depot will provide equitable disposal for residents and address service demand from above-average projected population growth in the east portion of the region.

Planning

This project will begin with a siting study for the East Multnomah County depot with the intention to purchase a property. Subsequent planning and design of the depot will begin following a property purchase, and the facility will open to the public a few years later. Design for this facility will expand on the success and learning from the depots that will have been built in earlier phases of this plan.

Regional Impact

Location	East Multnomah County, Metro Council District 1
Size	2-acre to 4-acre property
Waste Reduction	5,100 tons per year
Avoided Greenhouse Gas Emissions	12,200 metric tons of CO <sub>2</sub> e per year
Metro Jobs	15 full time equivalent
Capital Costs	\$35 Million (2024\$)
Annual Operation/Maintenance Costs	\$8.3 Million (2024\$)



### Services and materials accepted

- ☒ Reusable items such as appliances and furniture
- ☒ Recyclables, including hard-to-recycle items such as plastic film and Styrofoam
- ☒ Landscaping/yard debris
- ☒ Household hazardous waste
- ☒ Residential and small-business construction waste

HIGHLIGHT

The **Eco-Cycle Center for Hard-to-Recycle Materials (CHaRM)** in **Boulder, Colorado**, opened in 2001 as the first facility of its kind in the U.S. to collect multiple materials for recycling such as electronics, plastic bags, textiles and mattresses, all in one place. CHaRM currently diverts 25 categories of hard-to-recycle materials from the landfill. CHaRM is funded in part by a \$3 vehicle entrance fee and charging for some items such as appliances. It also receives City of Boulder trash tax dollars. Next door to CHaRM is Resource Central, a place to donate and purchase reused items.



Photo credit: Photo courtesy of the Eco-Cycle Center for Hard-to-Recycle Materials

COMMUNITY DROP-OFF DEPOTS  
METRO SOUTH

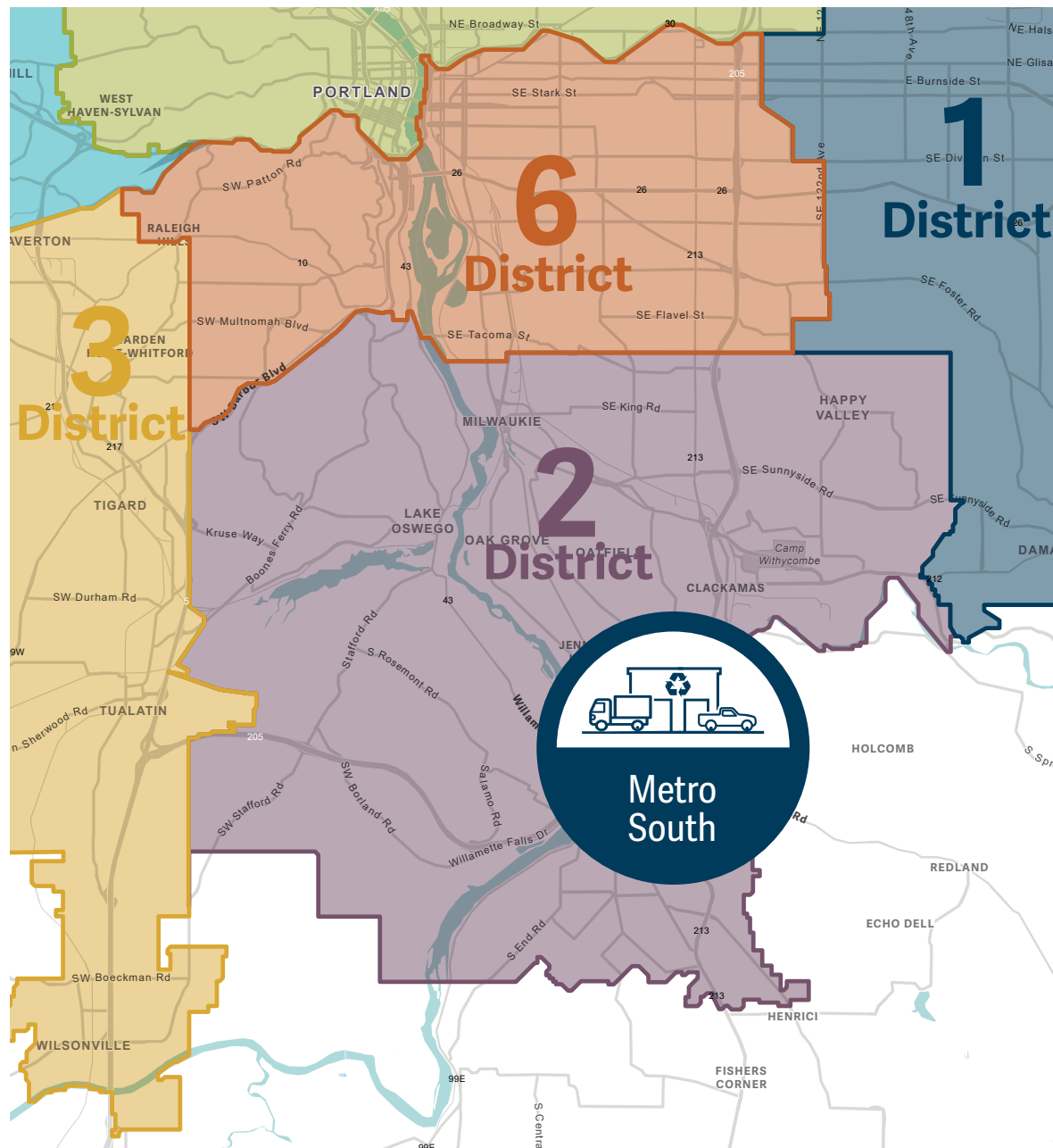
Metro will redevelop the Metro South facility to provide expanded self-haul public services within the existing footprint of the property. This updated facility will provide services to approximately 280,000 residents in the region and would be the largest community drop-off depot operated by Metro. Over time, Metro South will transition some or all commercial haulers away from the site to another nearby facility. The redevelopment of Metro South aligns with Metro’s vision to increase access to facilities that support waste reduction over processing waste to landfill.

Planning

A siting and design study will be the first step to redevelop Metro South into a large self-haul only community drop-off depot. However, Metro South will not stop accepting materials from commercial haulers until a designated commercial-only public-private partnership facility is operational in Metro Council District 2. The commercial-only public-private partnership facility is essential to prevent commercial service gaps in the southeast portion of the region (refer to pages 49-52).

Regional Impact

Location	Oregon City, Metro Council District 2
Size	12 acres
Waste Reduction	7,800 tons per year
Avoided Greenhouse Gas Emissions	18,300 metric tons of CO <sub>2</sub> e per year
Metro Jobs	20 full time equivalent
Capital Costs	\$60 Million (2024\$)
Annual Operation/Maintenance Costs	\$12.3 Million (2024\$)



### Services and materials accepted

- ✓ Reusable items such as appliances and furniture
- ✓ Recyclables, including hard-to-recycle items such as plastic film and Styrofoam
- ✓ Landscaping/yard debris
- ✓ Household hazardous waste
- ✓ Residential and small-business construction waste

HIGHLIGHT

The **Tacoma Recovery and Transfer Center** in **Tacoma, Washington**, has a large area for residents to bring and self-sort a variety of materials, including books, batteries, Styrofoam blocks, electronics, motor oil and other more common recyclable materials, separate from the self-haul garbage and household hazardous waste facility.



COMMUNITY DROP-OFF DEPOTS  
NORTH PORTLAND

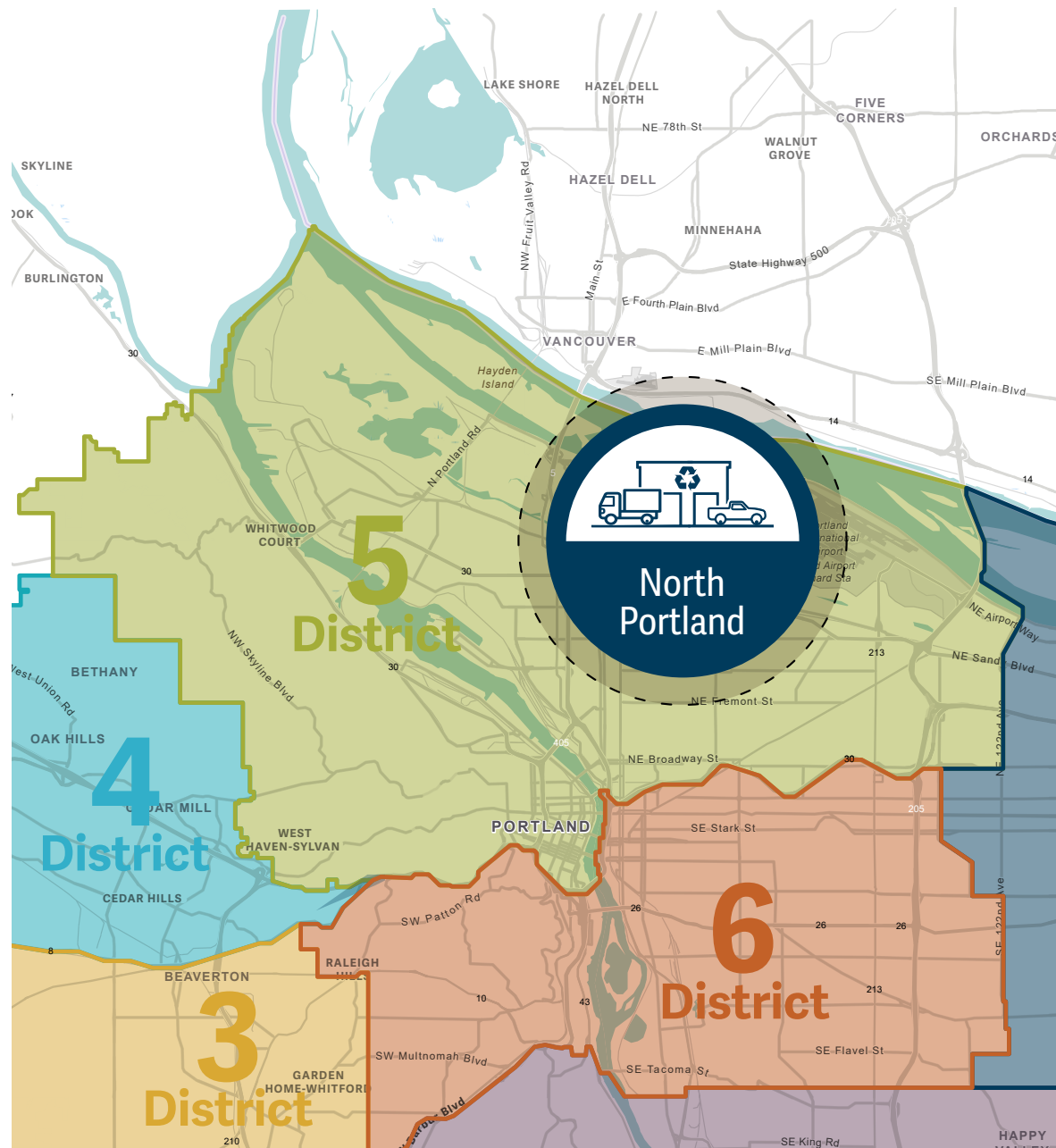
The North Portland community drop-off depot will replace and expand self-haul services currently provided at Metro Central. The new depot will increase access to self-haul garbage disposal services in Multnomah County for approximately 160,000 residents.

Planning

A siting study will be the first step toward developing the North Portland community drop-off depot. The study will identify suitable industrial-zoned properties and conclude with purchasing a property. After a site is secured, planning and design for the North Portland community drop-off depot will begin. Lessons learned from siting and building this depot will inform future siting and design decisions for the other community drop-off depots.

Regional Impact

Location	North Portland, Metro Council District 5
Size	2-acre to 4-acre property
Waste Reduction	5,100 tons per year
Avoided Greenhouse Gas Emissions	12,200 metric tons of CO <sub>2</sub> e per year
Metro Jobs	15 full time equivalent
Capital Costs	\$35 Million (2024\$)
Annual Operation/Maintenance Costs	\$8.4 Million (2024\$)



### Services and materials accepted

- ✓ Reusable items, such as appliances and furniture
- ✓ Recyclables, including hard-to-recycle items like plastic film and Styrofoam
- ✓ Landscaping/yard debris
- ✓ Household hazardous waste
- ✓ Residential and small-business construction waste

HIGHLIGHT

In the Toronto metropolitan area, the **Peel regional government operates six community recycling centres (CRCs)** that serve 1.4 million people across three cities. The CRCs focus solely on residential and business self-haul customers, providing disposal options for recyclable materials, yard waste, construction and demolition material, garbage and household hazardous waste. Residents can also purchase compost and composting equipment, as well as donate reusable items to be sold by non-profit partners that operate thrift stores at the CRCs.



COMMUNITY DROP-OFF DEPOTS  
SOUTHEAST WASHINGTON COUNTY

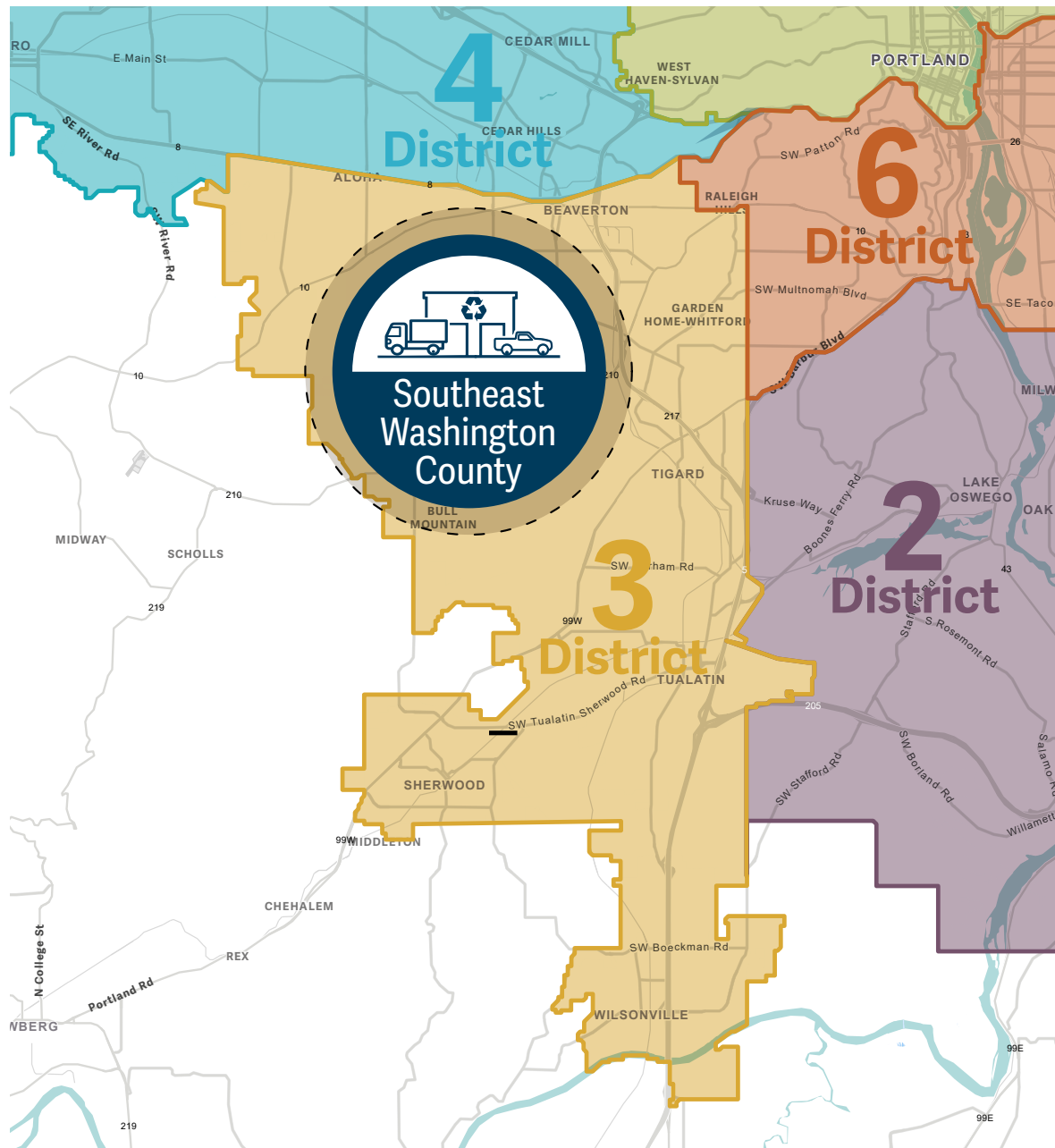
The Southeast Washington County depot will increase access and resiliency of waste services to approximately 510,000 residents on the west side of the region. The new depot will provide closer services for residents who currently must drive more than 20 minutes for self-haul disposal services, household hazardous waste and hard to recycle items such as mattresses. Additionally, the Southeast Washington County community drop-off depot will mitigate service demand from above-average projected population growth in that part of the region.

Planning

This project will begin with a siting study for the Southeast Washington County depot with the intention to purchase a property. Subsequent planning and design of the depot will begin following a property purchase, and the facility will open to the public a few years later. Design for this facility will expand on the success and learning from the depots that will be built in earlier phases of this plan.

Regional Impact

Location	Southeast Washington County, Metro Council District 3
Size	2-acre to 4-acre property
Waste Reduction	5,500 tons per year
Avoided Greenhouse Gas Emissions	12,300 metric tons of CO <sub>2</sub> e per year
Metro Jobs	15 full time equivalent
Capital Costs	\$35 Million (2024\$)
Annual Operation/Maintenance Costs	\$10.6 Million (2024\$)



### Services and materials accepted

- ☒ Reusable items such as appliances and furniture
- ☒ Recyclables, including hard-to-recycle items such as plastic film and Styrofoam
- ☒ Landscaping/yard debris
- ☒ Household hazardous waste
- ☒ Residential and small-business construction waste

## REUSE AND REPAIR

Reuse and repair facilities and programs are crucial for supporting the transition to a more circular economy and reducing the negative health and environmental impacts of generating new products such as using raw materials, natural resources and energy. Metro is working toward a future where we use fewer new materials, throw away less and recover more. Reuse, repair and share organizations provide low to no-cost options for people to get rid of unwanted items and access to affordable items. These organizations play a crucial role in diverting waste from landfills.

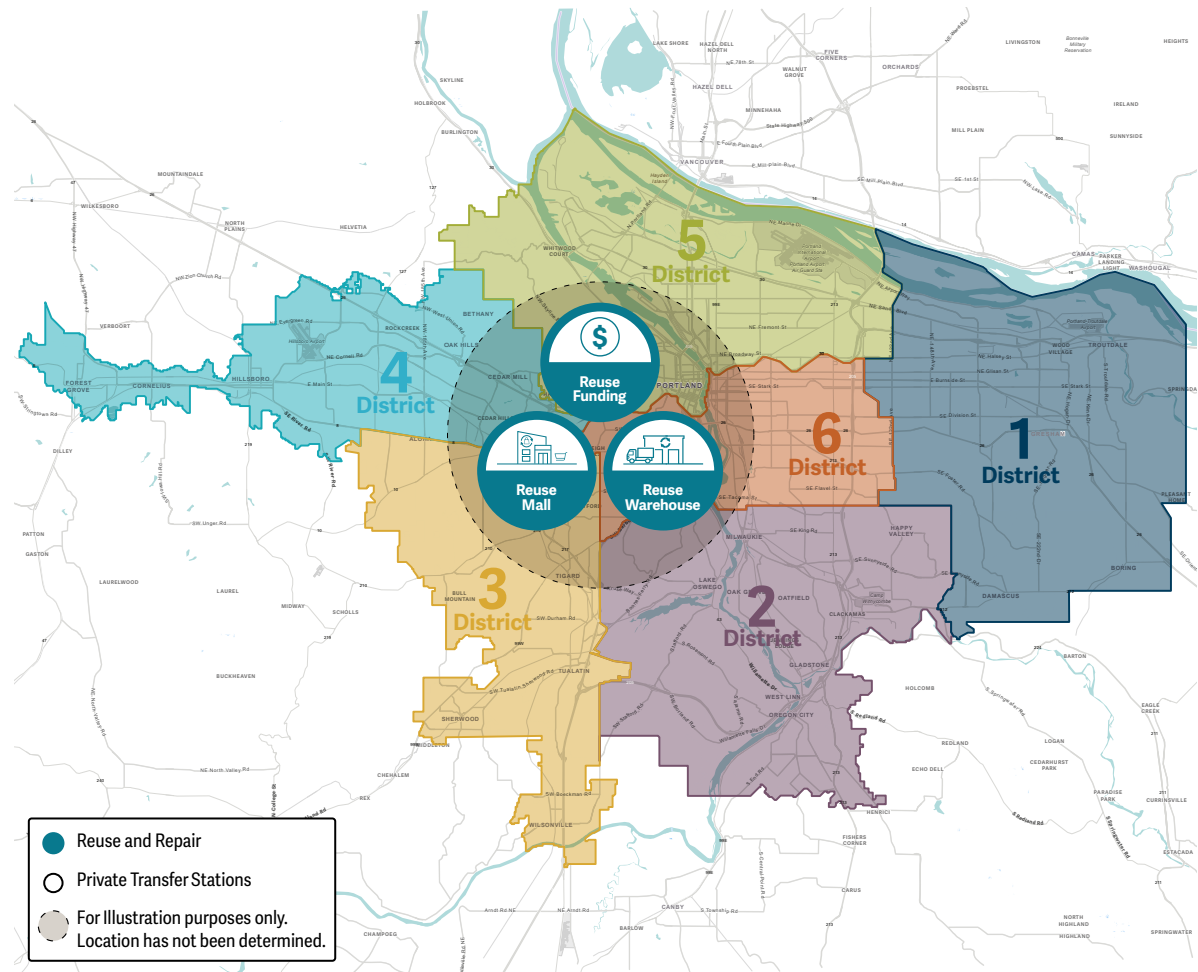


## REUSE AND REPAIR INVESTMENTS

Increasing financial support for the reuse and repair sector and partnering with reuse organizations to plan and operate new facilities will be important to filling identified gaps and to move toward meeting Oregon's statewide goal of cutting total waste generation to 15 percent below 2012 levels. For the Metro region, this translates to generating about a quarter less waste than we do today, which means reducing our current amount of approximately 2.6 million tons of waste per year by 725,000 tons. To work toward meeting this goal, the vision is to make the following investments:

**Reuse warehouse** – A warehouse would allow for multiple reuse organizations and businesses to store, process and repair used items collected from residents or businesses at the same facility or elsewhere.

**Reuse mall** – A mall where multiple organizations and businesses could sell used, upcycled and refurbished items. The facility could provide space for community gatherings and sustainability events and for food vendors focused on sustainably sourced ingredients and low-carbon food options. The facility could also sell recycled paint (from MetroPaint) and compost and offer areas for the public to drop off recyclables not accepted at the curb, such as plastic film.



**Reuse Impact Fund** – To grow a more robust reuse, repair and share economy, organizations need consistent funding to support the services they provide to the region. This fund would provide multi-year funding for reuse businesses to support and grow their work in diverting materials from landfill.

Increase financial support for reuse sector and partner with reuse organizations to plan and operate new facilities.

## HIGHLIGHT

**ReTuna Återbruksgalleria**, situated in **Eskilstuna, Sweden**, was established in August 2015 as the world's first shopping mall dedicated to promoting sustainable practices by exclusively selling secondhand and upcycled goods.

The mall is adjacent to a recycling center that provides an area for residents to drop off used items, assisted by about 12 employees who sort the items in a warehouse located under the shop floor. The reuse warehouse facilitates sorting and redistribution of materials for resale or upcycling into new products, promoting waste reduction and responsible consumer behavior.



Photo credit: Courtesy of ReTuna Återbruksgalleria, situated in Eskilstuna, Sweden.

## REUSE AND REPAIR REUSE WAREHOUSE

The Reuse Warehouse will provide a central hub for reuse organizations to collaborate, sort and store materials and repair items. This facility is proposed to meet the needs identified by local reuse organizations and businesses and provide flexible warehouse space to cultivate and expand the growth of reuse within the region. The Reuse Warehouse will be a Metro-owned facility and would enter into mutually beneficial agreements with reuse organizations to access and use the space.

### Planning

Metro will develop a programming concept in partnership with reuse organizations and perform a siting study to identify an accessible commercial/industrial space of approximately 50,000 square feet. The siting study will identify buildings to purchase or lease. Following the purchase or lease of the building, Metro will likely renovate the building to provide space for reuse organizations to repair and refurbish materials. Implementation and operation of the Reuse Warehouse will benefit existing reuse nonprofits and businesses.

### Facility Summary and Regional Impact

<b>Size</b>	approximately 50,000 square feet
<b>Waste Reduction</b>	2,700 tons per year
<b>Avoided Greenhouse Gas Emissions</b>	6,200 metric tons of CO <sub>2</sub> e per year
<b>Metro Jobs</b>	3 full time equivalent
<b>Estimated Regional Jobs</b>	16 full time equivalent
<b>Capital Costs</b>	\$16 Million (2024\$)
<b>Annual Operation/Maintenance Costs</b>	\$0.4 Million (2024\$)

## HIGHLIGHT

**ReTuna Återbruksgalleria in Eskilstuna, Sweden**, is a 3,000-square-meter mall housing 14 shops offering a diverse range of reused products such as sportswear, furniture, fashion items and toys. The mall attracts more than 700 visitors per day and generates an annual turnover of approximately \$1.8 million. Residents are encouraged to drop off unwanted items for potential resale or refurbishment, thereby diverting goods from landfills. Through its efforts, ReTuna plays a crucial role in educating the community about waste prevention and the circular economy and organizing various awareness-raising activities such as thematic days and workshops with a sustainability focus.



Photo credit: Courtesy of ReTuna Återbruksgalleria, situated in Eskilstuna, Sweden.

## REUSE AND REPAIR

### REUSE MALL

The Reuse Mall is envisioned as a Metro-owned or leased commercial retail facility that will host a collection of diverse secondhand retail stores run in partnership with reuse organizations and businesses. The goal of the Reuse Mall is to promote material reuse and repair, provide a central hub for people to shop and learn about sustainably and to divert material from landfills.

#### Planning

Metro will conduct a feasibility study to evaluate potential locations, business models, costs and community support for the reuse mall concept before committing to a large investment. The study will evaluate the costs and benefits of different approaches to developing the reuse mall, such as siting a mall in a centralized location versus siting multiple, smaller reuse retail spaces; adapting an existing, underutilized big-box store or warehouse versus building new; and/or adding retail space to the Reuse Warehouse to offer more connections for drop-off and purchase of reusable items at the same location. Metro will continue to engage reuse partners to develop and assess different options and to determine the best approach forward to realize regional reuse and sustainability goals.

#### Facility Summary and Regional Impact

<b>Size</b>	approximately 30,000 square feet
<b>Waste Reduction</b>	NA
<b>Avoided Greenhouse Gas Emissions</b>	NA
<b>Metro Jobs</b>	3 full time equivalent
<b>Estimated Regional Jobs</b>	10 full time equivalent
<b>Capital Costs</b>	\$21 Million (2024\$)
<b>Annual Operation/Maintenance Costs</b>	\$0.4 Million (2024\$)



# REUSE AND REPAIR

## REUSE IMPACT FUND

The Reuse Impact Fund is a Metro program that will be developed to provide ongoing, predictable funding to reuse, repair and share organizations and businesses. The funding aims to support maintenance and expansion of services provided by the reuse, repair and share sector, such as home pickup services that reach people who cannot drive to a facility to drop off reusable items. As part of the funding program, Metro will require awarded contracts to provide data on the amounts and types of materials recovered for reuse so that Metro can track, evaluate and share the sector’s impact, economic performance and environmental benefits.

### Planning

Metro is recommending a 3-year pilot for the Reuse Impact Fund, with funds expected to be distributed to organizations based on developing criteria and an organization’s potential to divert materials from landfills.

### Facility Summary and Regional Impact

Waste Reduction	7,700 tons per year
Avoided Greenhouse Gas Emissions	17,600 metric tons of CO <sub>2</sub> e per year
Metro Jobs	1.5 full time equivalent
Estimated Regional Jobs	45 full time equivalent
Annual Operation/Maintenance Costs	\$2.7 Million (2024\$)



## ORGANICS

The region's organics infrastructure handles the food waste, yard debris and clean wood that is collected by haulers from households and businesses or directly taken to a facility by residents and small businesses such as landscapers. Food is the single largest recoverable portion of the region's waste stream and is second only to vehicles for greenhouse gas emissions generated by people in Oregon.

Food scraps are picked up by haulers from grocery stores, restaurants, and businesses and then brought to a transfer station that accepts this material. Food scraps are dropped off in many forms, some of which require additional preparation before they can be taken to a compost or digestion facility for processing.

Food waste processing facilities use food scraps to make compost or biogas, keeping materials out of landfills and reducing our impact on the environment.

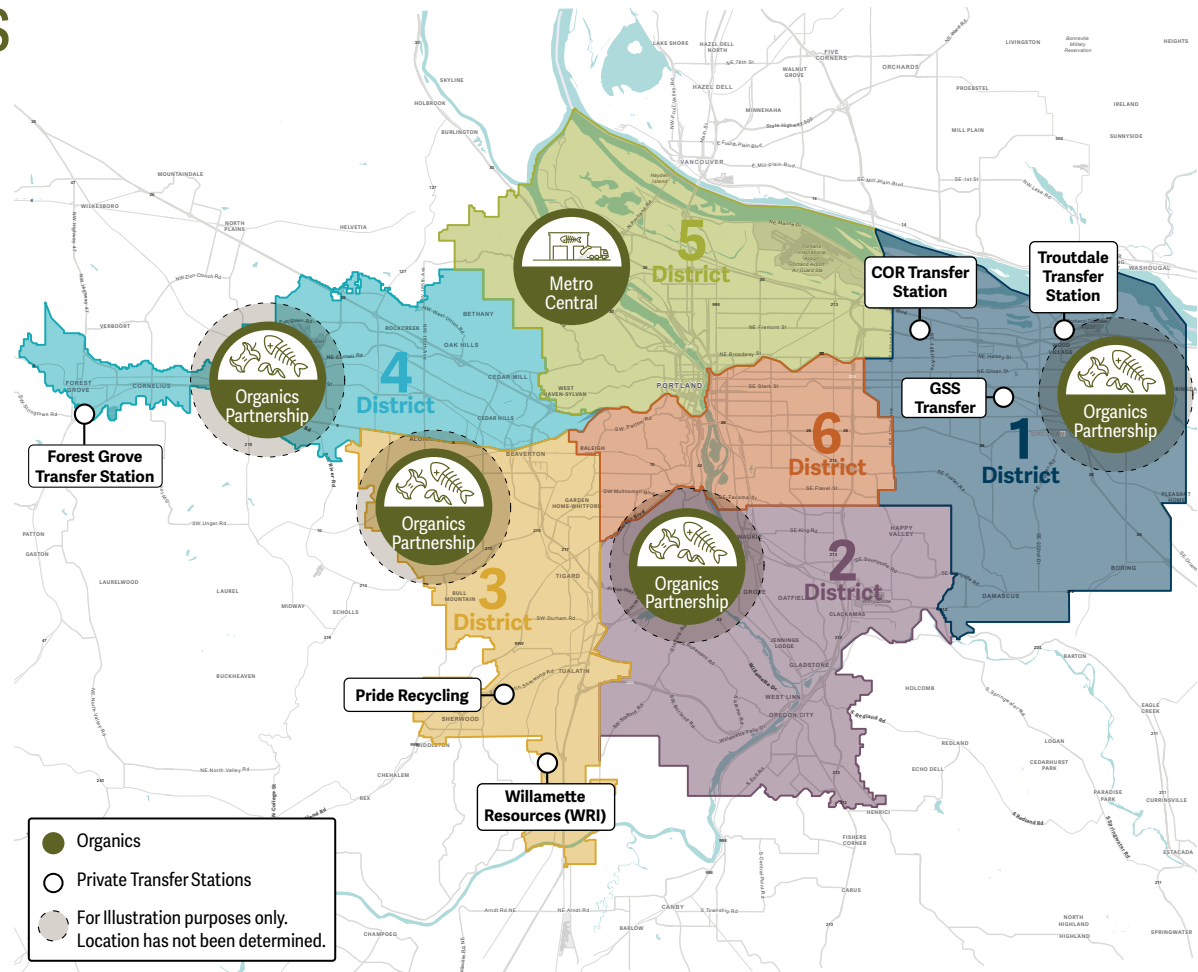
Depackaging and preprocessing equipment is essential organics infrastructure to support food waste processing capacity.



## ORGANICS INVESTMENTS

Preventing wasted food is the most preferred method to address food waste because it minimizes the environmental impacts of food production and disposal. Landfilling wasted food is the least preferred method because it contributes to greenhouse gas emissions as food decomposes. While Metro will continue implementing programs aimed at preventing wasted food, there is still a large amount of wasted food that can be processed into beneficial compost or fertilizer.

Expanding the transfer and processing capacity of organics for both the public and private sectors is essential to filling the gaps identified in the region for this material. This will aid in the region's ability to reduce greenhouse gases associated with landfilling organics or transferring them to far-off locations for additional processing. This plan addresses this need in two different ways, further described in the pages that follow.



Add transfer and processing of organics for both the public and private sectors and explore public-private partnerships.

Depackaging technology ensures Metro will produce quality feedstocks by reducing contamination delivered to organics processing end markets such as composting and anaerobic digestion.



# ORGANICS

## METRO CENTRAL ORGANICS HUB

Investing in Metro Central to become an organics hub for the region is a priority to be able to provide a place to accept, clean and process commercial and residential organics. Metro will continue planning efforts to invest in Metro Central to solidify it as a regional hub for receiving residential and commercial organics from haulers, removing contamination and transferring to the best end markets available. Under this approach, over time, Metro will convert Metro Central to a facility that exclusively serves commercial haulers after the North Portland community drop-off depot is operational. The proposed investments at Metro Central include the purchase and installation of depackaging equipment to remove contamination. It also includes building and equipment upgrades to support operating the facility to focus exclusively on commercial haulers for another two decades. Planning is already under way.

### Planning

Organics depackaging equipment will be installed near the beginning of Phase 1 following an ongoing design study to identify the best suitable technology. Depackaging equipment is the first step toward providing quality feedstock materials to end markets such as composting and anaerobic digestion. Future building upgrades at Metro Central will take place after the North Portland community drop-off depot is operational to prevent disrupting self-haul services provided to the public.

### Facility Summary and Regional Impact

Location	Metro Central Organics Hub, District 5
Waste Reduction	16,700 tons per year
Avoided Greenhouse Gas Emissions	3,100 metric tons of CO <sub>2</sub> e per year
Metro Jobs	2 full time equivalent
Capital Costs	\$30 Million (2024\$)
Annual Operation/Maintenance Costs	\$0.2 Million (2024\$)

Establishing reliable and equitable organics receiving facilities throughout the region will divert organic materials from landfills.



## ORGANICS

### PUBLIC-PRIVATE PARTNERSHIPS FOR ORGANICS

Metro will continue to pursue and implement different types of public-private partnerships to develop additional organics hubs in areas of the region where we have the greatest gaps for facilities that accept commercial and residential organics. The goal of partnering is to increase access and provide equitable services across the region. Examples of the types of partnerships Metro would pursue include: (1) applying for grants to invest in equipment jointly with a private facility, or (2) Metro could fund private facilities to accept organics from haulers. Example 2 could involve subsidies per ton of organics accepted or grants for equipment installation and facility upgrades. (Planning to begin in 2025.)

#### Planning

The areas of the region to implement organic hub public-private partnerships were identified during the gap assessment portion of this project. Areas with the highest priority include Multnomah County and Clackamas County east of the Willamette River. Metro will begin to determine the framework for potential partnerships upon plan adoption.

#### Facility Summary and Regional Impact

<b>Waste Reduction</b>	48,000 tons per year
<b>Avoided Greenhouse Gas Emissions</b>	9,100 metric tons of CO <sub>2</sub> e per year
<b>Estimated regional jobs</b>	20 full time equivalent

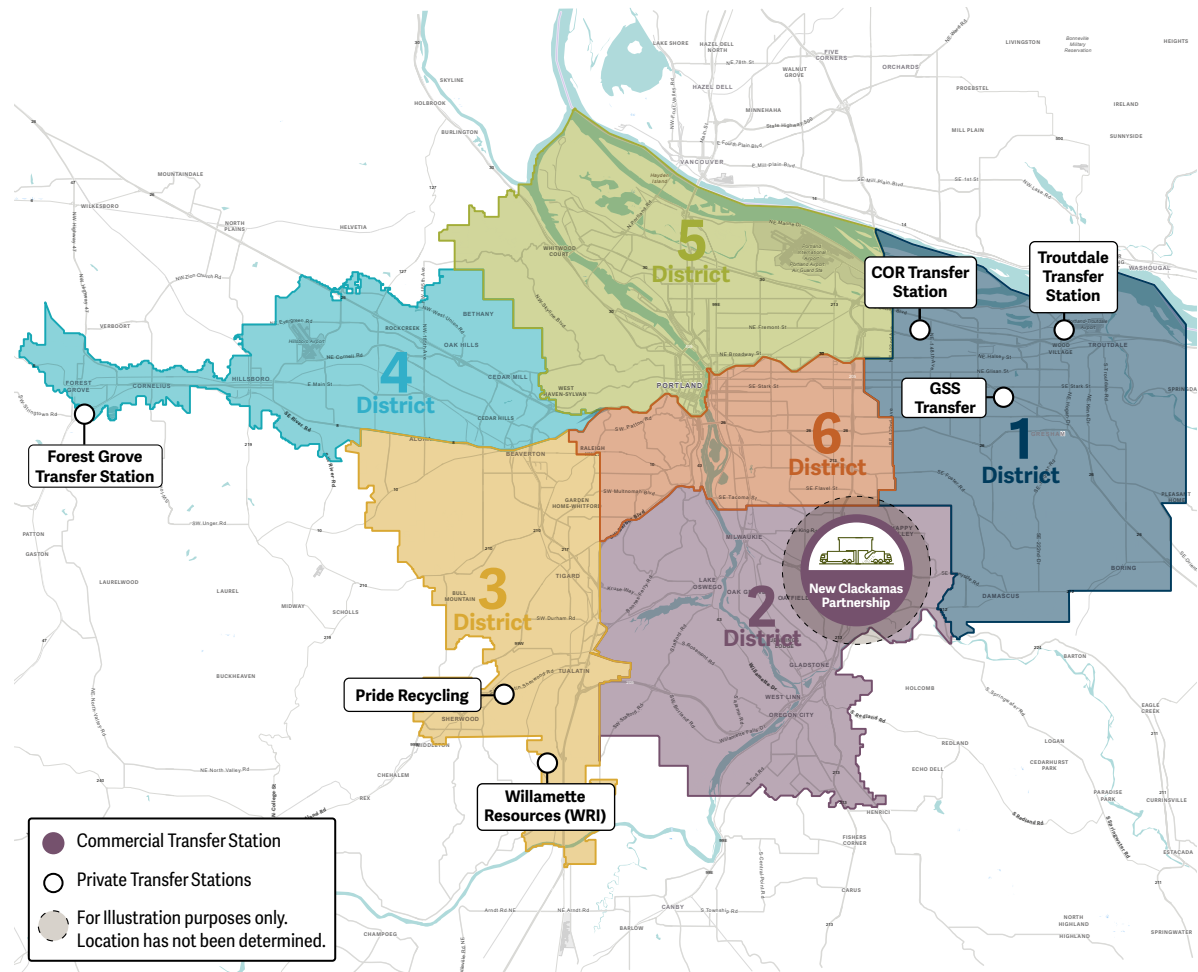
## COMMERCIAL TRANSFER STATIONS

Commercial transfer stations provide important infrastructure for commercial haulers to drop off wet, dry and organic waste that is collected from residential and business customers. In this region, commercial transfer stations primarily focus on processing and transferring wet waste to landfills. Having equitable options for hauling commercial waste throughout the region is another important element of providing accessible, affordable services to the entire region.



# TRANSFER STATION INVESTMENTS

Metro will consider reducing its role in processing and transferring waste from commercial haulers at its two transfer stations to best serve the public interest. The investment strategy proposes converting Metro South to a community drop-off depot, which would create a gap for facilities that accept wet, dry and organic waste from commercial haulers in Clackamas County and parts of Portland, Washington County and surrounding areas. To account for this, Metro will take a two-phased approach to explore options to fill the gap left by converting Metro South to a community depot that serves just residential and small business customers.



Consider reducing Metro's role over time in handling waste from commercial haulers through a phased approach.



## COMMERCIAL TRANSFER STATION INVESTMENTS

If Metro proceeds with a reduced role in handling commercial waste, it will take a phased approach outlined in the following pages.

### **Phase 1: Seek to authorize a new Commercial Transfer Station**

Through a public process, Metro will seek existing private facilities interested in serving the wet waste needs of commercial haulers in the area near Metro South. Depending on the level of interest, Metro would evaluate whether to authorize one or more facilities to best meet the public interest. This option does not require Metro to build a new facility and would not increase Metro's capital costs. On the other hand, if Metro South stops accepting waste from commercial haulers, Metro's overall costs for managing the remaining waste would increase since Metro facilities would be receiving less tonnage.

Unless Metro decides to regulate rates or other aspects of private facility operations in the future, this option carries the risk that new facilities authorized to operate near Metro South may charge higher prices to customers and create gaps for haulers if they do not take other materials currently accepted at Metro South such as residential organics, wood, yard debris and construction waste. This is because Metro does not currently regulate rates at private facilities or what materials those facilities must accept from haulers.

### **Planning**

Metro will evaluate the level of interest of existing private facilities to serve commercial haulers near Metro South.

Gauge interest from private facilities to fill needed commercial transfer service in areas with gaps.



## COMMERCIAL TRANSFER STATION INVESTMENTS

### **Phase 2: Develop public-private partnership to build a new facility**

If Metro finds no interest from the private sector to provide commercial hauler services in the area around Metro South or determines that a proposed private facility does not meet the public interest, Metro will explore partnering with a private company to build a small commercial transfer station near Metro South. This option would allow Metro to exercise more oversight over pricing and to control how much transfer capacity is added to the system and what materials to prioritize, particularly food waste, based on gaps and hauler needs. A drawback is that this option involves a collaborative investment approach that could lead to increases in Metro's capital and/or operations costs. Conceptually, the plan assumes Metro would need to invest at least \$12 million in today's dollars to acquire land to build the new facility.

### **Planning**

The release of a Request for Proposals to evaluate a public-private partnership for a new commercial facility would not start until after all potential existing facilities were identified as unsuitable or uninterested in providing commercial services near Metro South. This has the potential to delay the conversion of Metro South to a community drop-off depot because commercial services at Metro South should not cease until a replacement in the region is operational.

Develop a public-private partnership to build a new commercial facility to replace Metro South without significant capital investment.



# CHAPTER 5:

## SUPPORTING POLICY ACTIONS

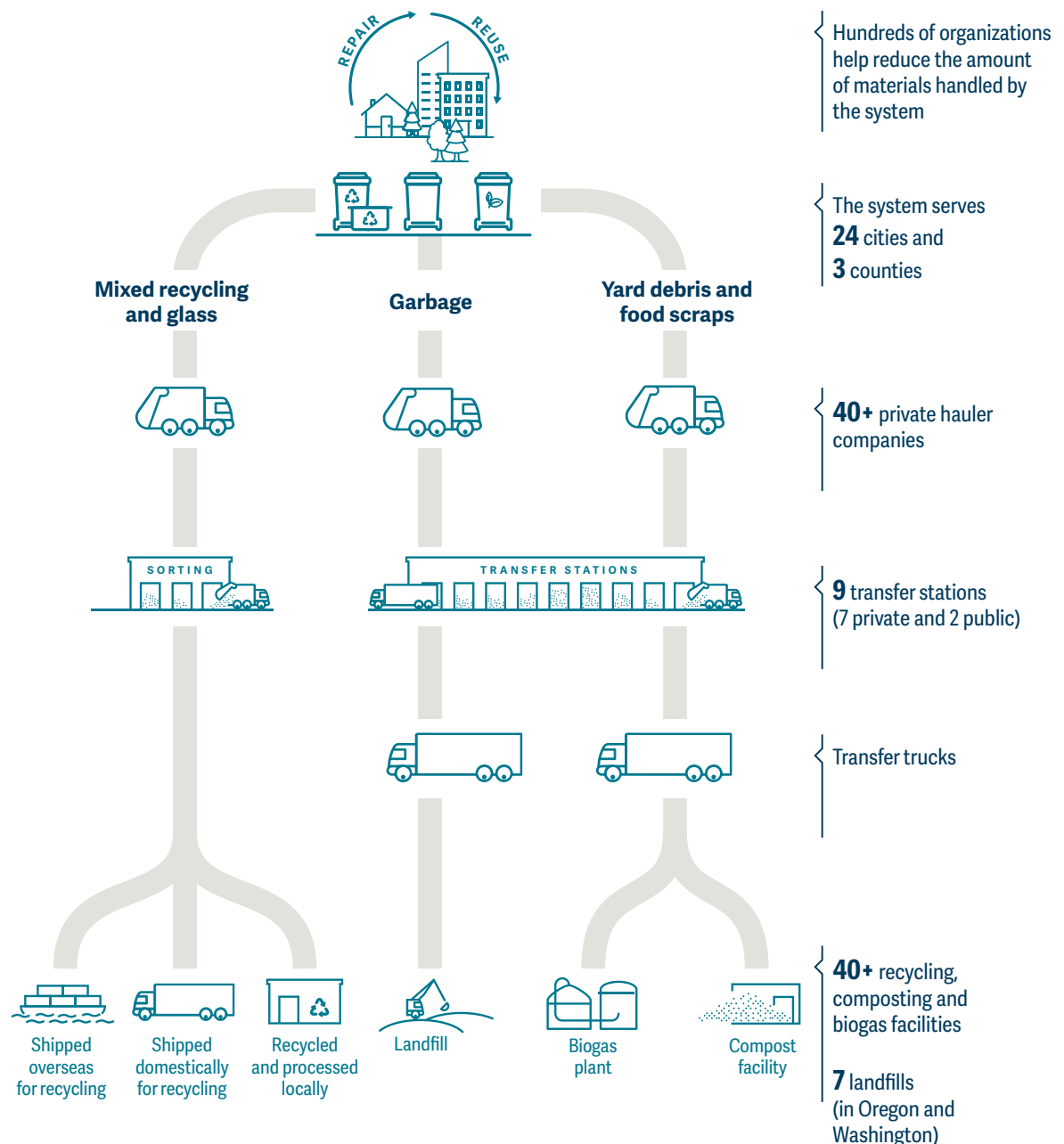


# SUPPORTING POLICY ACTIONS

## Context

Metro oversees the regional garbage and recycling system, which includes a mix of privately and publicly owned solid waste transfer stations. Since the early 1980s, Metro has operated two public transfer stations and authorized several private facilities to serve the region. Today, there are seven private and two public stations for handling wet waste and other materials within Metro's jurisdiction. Some of the private transfer stations are owned by national waste companies that also own and operate landfills and others are locally owned and unaffiliated with landfills. In addition, some private transfer stations perform material recovery onsite, while others do not. As the solid waste authority, Metro controls how wet waste is allocated in the region between public and private transfer stations.

The Metro region generates about 2.6 million tons of waste annually, with 56 percent going to landfills and 44 percent recovered for recycling, composting or generating energy. Wet waste makes up 27 percent of the total, while dry waste accounts for 21 percent. Dry waste includes processing residues, construction debris and nonrecoverable materials. Source-separated recyclables make up 40 percent, and special waste such as remediation waste from an environmental cleanup, constitutes 12 percent. Wet waste is a significant revenue source for some private transfer stations.



## SUPPORTING POLICY ACTIONS

In addition to the investment priorities that are described in this plan, there are two policy-related areas that were identified for additional analysis and discussion upon adoption of the plan:

- Wet waste tonnage flow
- Private facility regulation

These policy and regulatory areas are complex and interconnected, affecting how the plan will be phased and implemented over time. Further exploration is needed into how changes in these two policy areas will be coordinated as part of the plan's implementation.



## WET WASTE TONNAGE FLOW

Metro's approach to allocating wet waste in the region has evolved significantly over the years. Initially, Metro allocated uniform wet waste tonnage amounts for most of the private transfer stations in the region. Dry waste was previously included in these allocations until 2002, when Metro removed limits on dry waste to promote recovery and processing across multiple facilities.

Over time, privately owned transfer stations sought larger wet waste tonnage allocations to enhance operational efficiency. Metro adjusted these allocations based on annual forecasts of population and economic growth, but there was no formal approach for these adjustments, and this led to inconsistencies.

### Current approach

In response, Metro Council directed the development of a more consistent and predictable process for allocating wet waste tonnage. This led to the adoption of the "Transfer System Configuration Policy" in July 2016 (Resolution No. 16-4716). The configuration policy established that Metro would reserve a minimum of 40 percent of the region's wet waste tonnage for the two publicly owned stations, Metro Central and Metro South, to maintain sufficient flow for public benefit and establish a predictable and transparent framework for allocating tonnage to private stations to support the hybrid system.

The main strategies of the transfer system configuration policy are:

1. Allocate tonnage on a percentage basis to ensure flow to the public stations.
2. Limit the amount of wet waste that any one private company may transfer.
3. Ensure transparency of rates.

In 2018, Metro Council established a framework (Ordinance No. 18-1426) for a fair and transparent allocation of wet waste tonnage to private stations. In 2020, council directed staff to integrate 2030 Regional Waste Plan goals into this methodology. The current tonnage allocation program uses a combination of equal shares and goal-based shares, focusing on living wages and benefits, workforce diversity, environmental impact reduction, community investment and affordable and consistent rates.

As part of the Regional System Facilities Plan development, Metro Council identified the need to evaluate the current approach to allocating wet waste to ensure the system is optimizing waste reduction, maximizing public benefit and improving system efficiency.



# WET WASTE TONNAGE FLOW

## Policy Actions

To support implementation of the Regional System Facilities Plan, two key actions have been identified related to the wet waste tonnage flow policy area:

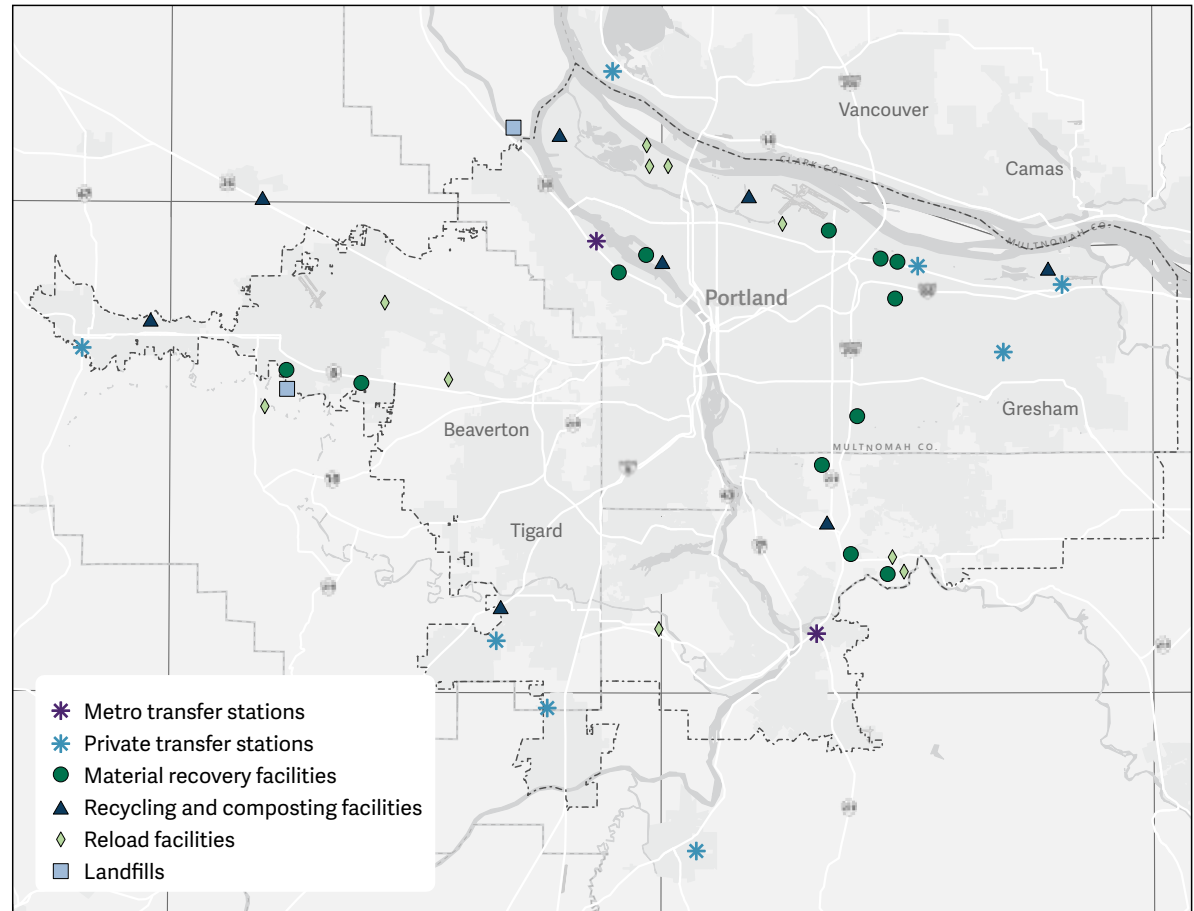
- 1. Examine the wet waste tonnage allocation program:** Evaluate options for modifying or eliminating the current wet waste tonnage allocation program. This assessment will consider the implications for the waste management system, including how changes might impact access for independent haulers, costs for customers and level of service.
- 2. Assess the Metro tonnage reserve:** Explore options for reducing or removing the amount of regional wet waste tonnage that Metro reserves for the publicly owned transfer stations. This assessment will consider the implications for the waste management system, access to services for customers and how costs might need to change or be restructured at publicly owned facilities.



## PRIVATE FACILITY REGULATION

As the regional solid waste authority, Metro has the responsibility to ensure that all garbage and recyclable materials generated in the greater Portland area are managed in a way that protects public health and safety and safeguards the environment. Metro's responsibility and authority to manage the region's garbage and recycling system is derived from the Oregon constitution, Metro Code and Administrative Rules, Metro charter and Oregon Revised Statutes (chapter 268 and chapter 459).

The regional garbage and recycling system, as designated by Metro Council, currently includes 9 transfer stations, 31 solid waste facilities (recycling, composting, reloading), 10 landfills and other disposal sites. Metro also issues non-system licenses to authorize the transport of specific waste types to specific destinations outside of Metro's designated solid waste system. In addition, more than 40 private hauling companies operate in the region and the collection of waste is overseen by local governments.



## PRIVATE FACILITY REGULATION

Metro ensures effective waste management by overseeing the regional system, enforcing requirements and providing programs, services and facilities. Metro manages the garbage and recycling system in partnership with cities and counties to implement the 2030 Regional Waste Plan. Metro code Title V governs the requirements for garbage and recycling, or “solid waste,” generated in the region. Metro uses a variety of methods to make sure that individuals and businesses understand and comply with the region’s garbage and recycling requirements. Metro does this through education, technical assistance or enforcement, as necessary. Metro does not currently exercise all its solid waste regulatory authority such as regulating rates in the region.

As part of this Regional System Facilities Plan development, Metro Council identified an interest in evaluating options for private facility regulation. This will include exploring options to maintain, modify or add regulations to private facilities and evaluating the wet waste tonnage allocation process and approach. Examples include requiring private facilities to offer additional services, implementing price controls and removing tonnage allocations.

### Policy Actions

To support implementation of the Regional System Facilities Plan, one key private facility regulation action has been identified:

**Evaluate private facility regulation:** Explore options to maintain, modify or add regulations for private facilities to better serve the public interest. The implementation of this action will be coupled with the policy actions described in the previous wet waste tonnage flow section.





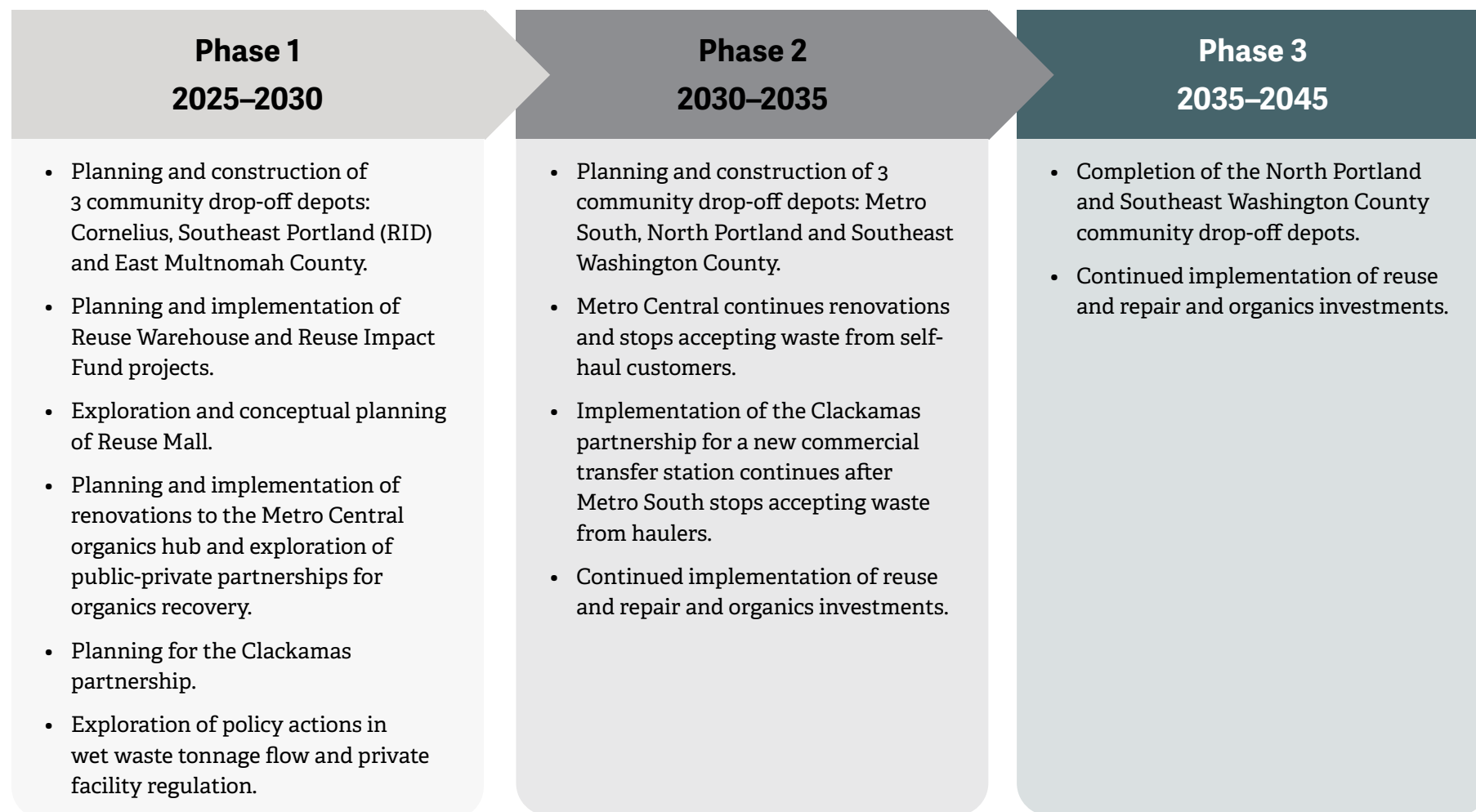
# CHAPTER 6:

## PHASING, COST AND FINANCING

## CONCEPTUAL PHASING

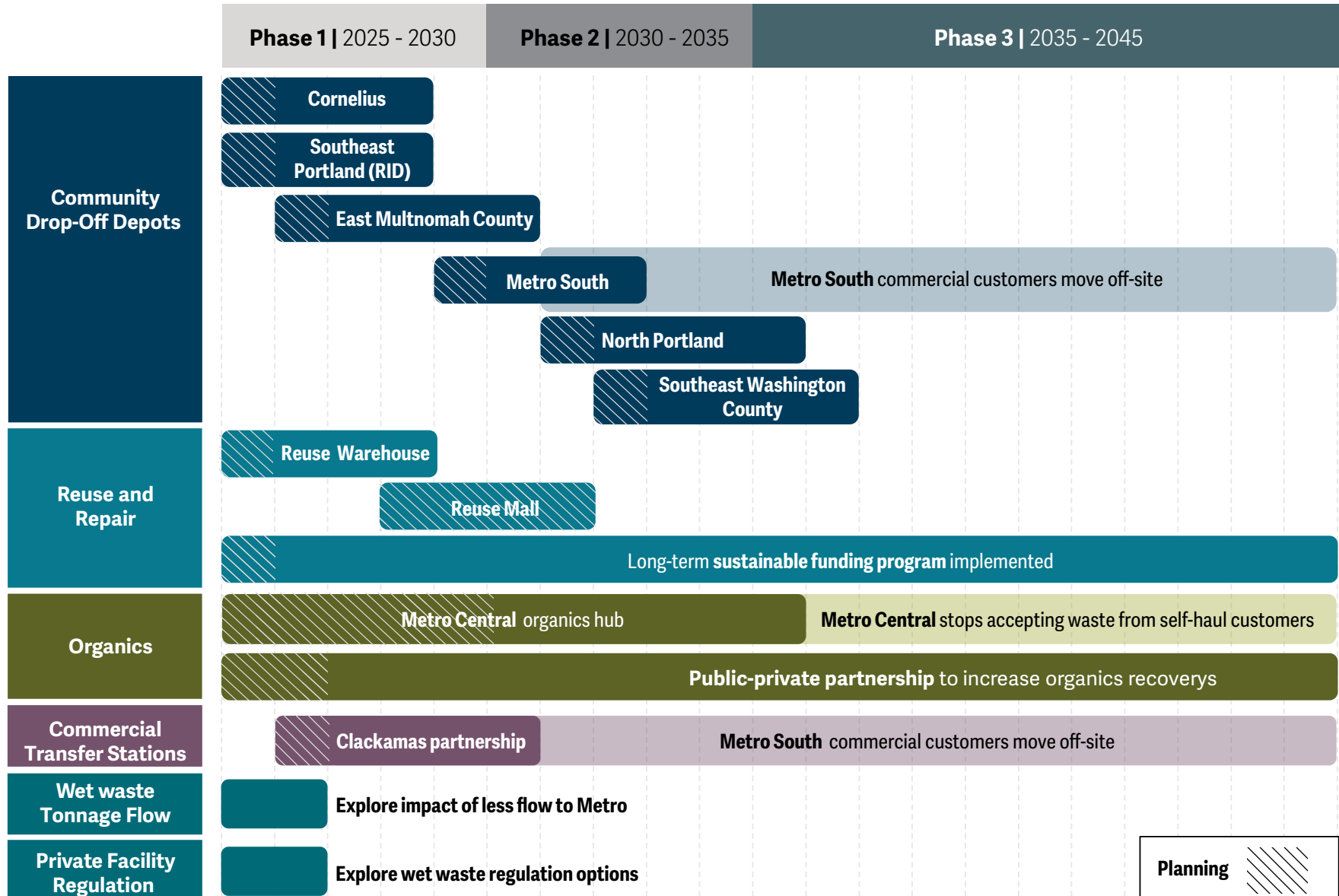
This plan envisions using a phased approach to implement new facilities and other investment projects over the next 20 years (2025-2045). Implementation of these projects will be done in collaboration between Metro and city, county, non-profit and private industry partners, with guidance and oversight from the Regional Waste Advisory Committee and other Metro Council advisory committees (see Chapter 7 for more details).

**For conceptual planning purposes only.  
Specific dates have not been determined.**

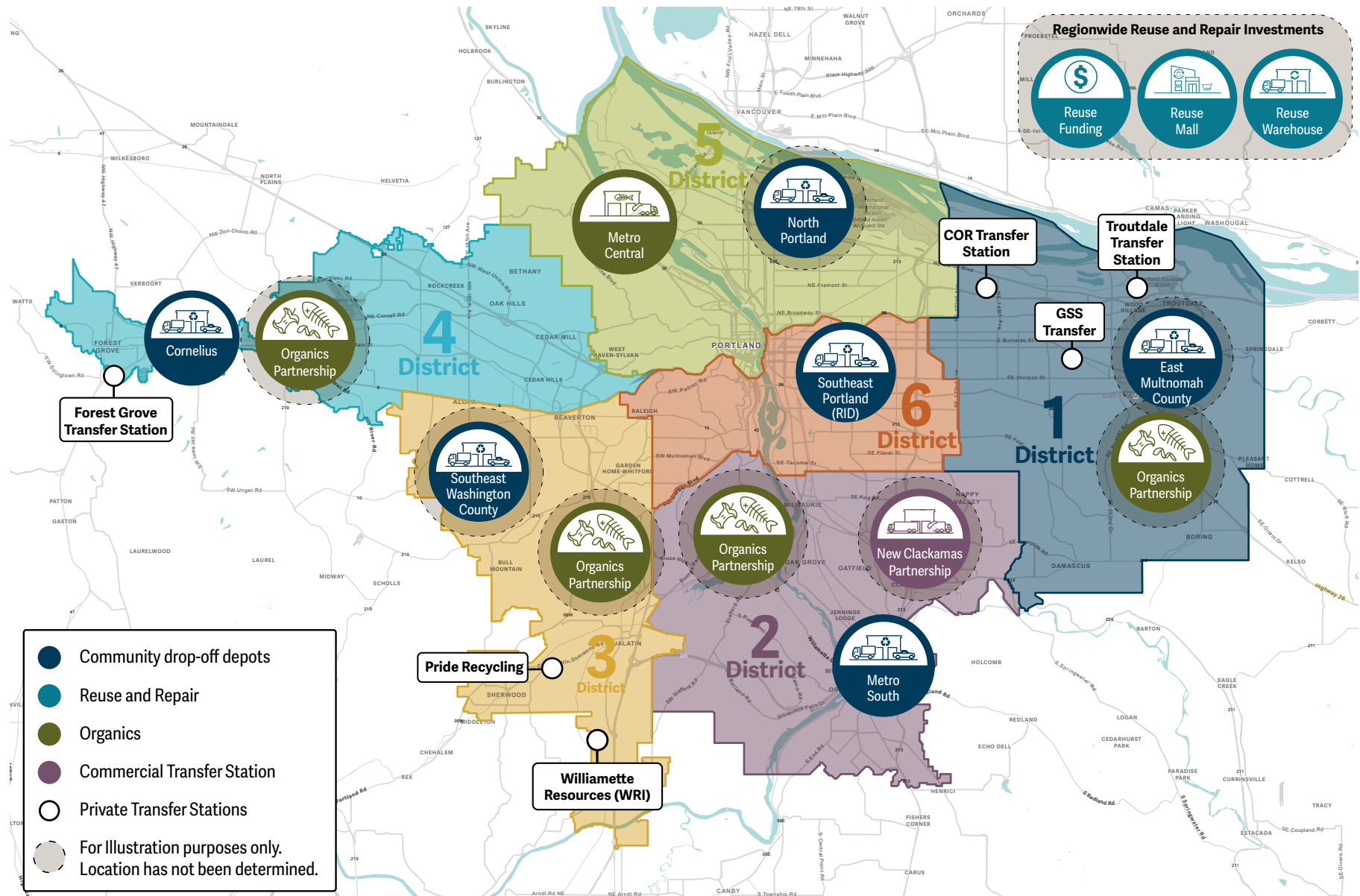


# CONCEPTUAL IMPLEMENTATION SCHEDULE (BY PHASE)

For conceptual planning purposes only. Specific dates have not been determined.



# INVESTMENTS OVERVIEW



## OVERVIEW OF INVESTMENT COSTS

	CAPITAL INFRASTRUCTURE PROJECTS	ESTIMATED CAPITAL COSTS (IN 2024 DOLLARS)	ESTIMATED ANNUAL OPERATIONS AND MAINTENANCE COSTS* (IN 2024 DOLLARS)
Community Drop-Off Depots	6 community drop-off depots	\$194 million	\$48.8 million
Reuse and Repair	Reuse warehouse, mall and impact fund	\$37 million	\$3.5 million
Organics	Metro Central organics hub	\$30 million	\$0.2 million
Commercial Transfer Stations	New Clackamas partnership	\$12 million	N/A
	<b>TOTAL</b>	<b>\$273 million</b>	<b>\$52.5 million</b>

*Note: Refers to the annual operations and maintenance cost during the first year after each facility or program is fully operational.*

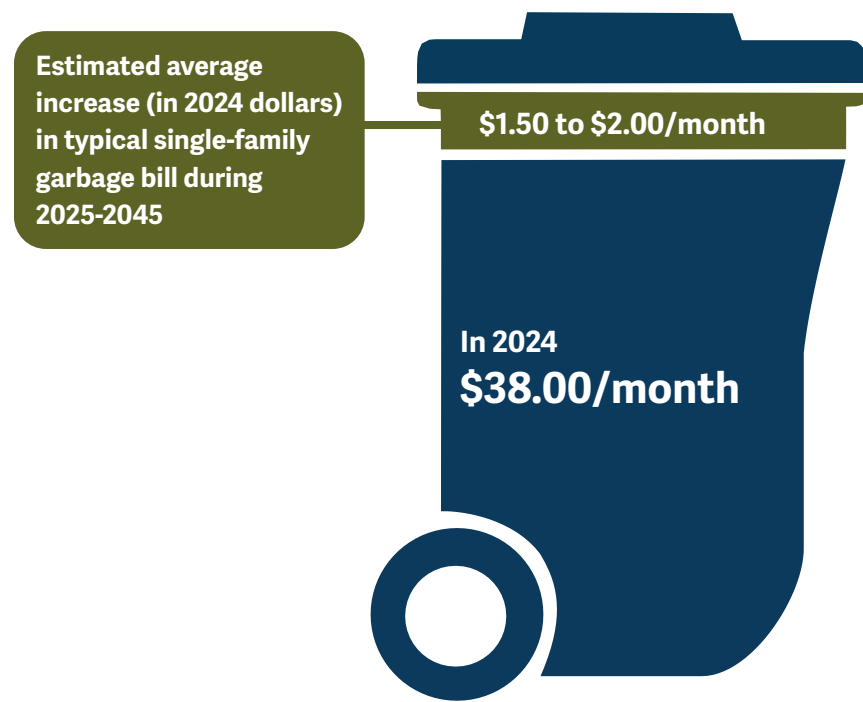
High-level cost estimates have been prepared for this plan and for initial planning purposes. Based on these estimates, the capital or construction costs for building new facilities are projected to be approximately \$273 million (in 2024 dollars). The new facilities and programs will also increase operational and maintenance costs by around \$52.5 million per year (in 2024 dollars) by the year 2045. Generally, projects will be financed through revenue bonds, with debt paid off over 20 years. Metro will also pursue grants as much as possible to offset the costs of new investments. Cost information and the financing approach will be refined as projects advance and details are further developed.

The cost impacts described here only consider how much the plan's investments are estimated to cost in the future, based on the information available today. The impacts do not account for other elements that affect Metro's costs such as new programs and policies outside this plan. They also do not incorporate factors that are outside Metro's control, including inflation, future changes in bond market conditions and in the programs and services provided by cities and counties that have a major influence on garbage and recycling collection bills for households and businesses.

## OVERVIEW OF INVESTMENT COSTS

### Capital Costs by Phase (in 2024 dollars)

Phase 1 2025-2030	\$130 million
Phase 2 2030-2035	\$119 million
Phase 3 2035-2045	\$24 million



### Estimated impact on curbside collection costs

Building, operating and maintaining the investments in the plan will require increases to the regional system fee and Metro facility customer fees, which are expected to indirectly raise the cost of curbside garbage and recycling collection services for households and businesses in the region.

For the typical single-family household collection bill of \$38 per month today, the plan's investments are projected to add, on average, an extra \$1.50 to \$2.00 per month (in 2024 dollars) throughout the 2025-2045 period. These estimates are based on a range of conceptual implementation scenarios modeled during development of the plan. Cost estimates and impacts will be refined as the plan is implemented. However, the actual impacts to collection bills and Metro facility fees due to increases in Metro's capital and operational costs will depend on many factors, including how soon facilities and programs are fully in place, how much are fees allowed to increase every year based on Metro Council's fee setting policy decisions and other factors outside Metro's control.

## FINANCING TERMS

Under state law, Metro has the authority to issue revenue bonds to finance the construction or renovation of reuse, recycling and garbage facilities such as landfills, transfer stations and material recovery facilities, regardless of whether those facilities are located inside or outside the Metro jurisdictional boundary, according to Oregon Revised Statutes (ORS) 268.600-268.660. To implement this plan, Metro would issue revenue bonds to finance most of the capital construction costs involved with building or renovating facilities.

### **What are revenue bonds?**

Revenue bonds are a form of long-term borrowing that government agencies such as Metro use to finance programs and projects. Unlike general obligation bonds, revenue bonds do not require local government agencies such as Metro to ask voters to approve them. Revenue bonds are paid off using the revenues from fees and charges paid by customers and users. In the case of reuse, recycling and garbage facilities, Metro has two main sources of revenues that can be used to pay off the bonds: the fees charged to customers for accepting different materials and the regional system fee.

**Customer fees:** The fees Metro facilities charge customers for accepting mixed garbage, yard debris, food waste and other materials (for example, tonnage fees, fixed fees).

**Regional system fee:** A fee that is charged on every ton of garbage generated within the Metro boundary. Any private or public facility that accepts garbage generated within the Metro boundary charges customers the regional system fee. Metro uses the revenue collected from this fee to run programs and services for which customers are not charged directly, such as the household hazardous waste services at Metro facilities and collection events, and the collection of dumped garbage in public spaces.





# CHAPTER 7:

## IMPLEMENTATION AND MONITORING



Photo credit: Photo courtesy of the City of Burnaby. Burnaby, BC Canada

## IMPLEMENTATION AND MONITORING OVERVIEW

Metro is responsible for implementing the Regional System Facilities Plan and for monitoring performance as investment projects are planned and carried out. To implement these projects, Metro will collaborate with city, county, tribal, and state governments, as well as non-profit and private industry partners. Metro will work with these partners to search for suitable sites, permit new facilities, engage with communities who live near potential sites, and explore partnerships with existing non-profit organizations and private businesses to expand services.

As the next page describes, each investment project will require developing specific implementation plans with refined budget estimates. Once initiated, each project's implementation plan will undergo a review process involving Metro Council and the Regional Waste Advisory Committee, with opportunities for the public, tribal and local governments, non-profit and private industry partners to weigh in. There are two formal bodies that will oversee implementation of the plan, Metro Council and the Regional Waste Advisory Committee.

### **Metro Council**

Metro's seven-member directly elected council will oversee plan implementation, provide direction on the design, timing, financing and other aspects of investment projects, and make final decisions on whether to approve each project's implementation plan. Metro staff will be responsible for carrying out individual projects once they are approved by Metro Council and reporting to council periodically on the implementation of the plan.

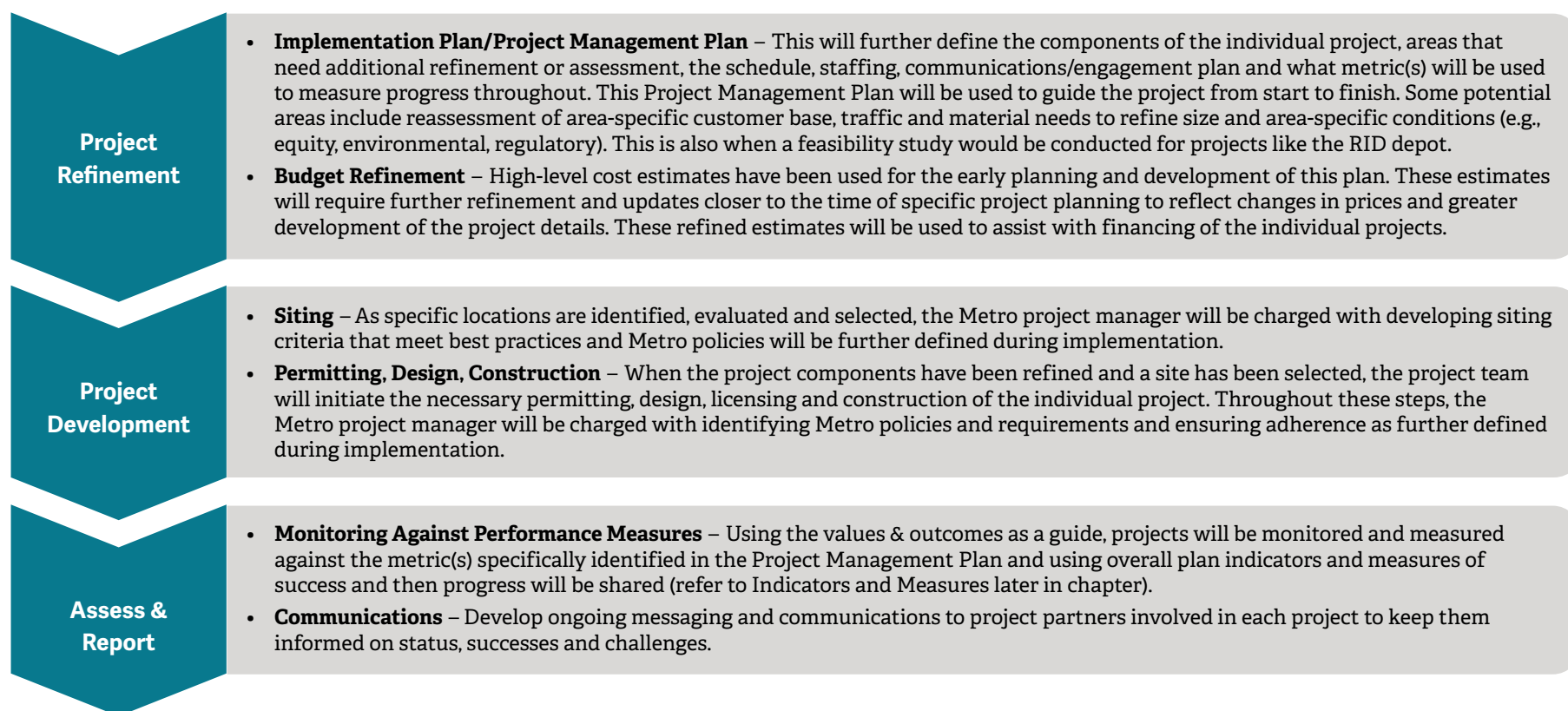
### **Regional Waste Advisory Committee**

The committee advises Metro Council on the management of the garbage and recycling system. The committee is comprised of 17 members representing cities, counties, the public, the reuse sector and the private solid waste industry. Two Metro councilors serve on the committee as chair and vice-chair. The committee is expected to provide input on the development of each investment project's implementation plan and budget and provide recommendations to Metro Council.

In addition to the Metro Council and the Regional Waste Advisory Committee, Metro staff, at Metro Council's direction, may seek input from other advisory committees, including Metro's Committee on Racial Equity (CORE), the Metro Policy Advisory Committee (MPAC) and project-specific community advisory groups.

# IMPLEMENTATION AND MONITORING OVERVIEW

The conceptual schedule and phasing will guide the implementation of the investment strategy. Prior to initiating each facility or program investment project, a detailed project implementation plan will be prepared. This plan will detail project components, staffing, costs and specific engagement steps. All projects will include the steps described in the following sections.



## IMPLEMENTATION – POLICIES

As projects are further developed, Metro will review and assess the policies that guide where a facility can be sited, how to reduce impacts on surrounding communities, how structures are built and how facilities will be staffed. The following graphic shows three key policies that will guide the implementation of projects in the plan.

### Urban Growth Management Functional Plan (chapter 3.07 of Metro Code)

- Collection of regional policies on urban growth management and growth in specific areas

- Will be important to review as sites are considered and selected for the new projects.
- Connect with local jurisdictions to understand plans and projects that are in planning and development that may affect investments in this plan.

### Community restoration Community investment



### Sustainable Buildings & Sites Policy

- Sets standards for design, construction, operations and maintenance of buildings owned and operated by Metro.
- Supports Metro's 5 sustainability goals and the Strategic Plan to Advance Racial Equity, Diversity and Inclusion

- Each project will need to review and follow the applicable sustainable building and landscape requirements in this policy (refer to standards for New Construction & Major Renovations with size and project cost dictated requirements for Core Green Building Certification and/or Zero Carbon Certification).

### Healthy people & environment Community investment



### Construction Career Pathways Regional Framework

- Regional approach for public owners for recruiting and retaining women and people of color in the construction trades
- Includes guidance on 7 points to consider

- Each project should review the guidance on setting workforce diversity goals and project thresholds, tracking and reviewing progress, developing a workforce agreement, implementing anti-harassment and culture change strategies and investing in workforce supply.

### Economic well-being



## IMPLEMENTATION – GUIDELINES FOR ENGAGEMENT

Engagement has been an important element throughout this project and will continue through plan implementation. Many of the foundational values and outcomes for this plan support broad engagement for the life of these projects from planning through operations. These values include promoting healthy people and environment, environmental literacy, community restoration, community partnerships, community investment, and tribal consultation (more on this later in the chapter, refer to Tribal Consultation).

When implementing a facility project in this plan, Metro will follow the project's values and outcomes as well as the guidelines for engaging the public, potential host communities, city and county representatives and other partners given in the following sources:

**Strategic plan to advance racial equity, diversity and inclusion, 2016** – This strategic plan contains six elements:

- Strategy
- Goals, objectives and actions
- Implementation vision
- Evaluation framework
- Analysis and decision-support tool
- And the relationship between racial equity, diversity and inclusion

The plan provides a unified direction and additional focus for the crucial equity work currently underway at Metro, both agency-wide and in specific departments and venues.



Partners shared ideas and asked questions about plan scenarios at the symposium (September 2023).

## IMPLEMENTATION – GUIDELINES FOR ENGAGEMENT

**2021 Racial Equity Framework** – This framework and accompanying worksheet should be used to help ensure that a racial equity analysis is applied when decisions about Metro's budget and public services are being made.

**2030 Regional Waste Plan** – This plan provides guiding principles and specific actions to eliminate barriers and generate positive community benefits that advance racial equity, diversity, and inclusion.

**Metro Public Engagement Guide, 2024** – This guide provides information to enable meaningful connections and collaboration between community members, Metro staff, Metro Council, local governments, local businesses and nonprofit organizations. Metro staff, councilors and advisory committee members will use the guide along with policies across the organization to plan and carry out engagement activities. The guide strengthens Metro's engagement practices by inviting more voices to the table to listen and learn from one another. It provides key tools, reporting guidance and best practices to Metro staff.



Metro Councilors and international panelists toured local reuse businesses as part of the symposium (September 2023).

## IMPLEMENTATION – SITING CRITERIA

Specific siting criteria will be established for each project that requires purchase or lease of a new site. Criteria will be developed and reviewed with community input and documented in the project management plan. Generally, Metro will consider the plan's values and outcomes, the policies outlined in the previous section, Metro's community engagement guidelines, and Metro's capital asset management plans, as well as resiliency plans, disaster debris management plans, and the lessons learned from other recent Metro siting projects, including the Future South and Future West transfer station siting projects.



Community Advisory Group members toured the Community Warehouse facility in Tualatin to learn about reuse and repair (March 2023).

### Future South Siting Project – Community Lens

The Future South Community Lens represents feedback received from the Future South community advisory group that met between August 2020 and April 2021 when Metro was looking for a site to relocate and rebuild the Metro South transfer station. While it was originally developed to guide this one project, it could be adapted for implementation of this plan. The community lens includes:

- Guiding principles
- Community criteria for property evaluation which has categories for what a possible site must-have, prefer-to-have, and would be nice-to-have
- Questions for property evaluation
- Post site selection criteria

## TRIBAL CONSULTATION

In line with Metro's commitment to tribal consultation on key regional decisions and to build better relationships, Metro invited consultation with Tribes during plan development. Starting in Phase 1, Metro included tribal consultation in the project's values and outcomes (refer to Chapter 2) and invited consultation with interested Tribes who have engaged with Metro in the past and have distinct historical and contemporary interests and connections to what is now known as the greater Portland area. The purpose was to seek input from Tribes during the planning process and into the future, as Metro implements new facilities and other investment projects.

### Ground disturbance risk

Building new facilities will involve ground-disturbing activities with varying levels of potential risk to cultural, historical, archaeological and natural resources important to Tribes. The table in this section lists each project in the plan and the anticipated level of ground-disturbance risk. This risk assessment is preliminary, given that all projects are conceptual until further developed and implemented.

	Project	Ground Disturbance Risk	Description
Community Drop-Off Depots	Cornelius	High	New construction on vacant lot
	Southeast Portland (RID)	Medium/High	Depending on feasibility, may involve renovation of existing buildings or new construction
	East Multnomah County	High	New construction; no site has been identified
	Metro South	High	Major renovation of existing facility
	North Portland	High	New construction; no site has been identified
	Southeast Washington County	High	New construction; no site has been identified
Reuse and Repair	Reuse warehouse	Low/High	Depending on availability, may involve leasing existing warehouse or new construction
	Reuse mall	Low/High	Depending on availability, may involve leasing existing warehouse or new construction
	Reuse impact fund	Low/Medium	Funding program, does not involve direct construction
Organics	Metro Central	Medium/High	Renovation of existing facility
	Public-private partnerships	Low/High	Funding program; may range from equipment upgrades to facility improvements
Commercial Transfer Stations	New Clackamas partnership	Medium/High	May involve modifications to existing private facilities or new construction

*Note: The risk levels in this table will be adaptively managed by Metro staff in partnership with interested Tribes to reflect real-time priorities and conditions of proposed projects and actions. Metro's Tribal Affairs Program will maintain the most up to date risk ratings.*

## TRIBAL CONSULTATION

### **Tribal consultation and resource protection going forward**

During plan implementation, Metro will continue to seek input on individual projects from interested Tribes, focusing on identifying locations for potential new facilities where the geographic location has yet to be determined and on additional actions that can be taken to enhance resource protection in facility construction, operations and maintenance.

Tribes and Metro will also have opportunities to advance shared priorities in other areas, including addressing climate change, improving access to services for tribal members living in the greater Portland area, honoring the cultures and histories of Pacific Northwest Indigenous Peoples and identifying opportunities for partnership with tribal enterprises. Metro also looks forward to learning from the expertise Tribes have as owners and operators of their own solid waste facilities and systems where lessons learned and best practices can inform Metro's work.

### **Resource protection guidelines**

For each project in the plan, Metro will follow a set of guidelines and best practices developed in coordination with Metro's tribal affairs program and informed by input from Tribes. Key elements will include:

- Allocating budget for historic and cultural resources compliance and clearance review expenses
- Instructions and resources for conducting site surveys and assessing potential impacts
- Developing site-specific inadvertent discovery plans
- Ensuring compliance with existing local, state and federal laws and regulations that pertain to cultural, historic, archaeological and natural resources. This includes the Oregon statewide planning goal 5 (Oregon Administrative Rule 660-015-0000(5)), Archaeological Objects and Sites (Oregon Revised Statutes 358.905 to 358.961), Indian Graves and Protected Objects (Oregon Revised Statutes 97.740 to 97.760), Protection of Publicly Owned Historic Properties (Oregon Revised Statutes 358.653), and the National Historic Preservation Act and Archaeological Resource Protection Act.



Tribal leaders and staff discuss opportunities to protect natural resources at a Metro Parks and Nature site visit

## INDICATORS & MEASURES

The plan includes indicators to measure performance as investment projects are implemented over time and shared in future Regional Waste Plan progress reports and other channels.

The plan will use the indicators noted in the following table.

Area	Indicator	Description
Waste reduction & environmental impact	Tons of waste recovered for reuse, recycling or composting and associated avoided greenhouse gas emissions	Indicator related to Regional Waste Plan goals 6 and 10 that captures the increase in tons of waste recovered because of the plan's new investments and their associated greenhouse gas emissions, compared to the baseline.
Driving access to public self-haul facilities	Percent of the population within a 20-minute drive to the nearest public self-haul facility, by material type	Regional Waste Plan indicator for Goal 16 that tracks driving access to facilities that accept materials from the public for reuse, recycling or disposal.
Driving access to commercial facilities	Percent of the region's area within a 20-minute drive to the nearest commercial facility, by material type	Regional Waste Plan indicator for Goal 16 that measures driving access to facilities that accept materials from franchised/licensed haulers.
Affordability	Changes in the regional system fee, Metro tonnage charges and the average garbage and recycling bill	Indicators that track changes in cost over time associated with the plan's new investments, compared to the baseline.



# ACKNOWLEDGMENTS

Metro thanks the following community members, organizations, businesses, staff and consultants for their contributions in developing the Regional System Facilities Plan.

Special thanks to the **Community Advisory Group** whose unique perspectives and commitment to advancing equity and environmental justice was instrumental in developing this plan.

Sharetta Butcher	Milka Mendez
Jamila Dozier	Awaz Muhamad
Alondra Flores Avina	Irene Perezchica
Bun Kong	Lanelle Rowe

## Community based organizations

Adelante Mujeres, Centro Cultural, Community Partners for Affordable Housing, North by Northeast Community Health Center, Unite Oregon

## Reuse businesses

Bike Works by P:ear, Central City Concern, Community Cycling Center, Community Warehouse, Free Geek, Goodwill Industries International, Green Lents Community Tool Library, Habitat for Humanity, Lovett Deconstruction, PACS Thrift Stores, ReBuilding Center, ReClaim It, ReDeploy, Repair PDX, Sankofa Lumber, SCRAP PDX, Schoolhouse Supplies, Secondhand Pet Supply, Shwop, SnowCap Community Charities, St. Johns Swapnplay, Trash for Peace

## Garbage and recycling businesses

All n Haul Junk Removal, City of Roses Disposal and Recycling, Divert, Environmentally Conscious Recycling, Far West Recycling, Frog & Toad Hauling, Greenway Recycling, Gresham Sanitary Service, Heiberg Garbage & Recycling, James Recycling, Junk It Junk Removal, Oregon Refuse and Recycling Association, Pioneer Recycling Services, Pride Disposal and Recycling, Recology, Republic Services, Ridwell, Sunset Garbage Collection, Waste Connections, WM, WestRock

## City and county governments

Thank you to the staff and elected officials in cities and counties throughout greater Portland who participated in roundtables, meetings, advisory committees and other discussions to provide input and ideas to develop the plan.

## Tribal governments

Thank you to the staff and elected officials from interested Tribes who formally and informally consulted with Metro on the development of the plan. We'd like to also share our gratitude with the Confederated Tribes of Siletz Indians Portland Area Office for their assistance in hosting a tribal member engagement opportunity on the plan development with Metro.

## Metro project team

Gia Ballash, Janet Edwards, Kathryn Gerber, Marissa Grass, Rosalynn Greene, Doe Hatfield, Joshua Manus, Katie McDonald, Al Mowbray, Marta McGuire, Estee Segal, Luis Sandoval, Alan Snook, Carly Tabert, Arashi Young

## Metro project steering team

Shane Abma, Jenna Garmon, Brian Kennedy, Ryan Kinsella, Marissa Madrigal, Paul Slyman, Cinnamon Williams, Ina Zucker

## Metro advisory committees

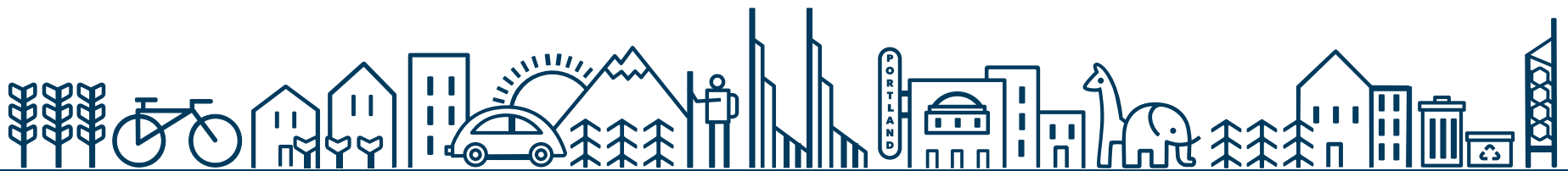
Committee on Racial Equity, Metropolitan Policy Advisory Council, Regional Waste Advisory Committee

## Metro staff

Thank you to Metro frontline staff who keep the region safe and clean, and those who navigate policy and other planning efforts, for sharing your insights and feedback.

## Consultants

Jacobs, EnviroIssues, Start Sustainability, Metropolitan Group, Cascadia Consulting Group, Definitely Mabie Consulting, The Center for Sustainable Infrastructure



Art and events  
Garbage and recycling  
Land and transportation  
Parks and nature  
Oregon Zoo

**[oregonmetro.gov](http://oregonmetro.gov)**

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 25-5459, FOR THE PURPOSE OF ADOPTING THE REGIONAL SYSTEM FACILITIES PLAN

---

Date: March 6, 2025

Prepared by: Estee Segal, WPES Principal Planner, [estee.segal@oregonmetro.gov](mailto:estee.segal@oregonmetro.gov)

Department: Waste Prevention and Environmental Services (WPES)

Presenters: Marta McGuire, WPES Director, Estee Segal, WPES Principal Planner

Meeting date: March 20, 2025

Length: 45 mins

---

#### ISSUE STATEMENT

The Regional System Facilities Plan has been developed to guide facility and program investments that reduce garbage, improve service quality and access, and keep services affordable. Taking a holistic view of the regional system, the plan identifies key infrastructure needs, including new facilities, renovations, and partnerships to strengthen waste management services. Metro Council is asked to adopt this plan, which will help shape future capital investments to address system gaps and modernize the region's reuse, recycling, and garbage infrastructure.

#### ACTION REQUESTED

Staff is seeking approval of Resolution 25-5459 for the Purpose of Adopting the Regional System Facilities Plan.

#### IDENTIFIED POLICY OUTCOMES

The values and principles of the 2030 Regional Waste Plan were foundational to the development of the Regional System Facilities Plan. Three goals from the 2030 Regional Waste Plan are directly related to this plan:

- Goal 8: Increase the reuse, repair and donation of materials and consumer products.
- Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.
- Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

A set of values and outcomes were developed specific to the Regional System Facilities Plan and Metro Council prioritized three priority outcomes:

- Waste reduction: New facilities and programs should focus on reducing waste and the amount of materials that go to landfill.
- Increased access: Improve the quality and access to reuse, recycling and garbage services across the region.

- Affordability: Keep services affordable and cost impacts to residents' low.

## **POLICY QUESTION**

Does the Regional System Facilities Plan align with Metro Council's priorities and include the investments necessary to improve the reuse, recycling composting and garbage system over the next 20 years?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

1. Adopt the Resolution – Adoption would endorse the System Facilities Plan as the guide for future capital investments for the reuse, recycling, composting, and garbage system.
2. Request Revisions Before Adoption – Adoption would be delayed allowing for modifications based on Council input. A revised plan would then be brought back to Metro Council for further consideration.
3. Do Not Adopt the Resolution – Without adoption, there would be no agreed-upon plan to guide future capital investments in the reuse, recycling, composting, and garbage system.

## **STAFF RECOMMENDATION**

Following more than two years of engagement, research, assessment, scenario planning, and cost modeling, staff recommends that Council adopt Resolution 25-5459 Adopting the Regional System Facilities Plan.

## **STRATEGIC CONTEXT AND FRAMING COUNCIL DISCUSSION**

The Regional System Facilities Plan project has looked at the region's existing public, private and non-profit garbage, recycling and reuse infrastructure, identified service gaps, and presented potential approaches and a draft plan for future system investments. Specifically, the project has produced over the last two years:

- An overview of the facility-based garbage, recycling and reuse services necessary for achieving the goals of the 2030 Regional Waste Plan.
- The current and anticipated gaps in those services.
- Alternative scenarios for the public, private and non-profit sectors to fill the gaps or mitigate the need to fill them over the next 20 years.
- An implementation plan and financing options for Metro's role in advancing the plan and building new facilities.

If adopted by Metro Council, the plan will help guide Metro's future investment in facilities and infrastructure and help to close the gap between those with access to services and those without.

## **BACKGROUND**

Metro has developed the Regional System Facilities Plan to guide future investments in garbage, recycling, and reuse infrastructure across the region. Over the past 2.5 years, staff have conducted extensive research, engaged diverse stakeholders, and collaborated with Metro Council to shape a plan that modernizes the system, improves service access, and supports regional waste reduction goals.

The planning process was structured in five phases, beginning with identifying system gaps and challenges, exploring alternative investment scenarios, and refining Metro's role in facility-based services. Informed by over 40 advisory committee meetings, industry roundtables, and community engagement efforts, the plan reflects input from local governments, private industry, nonprofits, and community groups. Metro also invited consultation with Tribes who have engaged with Metro in the past, to seek input from them during the planning process and future implementation. A key component was a 2023 symposium, where over 120 participants helped shape investment priorities. Through an iterative process, Metro Council has reviewed scenarios, discussed policy trade-offs, and provided direction on investments that prioritize waste reduction, address geographic inequities, and ensure affordable services.

Metro released the draft plan for public review in October 2024, receiving over 90 comments from individuals, local governments, and industry representatives. Public feedback broadly supported the plan's direction and investment strategy, leading to refinements such as prioritizing an East Multnomah County depot, exploring partnerships with existing private facilities, and clarifying the role of the Regional Waste Advisory Committee in implementation. Council reviewed the final draft of the plan in December 2024 and referred the plan to the newly reorganized Regional Waste Advisory Committee to provide input prior to adoption. The new committee reviewed the plan in January and provided feedback in February 2025.

At the February 2025 Regional Waste Advisory meeting, committee members expressed their overall support for the projects outlined in Phase 1 of the plan, except for the reuse mall, which they believe needs more study and a cost-benefit analysis. Multiple members expressed support for exploring a smaller reuse mall concept in an existing underutilized space, in partnership with reuse businesses. Committee members also thought that organics investments and assessing the wet waste tonnage policy should be given higher priority in Phase 1. When asked what Metro Council should take into consideration when considering the plan for adoption, many committee members advised to carefully evaluate project costs given the current economic landscape, potential impact on individuals and the combined effects of rising utility costs. Committee members also advised that Metro take opportunities to be innovative with managing materials like organics, continue leveraging public-private partnerships as much as possible, and continue to educate the public on waste reduction and consumption. Staff will review changes to the plan based on committee input in the staff presentation and details of the committee discussion are provided in Attachment 2.

Metro Council is now asked to consider adopting the plan, which will guide capital investments and policy decisions to create a more resilient, accessible, and sustainable waste system for the region.

### **NEXT STEPS**

The conceptual schedule and phasing will guide the implementation of the investment strategy. Prior to initiating each facility or program investment project, staff will further define the components of the individual project, areas that need additional refinement or assessment. This plan will detail project components, staffing, costs and specific engagement steps. Project proposals will be reviewed by the Regional Waste Advisory Committee and Metro Council. Approval for costs will be considered in the annual Metro budget process.

### **ATTACHMENTS**

Attachment 1: Regional System Facilities Plan, Phase 4 draft plan engagement report

Attachment 2: Regional Waste Advisory Committee, 2/27/25 draft meeting minutes



# Metro Regional System Facilities Plan Phase 4 draft plan engagement report

## Overview

Metro is developing a Regional System Facilities Plan to help implement the 2030 Regional Waste Plan and to set a strategy to invest in modernizing the region's reuse, recycling and garbage infrastructure. Throughout the project, Metro has engaged with local government; industry, reuse and repair organizations and businesses; interested sovereign tribal governments; Metro staff and advisory committees; and community members with diverse identities and lived experiences.

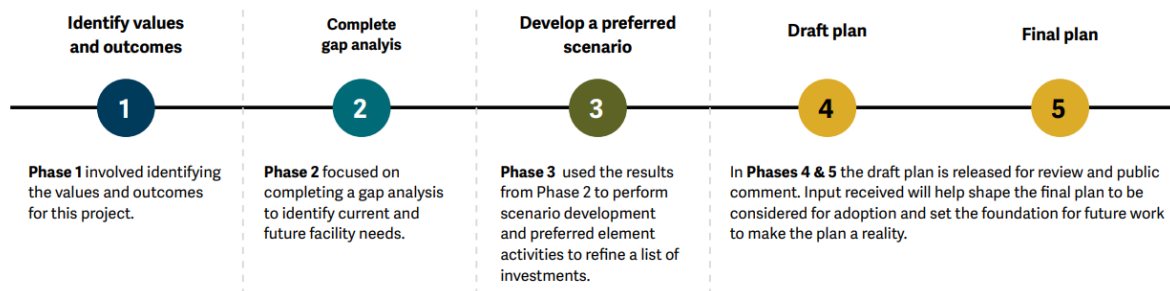
If adopted by Metro Council, the plan will help guide Metro's future investment in facilities and infrastructure and help to close the gap between those with access to services and those without. The planning process has been structured into five phases and is anticipated to be complete in spring 2025.

## In this report

- Overview
- What we did
- What we heard
- What's next

## Planning Phases

### Development Phases



This report summarizes engagement activities related to the release of the draft plan in October 2024. During this time, staff conducted a survey, received public comments, convened the project community advisory group, and met with local government partners and other interested parties.

## What we did

On October 1, 2024 Metro released the draft Regional System Facilities Plan for public comment and further partner engagement. The draft plan was posted on [oregonmetro.gov](https://oregonmetro.gov) alongside a public survey and public comment form to encourage input for five weeks. In addition, the project team collected feedback about the draft plan during presentations to advisory groups, local government elected officials, and other community and business groups. More than 300 comments from this engagement

period were recorded and analyzed. The resulting themes informed updates to the recommended plan investments in a new version of the plan presented to Metro Council on Dec. 17, 2024.

## Engagements with Project Partners

### Local government engagements

Metro staff engaged with city and county elected officials by presenting the draft plan and hearing feedback through in-person and virtual meetings, as well as responding to questions via phone calls and emails. Meetings included:

- Metropolitan Mayor's Consortium, Sept. 26, 2024
- City of Beaverton City Council, Sept. 3 and 17, and Oct. 15, 2024
- City of Milwaukie City Council, Oct. 8, 2024
- City of Forest Grove City Council, Oct. 28, 2024
- City of Lake Oswego City Council, Nov. 5, 2024
- City of Oregon City, City Council, Nov. 6, 2024
- Clackamas County Coordinating Committee, Oct. 16, 2024
- Washington County Coordinating Committee, Oct. 14, 2024
- Metro Policy Advisory Committee, Sept. 25 and Oct. 23, 2024

### Community Advisory Group

In September 2024, the project community advisory group (CAG) reviewed the policy direction Metro Council set over the summer and the draft plan's proposed set of investments. Since May 2022 Metro has convened this group of community members who represent diverse viewpoints and experiences to provide input and expertise throughout all phases of the project and advise on the development of the Regional System Facilities Plan.

### Adelante Mujeres

In October 2024, Adelante Mujeres convened a group of 10 Washington County community members at their Hillsboro location. The event kicked off with a presentation about the draft plan by Metro staff, with participants' questions and discussion about the proposed investments and other waste prevention topics.

## Public Comment

Metro received seven comment form responses and seven letters by email commenting on the draft plan. Comments received via email and comment form were received from these jurisdictions and organizations:

- Pride Recycling Company
- City of Gresham, Solid Waste and Sustainability
- City of Clackamas, Sustainability and Solid Waste
- City of Portland, Community and Economic Development
- Clackamas County Refuse and Recycling Association
- Portland Haulers Association
- Washington County Haulers Association
- City of Lake Oswego, Sustainability
- City of Troutdale, Engineering
- City Of Cornelius

- City of Hillsboro
- Waste-Free Advocate

## Online Survey

Metro created a survey to collect input from the public on the draft plan. The survey asked respondents to rank their priorities from the investment options, gauged their satisfaction with the draft plan, and offered space for any additional comments. The survey was open between Oct. 1 and Nov. 6, 2024. It was distributed through the project website and to the interested parties list through an email newsletter. The survey received 87 total responses, including two responses in Spanish. The survey respondents were self-selected, and the survey was not designed for statistical analysis. Rather, it was one of the multiple ways that Metro gathered feedback from project audiences.

## Tribal Consultation

Metro's Tribal Affairs program has endeavored to keep interested tribal government staff apprised of the draft plan development process. Tribal staff requested that Metro commit to collaborate with them to manage the preliminary project risk assessment table (pg. 77 of the plan) as project management plans are developed for implementation. Tribal staff also continued to request future project-specific consultation from Metro on the projects listed in this table and in the draft plan.

## What we heard

Input gathered on the draft plan was collected, logged in a spreadsheet, coded, and sorted into themes. More than 300 comments were recorded, including both comments on the draft plan and general comments about the system.

From all of the comments that were collected on the draft plan, six key themes emerged:

1. Strong support for building a network of community drop-off depots.
2. Coordinate with partners to site, program and operate new facilities.
3. Start implementing projects where people lack services.
4. Improve and promote existing facilities.
5. Waste reduction is a priority.
6. Focus on cost and affordability.

The table below presents the six themes and a summary of input received by theme.

Theme	Summary comments
1. Strong support for building a network of community drop-off depots.	<p>Community partners voiced strong support for "one-stop" places to take a host of materials for reuse, repair and recycling. They would like depots to have staff to help customers unload items, provide instructions in different languages, and offer job opportunities for community members.</p> <p>Community advisory group members supported increasing reuse, repair and bulky waste collection services at depots, and throughout the region.</p>

	<p>Some city administrators and staff recommended decreasing the number of depots to four instead of six to reduce costs that will lead to future rate increases. They suggested one depot each in the North, South, East, and West of the region. On the other hand, some elected officials supported the idea of siting more than six depots in the region to achieve a drive time of less than 20 mins for most residents.</p> <p>Local government staff suggested that Metro take the Plastic Pollution and Recycling Modernization Act into account when determining locations and cost for community drop-off depots.</p>
2. Coordinate with partners to site, program and operate new facilities.	<p>Some local government staff expressed concern about the engagement process used to develop the plan. They wanted to see even broader community input to identify gaps and services needed in the region. Cities and counties, as well as industry and reuse businesses, would like to be more engaged and involved in the development of the infrastructure projects proposed in the plan.</p> <p>A few elected officials and local government staff requested that the newly reformed Regional Waste Advisory Committee (RWAC) review and provide feedback on the plan prior to adoption.</p> <p>There was strong support from many local government staff and administrators to move forward on the wet waste tonnage allocation and private facility regulation analysis called for in the plan (Chapter 5). Many local government staff support Metro regulating fees charged at private facilities.</p> <p>Many private solid waste industry representatives supported Metro decreasing its role in commercial waste processing. They advised Metro to limit their role in operations for services that private entities can and do provide and instead serve as a regulator of these services.</p>
3. Start implementing projects where people lack services.	<p>Multiple local government staff and administrators noted the existing lack of services in West Washington County and East Multnomah County and encouraged Metro to prioritize building facilities that serve the public in these areas first.</p> <p>Many partners expressed support for developing the Cornelius and East Multnomah County community drop-off depots. They noted long-standing service gaps in these areas, especially related to disposal of household hazardous waste and bulky waste, and the ability to recycle hard-to-recycle items.</p> <p>Both the cities of Milwaukie and Beaverton expressed interest in locating a reuse mall in their jurisdictions.</p> <p>Some local government staff would like to see improvements to on-route collection services called for in the Regional Waste Plan, in addition to investing in facilities.</p>

<p>4. Improve and promote existing facilities.</p>	<p>Local government and private industry partners requested Metro avoid duplicating solid waste services. They encouraged Metro to partner with existing transfer stations, recycling facilities, and reuse businesses where possible, and to host more pop-up events, to reduce the need to build new facilities.</p> <p>There was mixed support for removing commercial waste from Metro South. Some thought if commercial waste is privatized in Clackamas County, it may lead to higher costs. On the other hand, some supported removing commercial waste at Metro South to improve service and safety for self-haul customers, and to expand the facility's capacity to accept more reuse and recycling materials.</p> <p>Community partners urged Metro to look at leasing or buying vacant properties rather than building new facilities where possible and to try to implement the plan in less time than 20 years so that they can participate and see it come to life.</p>
<p>5. Waste reduction is a priority.</p>	<p>Community partners, reuse businesses, and local government staff identified waste reduction, including reuse and improved management of organic material like food waste, as an overall plan priority and a necessary goal to mitigate climate change.</p> <p>There were differing views expressed about a reuse mall. About half the comments expressed excitement for a reuse mall, including the potential for the reuse mall to also serve additional purposes as a reuse drop-off location and the potential benefit to small businesses. Other respondents expressed concerns about the reuse mall duplicating efforts given the region's existing reuse businesses.</p> <p>Some local government staff had concerns about the cost of locating a reuse warehouse and a reuse mall. They would like to be included in the planning of these projects and encouraged expansion of existing programs and sites to address these needs over building new. They questioned how much the public will use such facilities and if that use would justify the needed investment.</p> <p>Some emphasized improving the collection and transfer of organic materials to reduce greenhouse gas emissions and keep costs low. Suggestions included increasing transfer capacity by using existing infrastructure and using Metro grants to build additional bays at existing transfer stations. Some commentors supported Metro continuing to provide collection companies access-to-service payments until more facilities accept commercial food waste. Another suggestion was to explore mixing commercial food waste and yard debris so that collection routes can be more localized.</p>
<p>6. Focus on cost and affordability.</p>	<p>Many partners, including the community advisory group, city administrators and private industry representatives expressed concern</p>

	<p>that the estimated \$1.50-\$2.00 increase in the average monthly single-family garbage bill could be a cost burden for lower-income residents, along with other rising utility costs.</p> <p>Some private industry partners think that services at the community drop-off depots should be funded by the users of those services rather than regional system fee payers. Others commented that fees for self-haul and other services at public facilities should be much lower than what is charged at private facilities.</p> <p>Local government staff want to know what would happen to curbside garbage fees if Metro's wet waste tonnage decreases. They want to prioritize and stabilize the cost of garbage for low-income households and people who live in apartments or other multifamily communities.</p> <p>Local government staff requested an increase in fee transparency at private facilities to ensure fees are appropriate.</p> <p>There was a request to put the cost of the plan's improvements in context of other increases to understand how this would impact hauler costs. Other comments regarding costs included a request to compare fees for public vs. private facilities within the Metro area and state, as well as a 5-year forecast to understand overall costs of the plan.</p>
--	--

To read the specific comments submitted in writing (public comment form or submitted letters) to Metro on the draft plan during the public comment period, see the [public comment report](#). This report provides responses from Metro to each comment and question that was submitted.

In addition, the online survey solicited 87 responses. Summarized results and comments from the survey can be found in Attachment 1, below.

## What's next

The project team used the input received through the phase 4 engagement to update the recommended plan investments, which Metro Council reviewed on Dec. 17, 2024.

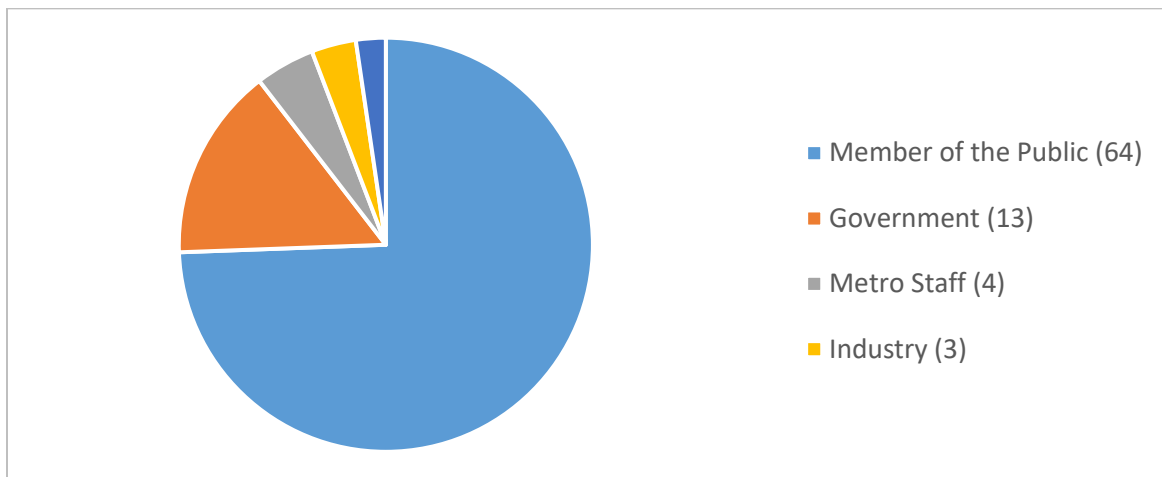
In early 2025 the new Regional Waste Advisory Committee will review the latest version of the draft plan and provide input on the identified gaps, plan investments and engagement that shaped the draft plan. They will also be asked to provide input on the sequence of projects proposed in phase 1 of the plan, as well as for their overarching feedback and comments for Metro Council to consider as they deliberate on adoption of the plan. The project community advisory group will also meet to provide any additional input on the plan before it is brought to Metro Council. Metro Council will consider the Regional System Facilities Plan for adoption at a meeting open to public testimony in spring 2025.

## Attachment 1: Online Survey Summary Results

Between Oct. 1 and Nov. 6, 2024, Metro hosted a public survey designed to gather feedback on the draft plan. The survey was a mix of quantitative questions ranking priorities and satisfaction of investments, and open-ended comments. The survey was distributed through the project website and to the interested parties list through an email newsletter. A total of 87 responses were collected, including two responses in Spanish. The survey respondents were self-selected, and the survey was not designed for statistical analysis. Rather, it was one of the multiple ways that Metro gathered feedback from project audiences.

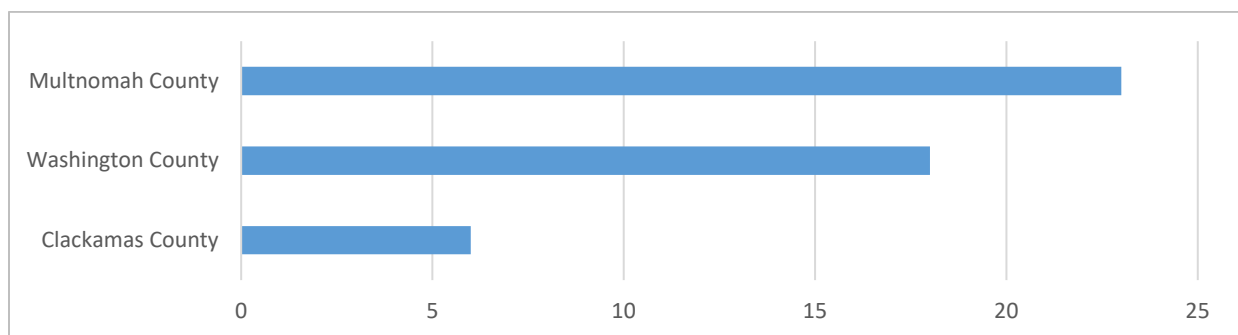
Most of the 87 total survey respondents indicated that they were members of the public as opposed to representing local government representatives, industry members or Metro staff (Figure 1). The project team analyzed survey responses to understand if there are key differences among specific groups in comparison to the public. But since the public made up the largest survey audience, they are the focus of this summary.

*Figure 1: Survey respondents' self-selected organization and primary connection to the project*



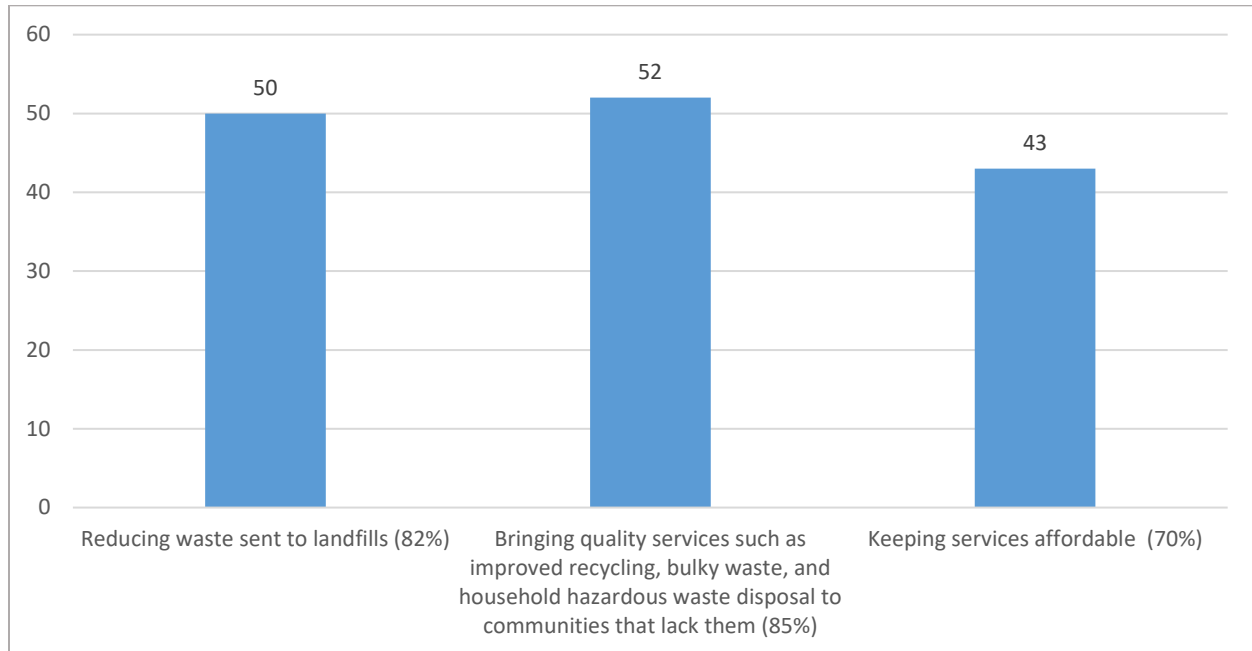
The survey included an optional question asking for residents' ZIP code. Survey respondents indicated ZIP codes in all three Metro-area counties, with most indicating they are from Multnomah County (Figure 2).

*Figure 2: Survey Respondents by County*



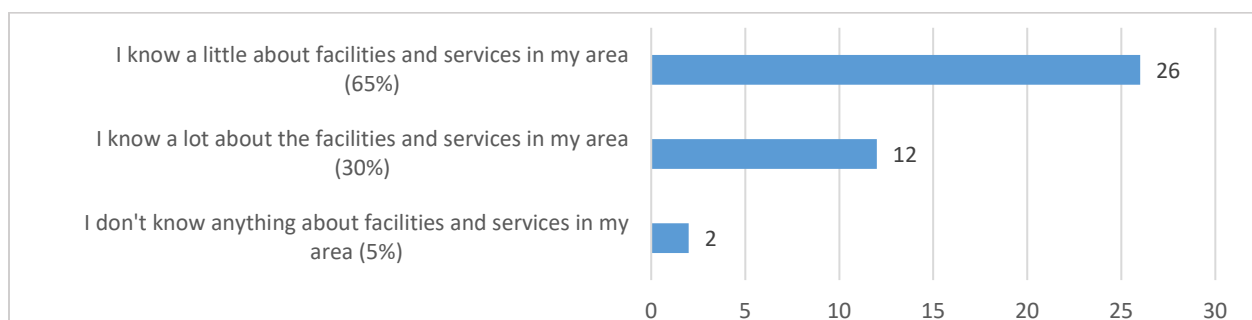
When asked what values are most important when considering garbage and recycling facilities and services, members of the public ranked providing quality services highest, followed by reducing waste sent to landfills. Keeping services affordable was ranked lowest among most survey respondents, however industry respondents ranked this highest (Figure 3).

*Figure 1: What values are most important to you when considering garbage and recycling facilities and services (check all that apply)?*



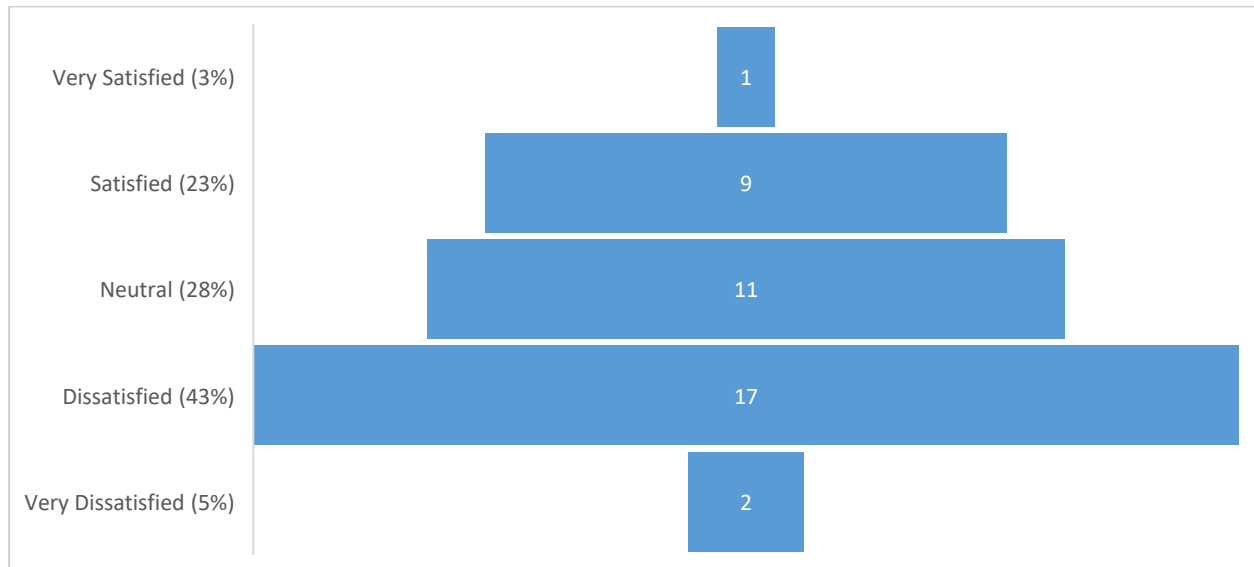
Most members of the public indicated they know a little about facilities and services in their area, while 30 percent said they know a lot (Figure 4). Five percent of the public respondents said they know nothing about facilities and services in their area.

*Figure 2: How much do you know about the current garbage and recycling facilities and services in your area?*



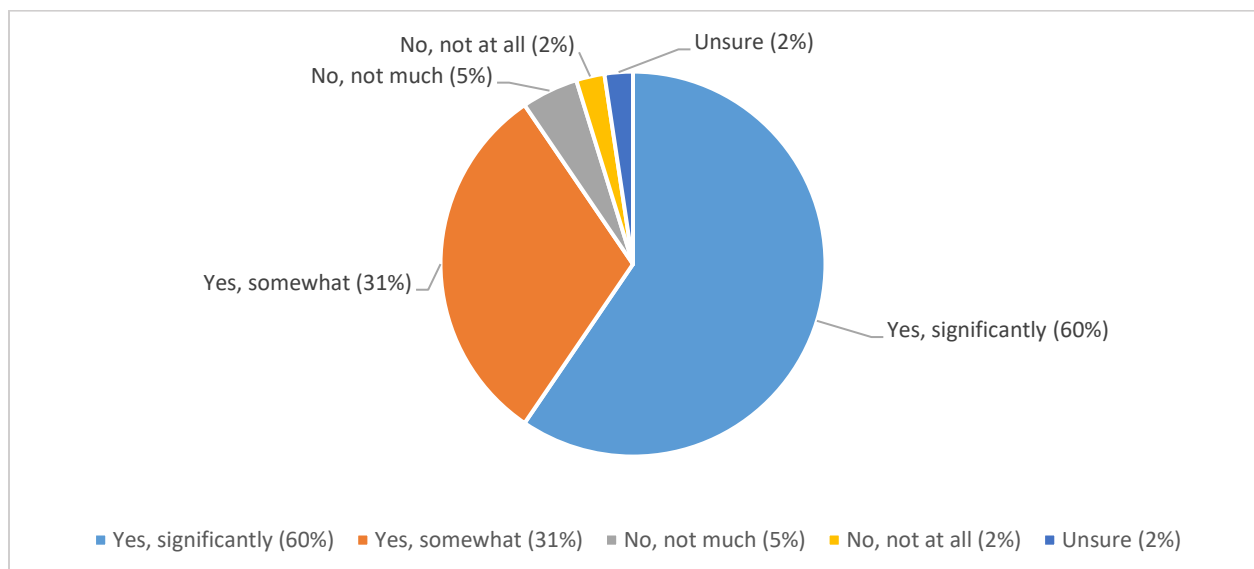
When asked how satisfied they are with the current access to reuse, recycling and garbage disposal facilities in their areas, nearly half of members of the public indicated they are dissatisfied or very dissatisfied and about one quarter of public respondents indicated they are satisfied or very satisfied (Figure 5).

*Figure 3: How satisfied are you with the current access to reuse, recycling and garbage disposal facilities in your area?*



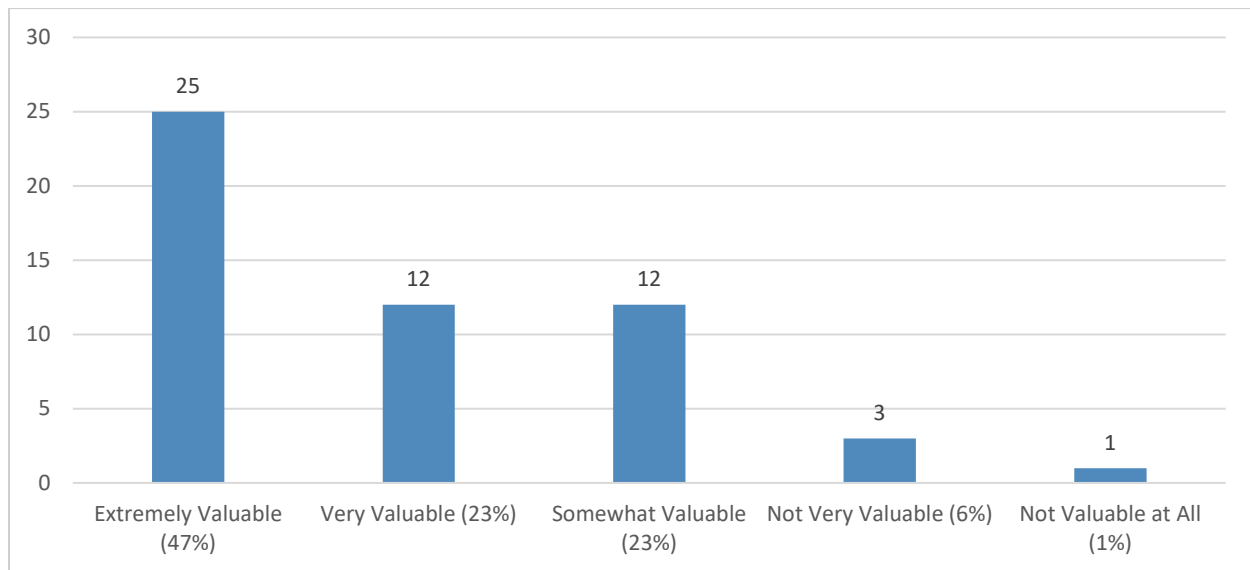
Over 90 percent of the members of the public who responded to the survey said a network of community drop-off depots will improve access to reuse, recycling and garbage services (Figure 6). 9

*Figure 4: Do you think the investment in a network of six community drop-off depots will improve access to reuse, recycling and garbage services for your community?*



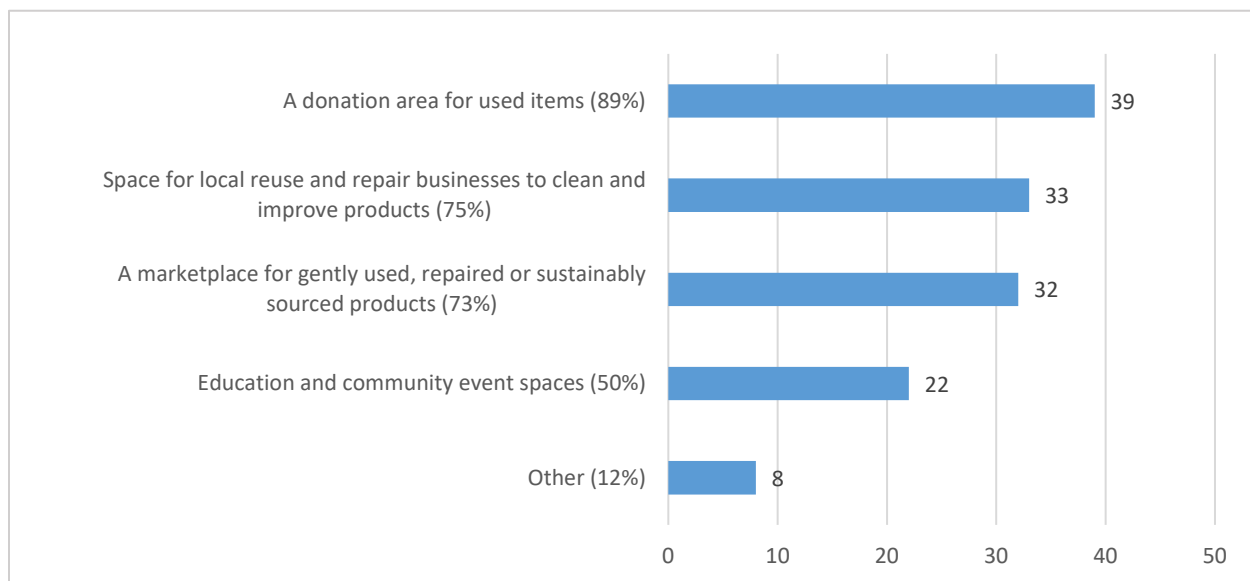
Nearly 70 percent of public survey respondents indicated a regional reuse mall would be extremely valuable or valuable. The one respondent who indicated regional reuse mall would not be valuable was from industry.

*Figure 5: How valuable do you think a regional reuse mall would be for people in greater Portland, and reuse and repair organizations?*



Members of the public indicated features they would like to see in a reuse mall with highest ranked features including a donation area, space for reuse and repair organizations to clean and improve products, and a marketplace. Education and community event spaces ranked lowest among the options offered but were still indicated by half of public respondents (Figure 8). Of the three survey respondents from industry, only one respondent indicated including any of the features offered (a marketplace).

*Figure 6: What features or services would you like to see included in the reuse mall?*



Other features or services suggested by all audiences were:

- Repair technicians.

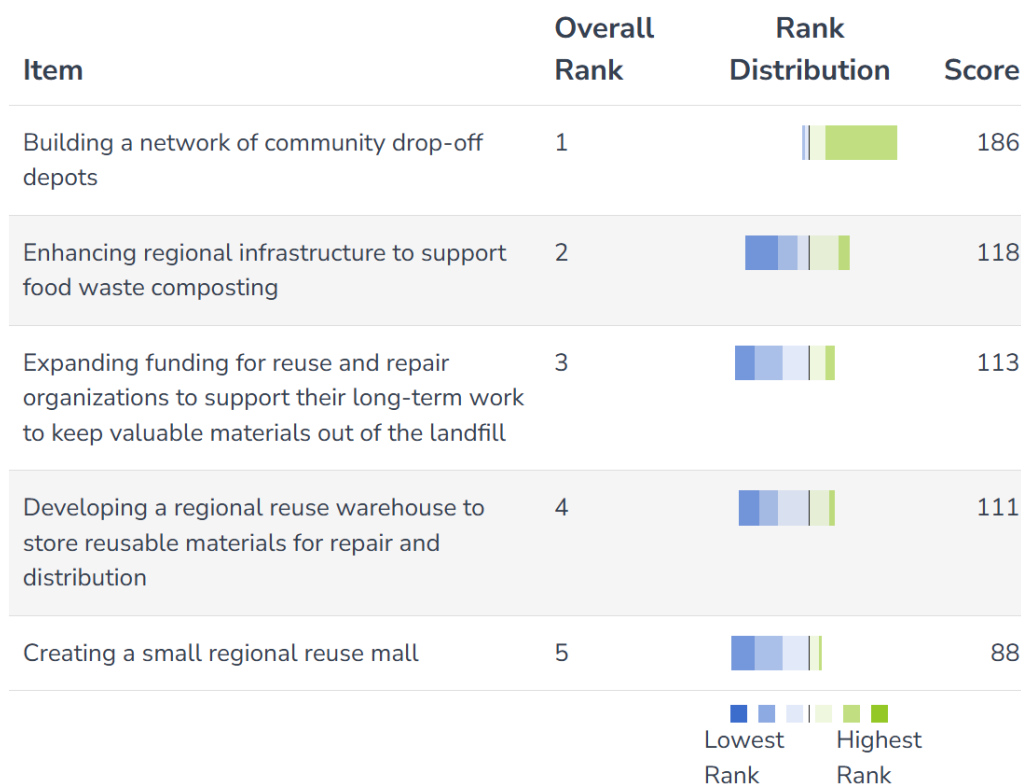
- A place to recycle Styrofoam, and other hard-to-recycle items.
- A business that can reuse or recycle items like Styrofoam.
- Reusable containers drop-off.
- A place to refill empty containers with household products like soap, etc.
- Food donation area for extra fruit and vegetables.
- A display for people to see the stages of recycled products back to new products.

Comments or concerns from all audiences about the reuse mall idea were:

- Do not think it is a good use of dollars.
- Concern that it would replicate Goodwill and a suggestion that Metro discuss a reuse mall with Goodwill to expand their business model in partnership with repair organizations.
- A question of whether non-profits would pay rent or if fee payers would fund a reuse mall.

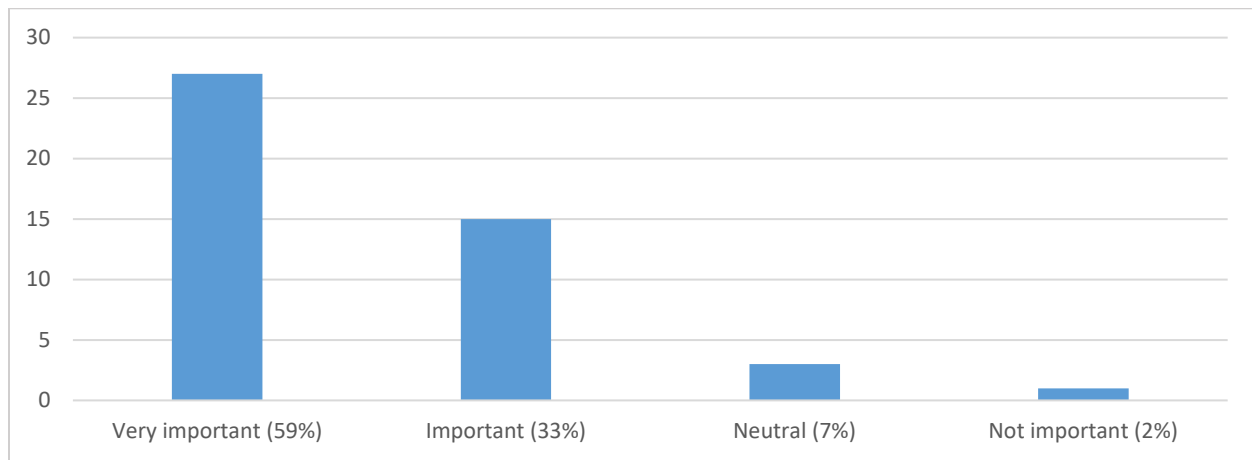
Among the proposed investments, public respondents ranked building a network of community drop-off depots the highest for impact on reducing waste. Infrastructure to support food waste composting, funding for reuse and repair organizations and a regional reuse warehouse scored in the middle of the survey rankings, while creating a regional reuse mall ranked last among the possible investments (Figure 9).

*Figure 7: Respondents' ranking of proposed investments based on impact on reducing waste.*



Over 90 percent of public survey respondents indicated investments to keep valuable materials out of the landfill are important or very important (Figure 10).

*Figure 10: The Regional System Facilities Plan will invest in the region's reuse, recycling and garbage system to keep valuable materials out of the landfill. How important is this to you?*



Survey respondents also provided 25 open text comments. The project team read and categorized all open text comments received. The comments were in two general categories, comments that showed support of or concerns about the plan, and comments that provided feedback on other aspects of the regional waste system. The comments related to the plan are summarized in the six themes presented in the phase 4 draft plan engagement report.

Meeting: Regional Waste Advisory Committee (RWAC) Meeting  
Date: Thursday, February 27, 2025  
Time: 2:00 p.m. to 4:00 p.m.  
Place: Zoom meeting  
Purpose: *The purpose of the Regional Waste Advisory Committee is to provide input on certain policies, programs, and projects that implement actions in the 2030 Regional Waste Plan, as well as to provide input on certain legislative and administrative actions that the Metro Council or Chief Operating Officer will consider related to the implementation of the 2030 Regional Waste Plan.*

---

**Members in Attendance:**

Chair Mary Nolan, Metro  
Vice-Chair Christine Lewis, Metro  
Marta McGuire, Metro  
Audrey O'Brien, Oregon Department of Environmental Quality (DEQ)  
Beth Vargas Duncan, Oregon Refuse and Recycling Association (ORRA)  
Bill Kent, City of Roses – Material Recovery Facility  
Chieko Yoshihara, Communities of Color  
Daisha Tate, Communities of Color  
Donnie Oliviera, City of Portland – Local Government  
Fiona Conneely, Environment & Health Advocate  
Commissioner Pam Treece, Washington County – Local Government  
Kristin Leichner, Pride Disposal – Transfer Station  
Mayor Lacey Beaty, City of Beaverton – Local Government  
Laura Tokarski, System User  
Teresa Gaddy, Communities of Color

**1. CALL TO ORDER & MEETING OVERVIEW****2. Regional Garbage and Recycling System Facilities Plan**

Chair Nolan introduced Marta McGuire and Estee Segal from Metro.

*Key points of the presentation included:*

Staff reviewed the development of the Regional Garbage and Recycling System Facilities Plan. The plan sets a 20-year vision and blueprint for investments to improve the reuse, recycling and garbage system in the region. The plan has gone through multiple phases of development, creating values and outcomes, identifying gaps in the system, partner engagement, scenario development; culminating in the current draft plan. The plan is addressing gaps and values by proposing:

- Building community depots throughout the region that would accept reusable items, source separated recyclables, household hazardous waste and self-haul garbage.
- Support the reuse sector by creating reuse warehouse space, a reuse mall and long-term funding for reuse organizations.
- Expand the transfer and processing capacity for organics for both the public and private sectors.
- Consider reducing Metro's role in the process and transfer of waste from commercial haulers to best serve the public interest.
- Examine the wet waste tonnage allocation program and Metro's tonnage reserve.
- Evaluate Metro's regulation of private facilities.

The committee was asked provide feedback based on the following two questions:

1. Do you have feedback on the sequence of the projects proposed in Phase 1?
2. Do you have feedback or additional comments for Metro Council as they deliberate the adoption of the plan?

*Member Discussion:*

*Do you have feedback on the sequence of the projects proposed in Phase 1?*

Bill Kent, City of Roses, asked how flow control would be determined in the plan and if Metro would be weaning off organics at Metro's facilities? Ms. McGuire replied that the goal would be to have Metro Central continue to collect commercial organics and self-haul would be sent to a depot, but this would not happen until closer to the year 2030.

Commissioner Pam Treece, Washington County, expressed appreciation for prioritizing the development of the Cornelius site to serve Washington County. Would like to see a gradual approach when implementing the reuse mall.

Audrey O'Brien, DEQ, shared that most new facilities will need some kind of DEQ permit, existing facilities will need operational plan changes and perhaps permit modifications. It is important to understand land use changes to complete this process. DEQ is happy to work early with partners to talk through these changes.

Mayor Beaty, City of Beaverton, echoed Commissioner Treece's comment. Added that the reuse mall is interesting. Shared concerns that Cornelius is very far from Tigard and Beaverton and is not easily accessible for many in Washington County. Would like to have drop off locations for community members before developing a larger Cornelius site.

Kristin Lechner, Pride Disposal, advocates to push up organics recovery in the sequence to prioritize environmental benefits of organics recovery. She also has concerns about the reuse mall and would deprioritize it from the rest of the reuse initiatives. If wet waste tonnage allocations for private facilities will change, would like to see that happen sooner.

Chieko Yoshihara, Communities of Color, supported the sequence of the plan. Based on reading the public comments the drop off depots in Cornelius and east Multnomah County were priorities as well as reuse and organics.

Vice-Chair Lewis, Metro Council, lifted up that if the opportunity arises to purchase a property in Clackamas County to move commercial wet waste too, this should be prioritized because of the challenges in finding a useable site in the area.

Fiona Conneely, Environmental and Health Advocate, shared that the phasing is solid, echoes Ms. Lechner's comments about prioritizing organics because of the environmental impact and shared views that an in-depth analysis of benefits from a reuse mall should be conducted prior to implementation.

Daisha Tate, Communities of Color, expressed concern about the logistics of phasing out residential from Metro Central before depots are in place because of the potential service gap. Marta clarified that this would not happen until a new North Portland depot is in place.

Beth Vargas Duncan, Oregon Refuse and Recycling Association, expressed thanks for the opportunity to comment on the plan. Appreciated the opportunity to look at reusing existing facilities for depots. Agrees with comments about the reuse mall, wet waste and flow control.

Laura Tokarski, User of System, in general thinks the phasing is great and aligns with the Recycling Modernization Act. Agrees that the reuse mall should be evaluated before committing to a large investment, and thinks that partnerships could be started, for example, at the Lloyd Center or with universities to test a model. Agrees that organics should be phased in earlier as well.

Donnie Oliviera, City of Portland, agrees with comments on the reuse mall and to contemplate existing resources and partnerships. Would like to prioritize organics processing and think about how all infrastructure supports this. City of Portland would also like to talk about the RID site and make sure it supports changes in the area. Supports prioritizing west and east side drop off sites over the RID site.

Teresa Gaddy, Communities of Color, expressed her appreciation for the expanded committee membership because it increases the context for conversations. Echoes that the reuse mall is not her highest priority. Agrees with Mayor Beaty's point that depots throughout Washington county should be prioritized over a larger site at Cornelius to accommodate the higher density areas in Washington County.

*Do you have feedback or additional comments for Metro Council as they deliberate the adoption of the plan?*

Ms. Vargas Duncan encouraged the committee to consider that everyone is at a different point in terms of revenue than when much of this plan was made. She thinks that cost-benefits should be considered before making decisions about costs and commitments for capital investments, and that without knowing Metro's new fees there are many unknowns to consider.

Ms. Tate would like to see costs equal for residential users across the region before any other changes are made.

Ms. Conneely said that access gaps remain for items that are not collected at the curb and people who don't have access to vehicles. The emphasis on organics is good, but food rescue should be considered before treating food as waste. When looking at wet waste tonnage, it would be good to clearly identify what services Metro is providing that the private sector is not, which would guide what Metro should do in the future.

Vice Chair Lewis shared that she has championed the reuse mall but would like to suggest that people think of a smaller mall and envisions a model with multiple uses and vendors. Also suggested that Metro has a retail space (corner building on Grand Ave.) at the Metro Regional Center that could be used. She is supportive of creative use of existing facilities.

Ms. Yoshihara wants to make sure that communities affected by changes from the plan are taken care of. They will be affected by changes in noise or smell. She wants to make sure there is focus on education in the plan. The current consumer patterns do not support a waste reduction focus. She shared that her community loved the idea of a reuse mall.

Ms. Leichner shared that she appreciated and could be supportive of Vice-Chair Lewis' suggestion of having multiple smaller reuse retail locations instead of a large mall that she was envisioning. She looks at this plan by costs. She shared that the most efficient way to collect trash is through haulers and curbside services. While she is supportive of self-haul and sees its purpose, she has concerns that if self-haul is prioritized in Metro's fee model and subsidized through household garbage bills, it will become cheaper for people to haul

their own garbage which will put more vehicles on the road hauling waste in an inefficient manner.

Ms. O'Brien congratulated Metro on getting to this point. The Systems Facilities Plan is listed in the 2030 Regional Waste Plan as a major effort to comply with state legislation that requires a regional waste plan, a waste reduction plan and opportunity to recycle requirements.

Commissioner Treece would like more emphasis put on education for upstream waste and continuing education as the waste stream changes. She advocated that we continue to leverage private partnerships in all communities to provide best services.

Mayor Beaty shared that Beaverton has many thrift stores that appear busy and questions the need for another reuse space. She would like Metro to consider how Metro participates in the waste system. Local cities receive complaints about garbage rates, not Metro. Beaverton barely passed last year's rates. She said that people in her community have shared with her that they would cancel their garbage service if they could and haul it themselves. She would like strong consideration to be given to investments while communities deal with rate hikes in all areas. She does not feel communities understand Metro in this system and would like more educational resources to support conversations with communities as prices rise.

Mr. Kent thinks that innovation should be prioritized. For example, organics is always discussed in terms of compost, and not talked about for feeding people, feeding livestock or packaging opportunities. Need to consider if compost is always the best and highest use. We need to think about the triple bottom line for organics, look at setting ambitious goals that impact our community in positive ways.

Mr. Oliviera wants the committee and Metro to think about the future of density in the region and how to be most efficient in using our land and space. He anticipates that in the future less people will be dependent on cars and that curbside collection is the most equitable and efficient way to provide services. While he supports community depots, if we take the long view, he doesn't see people using their vehicles will be the best way to move resources. Encourages the facility plan to incorporate the "first touch" into the plan and not just the cost burden of users. He wants to think about how we can improve the existing haulers services and not get ahead of the Recycling Modernization Act before capital is invested in facilities.

Ms. Tokarski has concerns about equitable access. She shared that there is not general assistance for garbage services like other utilities. She thinks there are ways to provide transportation in an equitable manner by subsidizing transport services through EPR programs, bounty programs or funds from supportive housing. Being able to aid people in getting bulky or hazardous items to the right place does aid in housing stability. She does not want to miss the opportunity to partner with local farmers when talking about organics. As organics collection is increased, the decrease in wet waste tonnage will be impacted and we need to consider how to pay for services when waste decreases over time.

Ms. Leichner shared that there has been a push on the westside to provide reduced rate programs for low-income customers. Ms. Vargas Duncan also shared that ORRA is working on creating low-income programs for the City of Portland.

Mr. Oliviera wanted to flag that any investment that is made creates the necessity to keep feeding that investment. We should consider if taxpayer funds are being used to the highest and best use when building sites. Encouraged thought and innovation beyond simply adding another bin to sort materials in the current system.

Ms. McGuire summarized the responses from the committee's answers to the questions to ask for confirmation if anything was missed.

Key themes from answers to the first question below. *Question: Do you have feedback on the sequence of the projects proposed in Phase 1?*

- General support for the phasing of plan, with the exception of the reuse mall which should be further evaluated with additional cost benefit analysis and a potential pilot for the model.
- Prioritizing existing gaps for depots including the Cornelius site, with the need to identify closer drop locations in Beaverton, Tigard and Hillsboro.
- Organics processing should be prioritized given the impacts on climate issues.
- Policy work related to the wet waste tonnage allocation need to be prioritized to inform future investments.

Key themes from answers to question the second below. *Question: Do you have feedback or additional comments for Metro Council as they deliberate the adoption of the plan?*

- Focus on cost equity and affordability to ensure costs are reflective of economic landscape and are focused on impacted individuals.
- Address gaps in access for individuals without cars to reach facilities, especially to dispose of materials like household hazardous waste.
- Consider the impacts of having a system that focuses on self-haul versus having a collection system.
- Explore opportunities with farmers for organics.
- Focus on education related to waste prevention and increasing long term education around prevention and reuse issues.
- Focus on strategic planning to ensure that the plan aligns with state requirements when siting additional facilities.
- Work to leverage public private partnerships where existing infrastructure exists that can help address gaps and needs.
- There is a need for Metro to support local governments in discussing fees with residents and ensure funding structures and investments are aligned with service needs and long-term sustainability.

Members shared additional thoughts in response to Marta's summary.

Ms. Vargas Duncan shared that if cities do not pass rates for haulers, those costs impact haulers bottom line which could impact services. It hurts everyone to not have efficient and cost-effective services.

Ms. Tokarski added that the benefit of depots is the ability to collect items that haulers don't collect, such as hazardous waste or bulky items that cannot be left at the curb. She thinks that a way to help those with transportation challenges would be for haulers to have consistent days to collect these items to provide consistency.

Mr. Kent shared that he travelled to Denmark and learned that teaching waste reduction at an earlier age is most effective so thinks that education investments should be focused on younger children to foster change.

### **3. Budget Development**

Chair Nolan introduced Marta McGuire and Cary Stacey from Metro.

*Key points of the presentation included:*

Staff presented on the Budget Development. The presentation reviewed Metro's budget process, key areas of progress and investments in target areas for Waste Prevention and Environmental Services 2024-2025 budget.

*Member Discussion:*

Mr. Kent would like to understand how the budget comes about and how reduced waste will impact on the budget. Is the current budget development the best way to create this budget?

Mayor Beaty shared that she does not know one city that isn't heading towards reductions this budget cycle. She would like to better understand Metro's structure and staffing that exists now.

Ms. Leichner asked if Metro is compensated for Paint Care. Ms. McGuire replied that Metro operates as a contractor for Paint Care and is compensated for its services. Patrick Dennis added that revenue from Paint Care offsets the direct costs of MetroPaint and is part of the regional system fee calculation.

Mr. Oliviera asked if Metro knew when the new fees will be set. Mr. Dennis replied that fees will tentatively be adopted mid-March. Mr. Oliviera shared that getting the final fees impacts the City of Portland's operating budget and this timeline is very tight. He also shared that the regional system fee revenue has increased by 45% over the last decade and feels that local jurisdictions have not seen proportional increases in investments and would like to talk about more appropriate distribution of regional system fee funds.

Commissioner Treece asked if Metro is anticipating growth in next year's budget. Ms. McGuire replied that we cannot share specifics ahead of Metro's COO publishing the budget. We will have this information at the next meeting.

Ms. Conneely requested historical trends for budget and fees.

Commissioner Treece expressed that local jurisdictions share a burden educating the public on this budget and fee process.

Ms. Vargas Duncan also shared that it is challenging to share information on Metro's budget and fees and would encourage more public participation to help more people understand these topics.

### **4. PUBLIC COMMENT PERIOD**

There were no public comments.

**Final Remarks**

**MEETING ADJOURNED at 3:50 p.m.**

DRAFT

Materials following this page were distributed at the meeting.



# Resolution 25-5471

## FY 2024-25 March Supplemental Budget Amendment

March 20, 2025



# Agenda



## Budget Amendments

- Fund Appropriation Changes
- Position Changes

## Capital Improvement Plan

- CIP Changes

# Budget Amendments



# Appropriation Change by Fund

		Amendment		
	Adopted Budget	Change to expenditures	Change to contingency	Amended Budget
<b>PARKS AND NATURE BOND FUND</b>	\$70,684,879	\$2,200,000	\$0	\$72,884,879

Parks and Nature Bond Fund - \$2.2 million

- Costs for Bond Issuances

## Appropriation Change by Fund (Cont')

		Amendment		
	Adopted Budget	Change to expenditures	Change to contingency	Amended Budget
<b>PARKS AND NATURE OPERATING FUND</b>	\$42,623,087	\$100,000	\$0	\$42,723,087

Parks & Nature Operating Fund - \$100,000

- Unanticipated increases revenue with offsetting increases personnel/M&S

# Appropriation Change by Fund (cont')

		Amendment		
	Adopted Budget	Change to expenditures	Change to contingency	Amended Budget
<b>ZOO BOND '24</b>	\$6,010,538	\$107,112	(\$107,112)	\$6,010,538

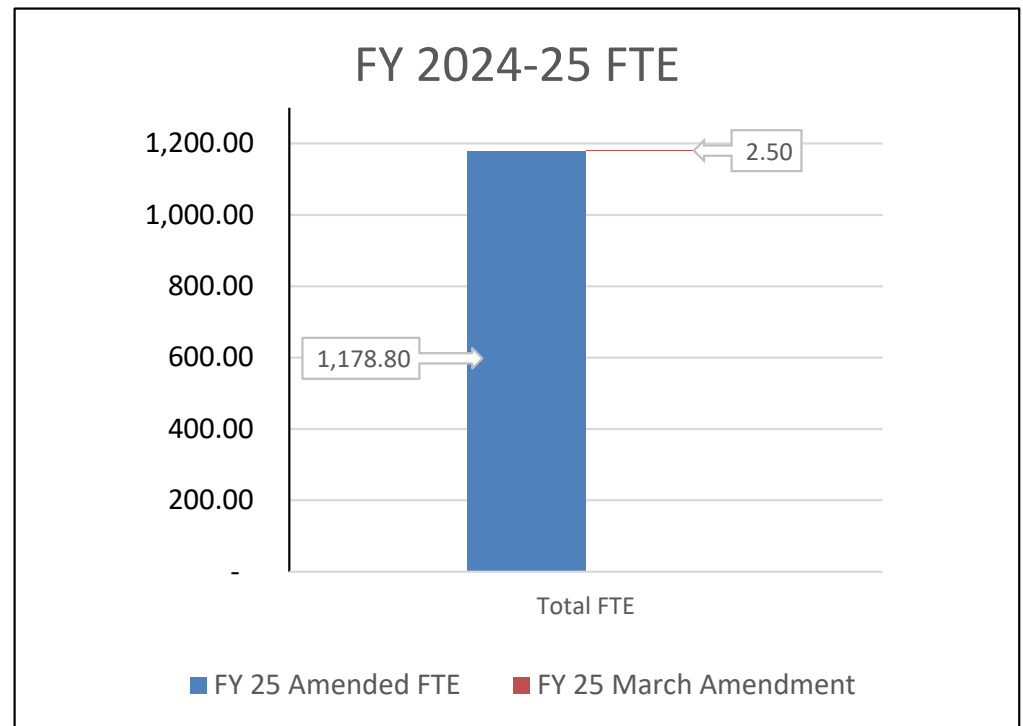
Zoo Bond '24 – No Appropriation Change

- Addition of 2.0 FTE to support Bond implementation with support from contingency

# Full-Time Equivalent (FTE) Changes

## Oregon Zoo

- 2.0 FTE for Zoo Bond Administration
- 0.5 FTE support animal care



# Capital Improvement Plan Changes

## CAM

\$100,000 Increase

- Four projects adjusted in the CIP to account for reprioritization

*Reference Attachment 2*

## Information Technology

\$0 change

- Reducing EMC (File Storage) Replacement project to support more immediate need of TF Modeling Storage for PDR Data Server

*Reference Attachment 3*

## EXPO

\$0 change

- Cancel four projects in CIP to prioritize the HVAC in Hall E & D and Website Development projects

*Reference Attachment 4*

## WPES

\$0 change

- Adjust and reprioritize 10 projects in the CIP to address health, safety, and deferred maintenance needs

*Reference Attachment 5*

# Questions & Comments



Arts and events  
Garbage and recycling  
Land and transportation  
Oregon Zoo  
Parks and nature

**[oregonmetro.gov](https://oregonmetro.gov)**



Metro

# **2040 Planning & Development Grants – 2025 Quarter 1 Cycle**

March 20, 2025

# Context

- New quarterly schedule is underway
- Three grants awarded in the last cycle are under contract
- Four cycles for 2025, awards in March, June, September & December



# Grant cycle process

- Updated materials and website
- Emails to interested parties
- Letters of interest and meetings with staff
- Full applications were due January 11
- Two applications received, one recommended for funding

# Grants Screening Committee

- Felicia Tripp Folsom (Chair), The Contingent
- Andrea Sanchez, Housing Development Center NW
- Ed McNamara, retired developer
- Cirith Anderson, OnPoint
- David Knowles, retired planner
- Bret Marchant, Greater Portland, Inc
- Jessica Pickul, JLA Public Involvement
- Heidi Ganum, Transpo Group

**Thank you!**

# Screening Committee Composition

## Areas of experience:

- Urban planning
- Community engagement
- Housing
- Social equity
- Real estate, business, finance
- Economic development
- Local government

## Regionality:

- Multnomah County
- Washington County
- Clackamas County
- Portland
- Urban and rural perspectives

# Outcomes for today

- Highlight the recommended 2040 grant proposal
- Consider a vote on Resolution 25-5472
- Approval would authorize funding & allow COO to execute agreements



# Grant applications

## Two complete applications submitted:

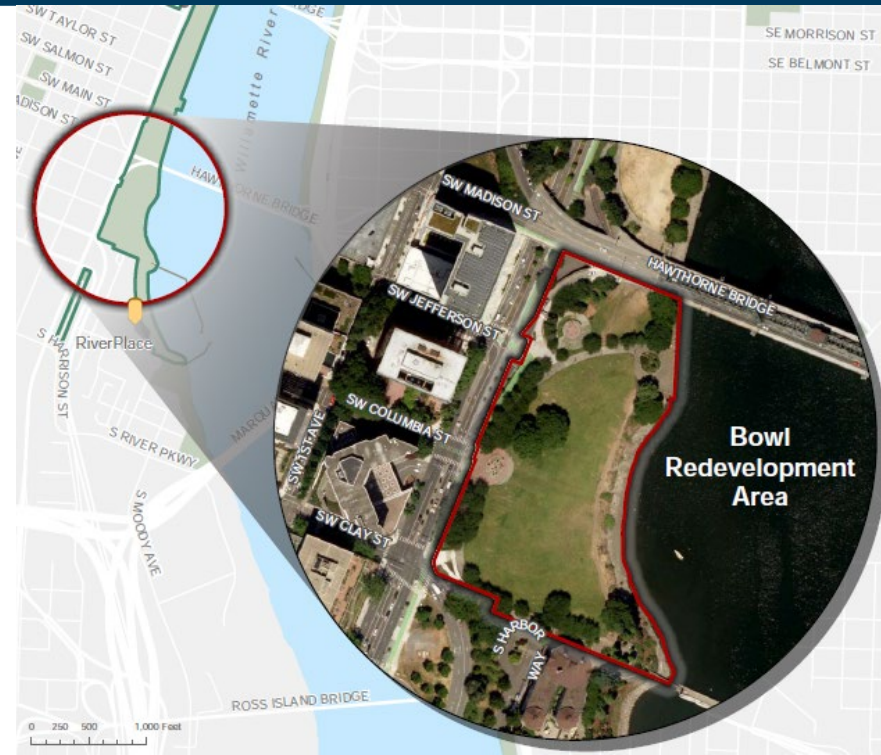
➤ Portland Parks: Tom McCall Park Bowl	\$750,000
➤ Clackamas County: Development-Ready Land	\$1,000,000
<b>Total request:</b>	<b>\$1,750,000</b>

Portland Parks application recommended for funding

# Recommended funding

## Tom McCall Waterfront Park Bowl Redevelopment: \$750,000

- New concept for the waterfront bowl as a first step to full revisioning effort
- Central to downtown Portland revitalization efforts
- National design competition will produce schematic designs and implementation strategy



# Next Steps

- Council discussion & vote on Resolution No. 25-5472
- IGA will be finalized and executed, work can begin
- Applications not recommended in this round can resubmit
- Applications due April 11, July 11, October 10
- Next batch of grants coming June 2025

# Questions?



Metro

Arts and events  
Garbage and recycling  
Land and transportation  
Oregon Zoo  
Parks and nature

**[oregonmetro.gov](https://oregonmetro.gov)**



# Regional System Facilities Plan

*Advancing Waste Reduction, Access and Affordability*

Metro Council | March 2025

## Household hazardous waste facilities



# What is the Regional System Facilities Plan?

A 20-year blueprint for investments to improve the reuse, recycling and garbage system

A vision plan centered on waste reduction, increased access, and affordability

Leveraging public-private partnerships to expand service capacity

A guide that identifies areas where more study, analysis and discussion are needed



# Creating the plan



## Partner engagement

PHASE 1	PHASE 2	PHASE 3	PHASE 4 and 5
<ul style="list-style-type: none"><li>• Community Advisory Group</li><li>• Metropolitan Mayors' Consortium</li><li>• Regional Waste Advisory Committee</li><li>• Committee on Racial Equity</li><li>• Metro Policy Advisory Committee</li></ul> <p><b>Roundtables with:</b></p> <ul style="list-style-type: none"><li>• Local governments</li><li>• Reuse organizations</li><li>• Private industry</li></ul>	<ul style="list-style-type: none"><li>• Community Advisory Group</li><li>• Regional Waste Advisory Committee</li><li>• Committee on Racial Equity</li><li>• Metro Policy Advisory Committee</li></ul>	<ul style="list-style-type: none"><li>• Community Advisory Group</li><li>• Metropolitan Mayors' Consortium</li><li>• Regional Waste Advisory Committee</li><li>• Committee on Racial Equity</li><li>• Metro Policy Advisory Committee</li></ul> <p><b>Roundtables with:</b></p> <ul style="list-style-type: none"><li>• Local governments</li><li>• Reuse organizations</li><li>• Community organizations</li></ul> <p>International Symposium</p> <p>Private industry interviews</p>	<ul style="list-style-type: none"><li>• Community Advisory Group</li><li>• Metropolitan Mayors' Consortium</li><li>• Regional Waste Advisory Committee</li><li>• Metro Policy Advisory Committee</li><li>• Clackamas County Coordinating Committee</li><li>• Washington County Coordinating Committee</li><li>• City and County presentations</li></ul> <p><b>Roundtables with:</b></p> <ul style="list-style-type: none"><li>• Local governments</li><li>• Reuse organizations</li><li>• Private industry</li></ul>

# Engagement by the numbers

21

Community  
Advisory  
Group  
Meetings

16

Regional Waste  
Advisory  
Committee  
Meetings

6

Metro Policy  
Advisory  
Committee  
Meetings

5

Committee on  
Racial Equity  
Meetings

**More than 43 meetings with Metro's advisory committees**


# Many voices shaped the plan



You are currently sharing Stop share

# Reuse and repair

Irene Perezchica

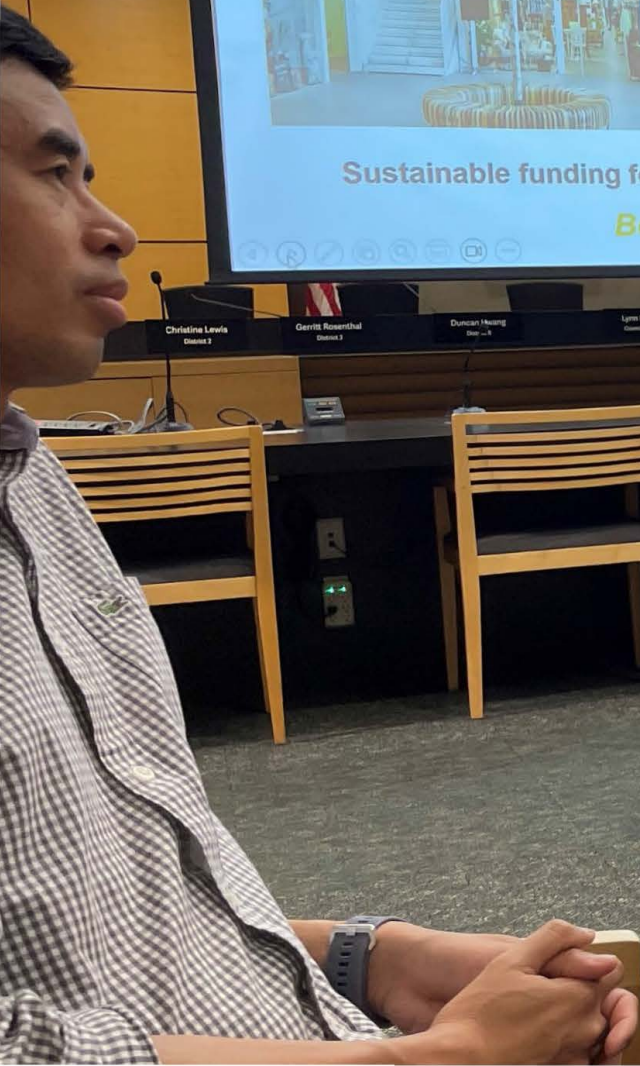


Reuse warehouse	Reuse mall
Capital costs \$16 million	Capital costs \$21 million
Reuse tons 2,700 per year	Reuse tons N/A

Sustainable funding for reuse pilot program already in progress

Before continuing questions or comments?

12



Community Advisory Group



Community Advisory Group



Community Advisory Group



Reuse business leaders



Local government and community members



International experts



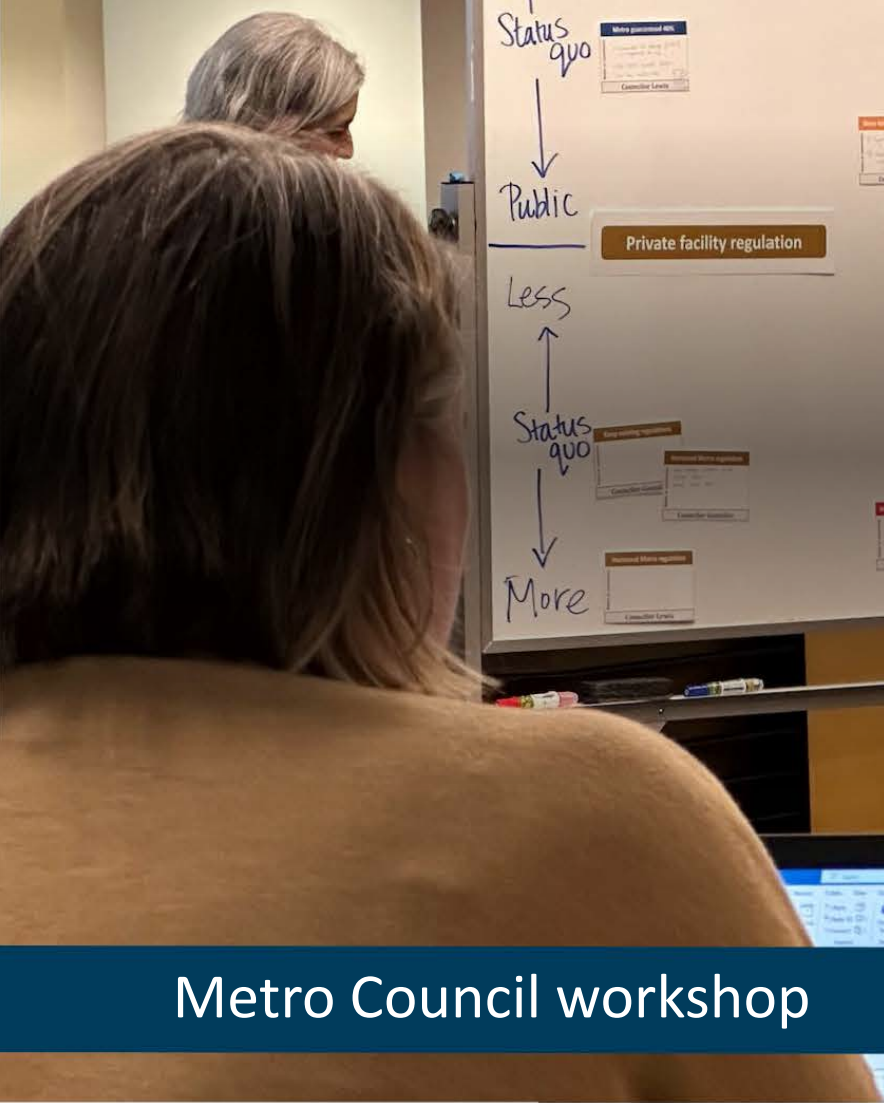
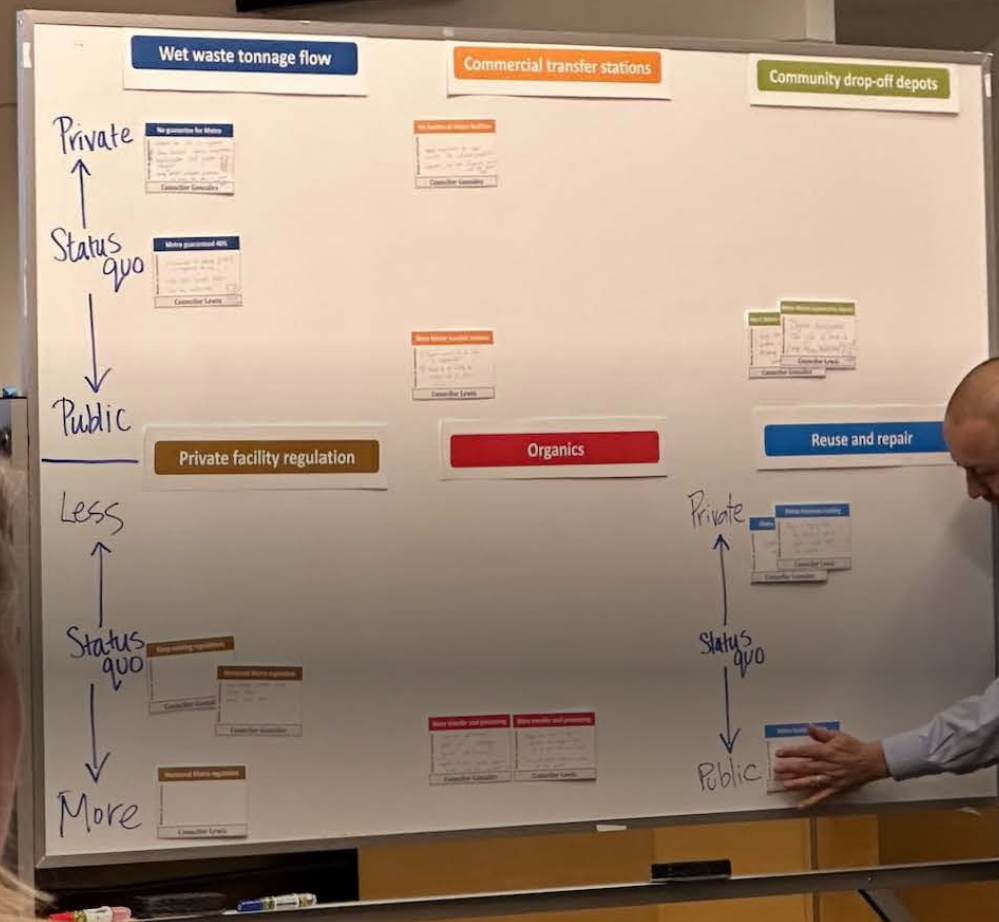
Community members (Adelante Mujeres)



Challenges	Ideas
<ul style="list-style-type: none"><li>Resistance to Program</li><li>finding the volume for business</li><li>Some add'l have to pay non-bundled rates</li><li>verification of participants</li></ul>	<ul style="list-style-type: none"><li>Deadlines</li><li>on demand education available</li></ul>

Private industry

EXIT



Metro Council workshop

# Plan outline

- Introduction
- Values and outcomes
- Existing system and gaps
- Investment strategy
- Supporting policy actions
- Phasing, cost and financing
- Implementation and monitoring



[www.oregonmetro.gov/facilitiesdraftplan](http://www.oregonmetro.gov/facilitiesdraftplan)

# Plan investment strategy



**Community drop-off depots**  
Building six new depots for reuse, recycling, hazardous waste, compost and self-haul garbage services



**Reuse and repair**  
Funding local reuse and repair businesses and building a regional reuse warehouse and a reuse mall

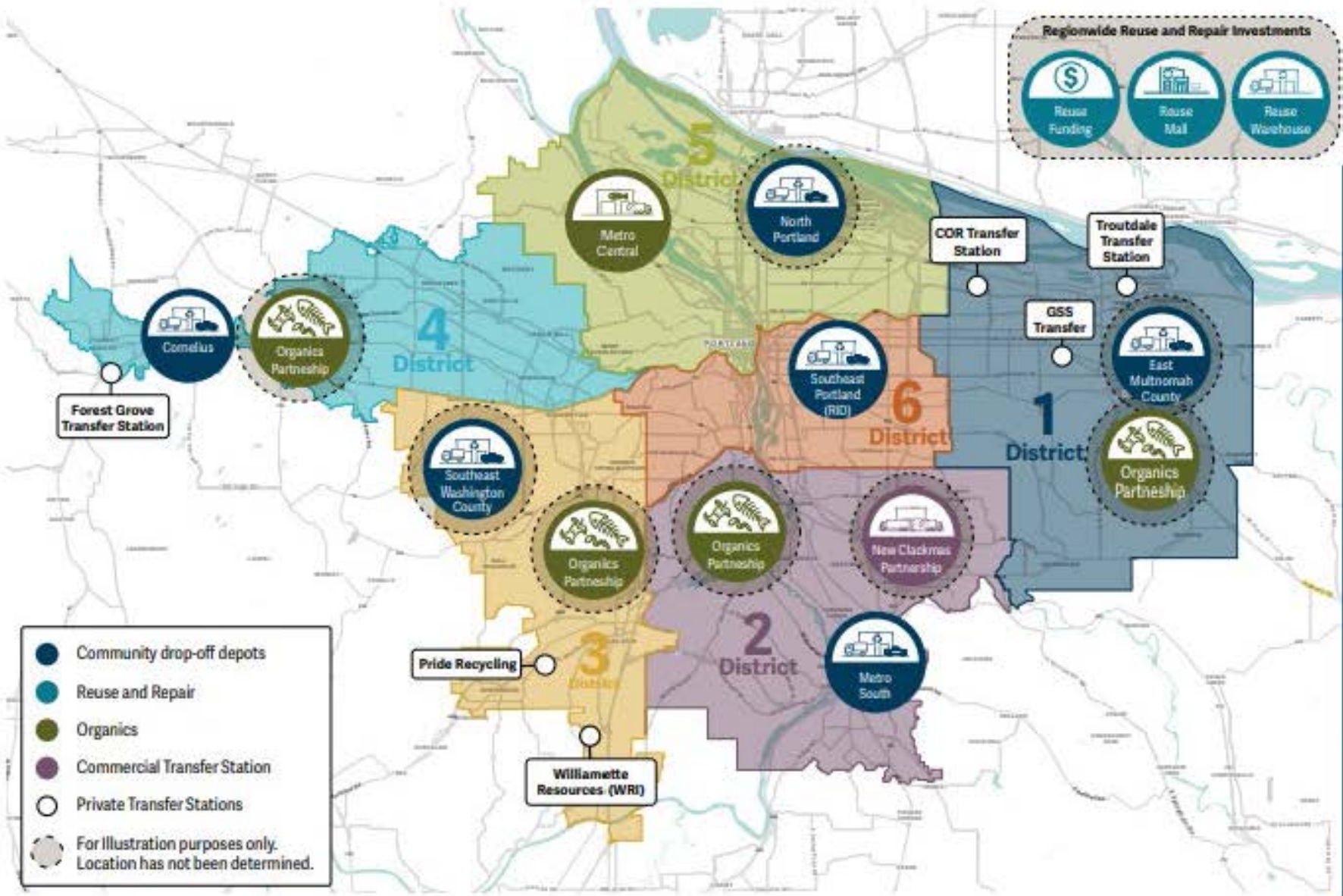


**Organics**  
Converting Metro Central into a regional hub for food waste and yard debris and investing in local private organics facilities



**Commercial transfer stations**  
Partnering with private facilities to provide more infrastructure for garbage from commercial haulers

# Plan investments



## Plan Benefits



**Over 100,000 more tons of waste recovered per year**



**Up to 98% of people will live near a depot**



**Easier access for hard to recycle or dispose of items**



**Increased investment in public-private partnerships**

# Financing approach

- Financed through revenue bonds
- \$1.50 - \$2.00 estimated average increase to monthly single-family garbage bill
- Fee setting guided by solid waste fee policy with input from Regional Waste Advisory Committee



# Draft plan released for review (fall 2024)

- Survey and comment form
- Community conversations
- Local government presentations
- Public comment report



[www.oregonmetro.gov/facilitiesdraftplan](http://www.oregonmetro.gov/facilitiesdraftplan)

# What we heard: key themes

1. Strong support for building a network of community drop-off depots.
2. Coordinate with partners to site, program and operate new facilities.
3. Start implementing projects where people lack services.
4. Improve and promote existing facilities.
5. Waste reduction is a priority.
6. Focus on cost and affordability.



# Regional Waste Advisory Committee review

- General support for Phase 1 project sequence with exception of reuse mall
- Prioritize existing gaps for depots
- Evaluate costs and impacts to fees in current economic landscape
- Importance of organics investments
- Complete policy work related to wet waste tonnage and private facility regulation
- Support public-private partnerships



Committee members toured Metro South Transfer Station

# Plan implementation

The conceptual phasing will guide project implementation.

## **Project Refinement**

Before launching each facility or program investment, staff will refine project components, costs, staffing, and outline engagement steps.

## **Review and Oversight**

Refined project proposals will undergo review by the Regional Waste Advisory Committee and Metro Council.

## **Budget Approval Process**

Funding decisions will be evaluated annually through the Metro budget and fee development process.



**oregonmetro.gov**





Thursday, March 20, 2025

**To:** Metro Council

**From:** Community Warehouse

**Subject:** Testimony of Community Warehouse Regarding the Metro Regional System Facilities Plan

Dear Council Members,

Thank you for the opportunity to provide testimony on the Metro Regional System Facilities Plan. We commend Metro's commitment to recognize the critical role of reuse in achieving sustainable waste management goals. We value the collaborative opportunities we've had thus far, and hope to deepen these meaningful relationships.

We urge the Metro Council to continue to adopt a reuse-centric approach in its plan for waste management in the region. As the only furniture bank in the Portland metro area, Community Warehouse has a unique perspective on the fundamental importance of prioritizing reuse infrastructure within the regional system. As the metro area increases its response to our homelessness crisis, we need support to redistribute the furnishings needed to meet this demand. Not only do we help people stay in their homes — our clients are 40 percent more likely to stay housed — we also divert bulky waste. In 2024 alone, we redistributed over 600 tons of usable furniture, including mattresses, dressers, blankets, pots, lamps, and more.

Our focus is on maximizing the lifespan of usable goods and minimizing waste through effective reuse strategies — all while improving the lives of the clients and donors we serve.

**Key Priorities for Community Warehouse:**

- **Reuse Warehouse:** A shared space, funded by Metro, for local reuse organizations and businesses to store, process, repair, and sell/share items. It may be more feasible for some organizations to redistribute the donated items from the shared warehouse rather than a separate space. This could be the same space as the Reuse Mall and would reduce the need to transport items to and from locations. This collaborative model reduces redundancies and strengthens the overall reuse ecosystem.

**BOARD OF DIRECTORS**

**Roz Babener**  
*Board Chair Emeritus & Founder*

**Tara Wanstall**  
*Chair  
Owner, Watershed Café & Bistro*

**Julie Rocha**  
*Vice Chair  
Tualatin Hills Park & Recreation  
District*

**Buck Carrell**  
*Treasurer  
OnPoint Community Credit Union*

**Lauren Russell**  
*Secretary  
Dunn Carney LLC*

---

**Paige Campbell**  
*Grady Britton*

**Walter Fuller**  
*NW Natural*

**Evan Green**  
*OHSU*

**John Holroyd**  
*Retired, Mercy Corps*

**Monique Kellerman**  
*Vista Capital*

**Mark McMahon**  
*Envestnet Financial Technologies*

**Lauren Tuckerbaum**  
*Nike*

---

**Anna Kurnizki**  
*Executive Director*

## Georgia Langer

---

**From:** khapan88@yahoo.com  
**Sent:** Wednesday, March 19, 2025 12:43 PM  
**To:** Legislative Coordinator  
**Subject:** [External sender]A Testimony for the Adoption of the Regional System Facilities Plan

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

Dear Council Members,

I am here today as a member of the Community Advisory Group and an advocate for supporting reuse, repair, and organics, and I strongly support the adoption of the Regional System Facilities Plan.

Communities are directly impacted by inefficiencies in waste management, leading to environmental pollution and higher waste disposal costs. This plan's focus on better waste diversion, enhanced recycling programs, and more efficient infrastructure is crucial in reducing environmental impact while also saving costs for the community.

As a member of the Community Advisory Group, I can attest to the significant time and effort we dedicated to learning about the system, discussing the most pressing gaps, and understanding what is most needed by our community. We recognize the importance of a collaborative effort to create sustainable and efficient waste management solutions that benefit the entire region. The group's values of sustainability, environmental responsibility, and community engagement have been at the heart of our discussions and recommendations.

As a member of the Community Advisory Group, I know how much we stand to gain from a system that prioritizes reuse, repair, and organic material recovery. I urge the Council to move forward with the adoption of this plan and help us make a positive impact for both current and future generations. By prioritizing these goals, we can create a system that protects the environment and improves the quality of life for all residents. Thank you for your time and consideration.

Sincerely,  
Awaz Muhamad  
A member of the Community Advisory Group



- **Reuse Impact Fund:** Multi-year funding for reuse nonprofits to ensure long-term stability (unlike project-based grants) and allow for investment in essential logistics, staffing, and facility maintenance.
- **Prioritizing Reuse in Material Management Planning:** The plan must explicitly prioritize reuse as a core material management strategy, aligning policies and investments to incentivize reuse over disposal. Supporting education and outreach programs is crucial to fostering a culture of reuse and creating a circular economy.

Ultimately, investing in equitable, service-oriented reuse has the following benefits that align with Metro's values:

- **Community Empowerment:** Provides affordable access to essential goods and services for low-income individuals and families, promoting equity and resilience.
- **Economic Benefits:** Creates impactful local jobs within the reuse sector, fostering a sustainable and circular economy. Reused goods allow businesses and individuals to lower costs and prioritize repair.
- **Waste Diversion:** Directly reduces the volume of materials sent to landfills, conserving valuable resources and reducing environmental impact.
- **Climate Action:** Extending the lifespan of goods through reuse reduces the need for new production and long-distance shipping, minimizing greenhouse gas emissions and contributing to climate change mitigation.

Community Warehouse is committed to partnering with Metro to build a robust and effective reuse system. We believe that prioritizing infrastructure and funding for reuse organizations will create a more resilient, sustainable, and equitable region.

Sincerely,

Anna Kurnizki  
Executive Director  
Community Warehouse



Metro Council Meeting Testimony: March 20, 2025

Regarding Resolution 25-5459, for the purpose of adopting the Regional System Facilities Plan

As I've mentioned in the past, I have been heartened by Metro's genuine engagement with me and other members of the nonprofit reuse community over the past five years. The WPES staff and Metro Councilors have taken the time to learn about our work and what we need to continue to provide our community with community-centered, low-to-no-cost reclaimed goods while working towards Metro's vision of less waste and more community resilience.

I support the Regional System Facilities Plan, and in particular the actions in the Plan that are designed to support reuse, repair, and waste reduction in the region. I believe the Reuse Impact Fund will be the most impactful of those actions, as it will support organizations with flexible funds that can be used in many ways to meet their greatest need in the service of waste reduction. I also deeply appreciate the acknowledgement amongst Council and staff that these funds will be available for the important work of maintaining reuse and repair services that greatly benefit our community, at a time when economic shifts are making it difficult to operate without additional subsidy.

I strongly recommend that the Council adopt this Resolution and the Regional System Facilities Plan as it is presented today, and I look forward to providing continued feedback throughout implementation.

Thank you.

Jackie Kirouac-Fram

Executive Director

The ReBuilding Center

[jackie@rebuildingcenter.org](mailto:jackie@rebuildingcenter.org)

503-542-5061



**Date:** 5 March 2025

**To:** MTIP Comment Record  
TPAC  
JPACT  
Metro Council

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject:** **Objection to Rose Quarter Phase 1 MTIP Amendment**

## **Background**

No More Freeways (NMF) was organized in 2017 to oppose the proposal to double the width of I-5 at Rose Quarter. Our core philosophy is that in an age of obvious impacts of climate change, multibillion dollar investments in freeway capacity are harmful to our community and the planet, divert funding that should be applied to preserving our existing transportation system as well as expansion of more sustainable transportation projects including transit, biking and walking.

NMF is currently pursuing litigation at both the State and Federal level to block the freeway components of the Rose Quarter freeway expansion.

We urge TPAC, JPACT and Metro Council to reject the proposed MTIP amendment bundle for Rose Quarter for the following reasons:

## **Renewing Our Fundamental Objections to the Project**

The Rose Quarter freeway expansion is phenomenally expensive with a price tag of over \$1B per lane mile created. It will impose further impacts in the form of both air toxins and greenhouse gases. Any operational benefits will quickly be erased due to induced demand. ODOT's design for this project, which has been concealed throughout the environmental review process, is to build a roadway that is between 160 feet and 240 feet wide, easily enough to hold ten-lanes of traffic, just by re-striping. The project's Environmental Assessment doesn't analyze or disclose the reasonably foreseeable effects of this traffic on safety and air pollution.



## **Imbalanced Phasing**

NMF acknowledges that components have been added to this project either as “sweeteners” or by hard-won advocacy of organizations like Albina Vision Trust (AVT). These include:

- Significant developable cover areas over the freeway
- A new crossing over I-5 at Hancock, opening up an east-west connection to the Prophet site that AVT proposes to develop
- A bike/ped crossing connecting Clackamas Street on the east to the Moda Center area on the west
- Relocation of the southbound exit ramp to divert a significant volume of traffic away from the northern portion of the cover area proximate to the Prophet site.
- An assortment of multi-modal improvements to local streets.

The proposed Phase 1 does not advance all of these goals equally. It would construct something on the order of 75% of the freeway widening (including the full southbound expansion). It delivers perhaps 10% of the highway covers and little or nothing of the remaining promised improvements. Phase 1 is an unvarnished highway project.

## **Improper Application of Highway Cover Funds**

Phase 1 will consume all of the remaining funds from the \$450M Reconnecting Communities grant, yet produce only a small fraction of the intended highway cover.

It's important to understand that a major cost driver of the Rose Quarter project is demolishing and then rebuilding (with wider clearances for a widened freeway) the structures that support Flint, Vancouver, Broadway and Weidler. This replacement is fundamentally a freeway expense. The incremental expense of covers is to construct caps that are suspended between these structures. Yet a large portion of the Reconnecting Communities dollars will be spent replacing the Broadway and Weidler structures, claiming it's part of the cost of the covers.

This is an inappropriate and unjust use of funds intended to reconnect the Albina community. In addition, expending these funds on expanding the freeway appears to explicitly violate the conditions of the FHWA grant award letter which provides: “Importantly, projects receiving RCN grant funding cannot be used for additional through travel lanes for single-occupant passenger vehicles or highway expansion.”



## **The Uncertainty of the Federal Funding**

The Reconnecting Communities funding is largely (\$420M) not yet obligated and would appear to be squarely in the crosshairs of the criteria for rescission communicated by the Trump administration. Even the Biden Administration flatly turned down the request for an additional \$750 million of funds for this project. It is simply imprudent to commit locally controlled dollars until the financial situation is clear and the new administration has expressed their support and formally obligated federal funds for this project.

## **The Inevitable Cost Overruns**

There is no reason to believe that ODOT can deliver Phase 1 for the \$850M price tag, any more so than they delivered the Abernethy Bridge for the \$300M, \$500M, \$600M estimates they provided (the project is now north of \$800M). When the project does go over budget, the OTC will look to shift funds from other Region 1 projects to make up the difference, just as they have already cancelled or deferred more than \$100M of Region 1 projects to put together the current funding package. What priority projects are prepared to abandon to see Rose Quarter completed?

And this says nothing of the remaining portions of the Rose Quarter project. You should insist on a “cost to complete” report for the balance of the project before moving forward with Phase 1.

## **The Absence of Pricing**

When the Rose Quarter project was added to Portland's TSP, there was an requirement, memorialized in the TSP, that congestion pricing would be put in place for this segment of I-5 before the expanded lanes opened. In addition, the recently adopted Regional Transportation Plan assumes congestion pricing to manage demand. With the cancellation of RMPP there is no apparent prospect to uphold this promise. As a result there will be no tools to limit the induced demand generated by the expansion and there will be a significant shortfall in ODOT revenue which was assumed to come from pricing by the RTP.

It is clear to us that ODOT is desperate to “get shovels in the ground” so they can put the region and state on the hook for whatever it costs to complete this ill-conceived project. We urge you to reject the MTIP amendment bundle.



**Date:** 17 March 2025

**To:** MTIP Comment Record  
JPACT  
Metro Council

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject:** **Supplemental Comment on Rose Quarter MTIP Amendment**

These comments are supplemental to our letter of March 5 on the same topic.

We would call your attention to reporting<sup>1</sup> that USDOT has issued an internal memo asking all regions to undertake a "project-by-project review" to identify proposals that include references to not only DEIA, but also grants "whose primary purpose is bicycle infrastructure." After the review, "project teams" will conduct a review to "flag any project ... for potential removal" if the projects involve an "equity analysis, green infrastructure, bicycle infrastructure [and] EV and/or EV-charging infrastructure."

Unfortunately it's hard to imagine that many Reconnecting Communities grants will survive this scrutiny. Since this MTIP amendment includes the assumption of about \$420M from Reconnecting Communities that is not yet obligated, and which ODOT has already identified as "on hold", this is a grave concern.

What happens to Rose Quarter if this funding disappears? ODOT Director Kris Strickler made this clear to the Oregon Transportation Commission at their meeting last week--even if the federal funding for the project completely disappears, ODOT will still consider the project, in its entirety, as a priority, and a state obligation, and will divert funds from other uses. As Strickler testified (emphasis ours):

"Madam Chair, if I may, Chair Brown and Commissioner Chapman, thank you for raising that. Because I think oftentimes when you're in a moment of crisis or a moment of perceived crisis, we tend to get worked up around what the impact might be. And I think that's reasonable, and I don't say any of that worked up nature is something that would

---

1

<https://usa.streetsblog.org/2025/03/12/breaking-u-s-dot-orders-review-of-all-grants-related-to-green-infrastructure-bikes>



be pejorative. Just the opposite. Our job is to get worked up about the things that we find to be a priority. I'd offer this as a couple of things around our big projects. Each of those big projects was a priority before the Fed money. They continue to be a priority regardless of what the impact might be federal money. And we're going to continue to prioritize the whole project, because the whole project, in each of those cases, is something that serves Oregonians and so we're moving them forward as if the funding is there, because as mentioned, we do have signed and executed grant agreements. **Now, not all the money that's been obligated.** And if there's an impact to that, we want to be just as quickly and openly and currently communicative with all of the decision making to say, here's an impact the funding level may have changed. Doesn't change the priority, nor does it change the fact that we have to continue to advance this. These projects, I would say that's true for each of them. I'd also offer in the grand scheme of large projects, individual finance plans are developed for each of them, and that's for reasons just like this. **As funding changes, you still need to adapt.** Doesn't change the need for the project. We have to continue advancing the project and recognizing that, especially in the larger projects, when you slow them down, when you inadvertently delay them or or intentionally delay them, you're adding costs at the same time, you're not providing that scope and that improvement."

(Oregon Transportation Commission, March 13, 2025, transcribed youtube recording)

**Adopting this MTIP amendment before the Federal dollars are obligated gives ODOT a license to "adapt" by canceling or delaying other projects that JPACT and Metro Council have prioritized, as they have already done with \$100M of maintenance for the Fremont Bridge.**

We urge you to reject this amendment until and unless the Federal dollars in the funding plan are obligated.

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



### Amendment Purpose Statement:

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### Summary Description of the Amendment Bundle:

- This amendment bundle contains three Rose Quarter related projects that include:
  - Key 19071: Rose Quarter Improvement Project (Non-construction phases primary project)
  - Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1(Construction package)
  - Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (construction package being renamed through this amendment)
- \$250 million of approved Oregon Transportation Commission (OTC) being added to the three projects:
  - \$12.5 million to PE, ROW, UR, and Other phases in Key 19071.
  - \$177.5 million to the construction phase in Key 23672.
  - \$60 million to the construction phase in Key 23682.
- Updating the project name and description in Key 23672 to reflect an expanded construction phase scope of work which will include adding auxiliary lanes on I-5.
- The MTIP amendment includes a completed Performance Assessment Evaluation (PAE) that evaluates the project's impact upon the transportation system.
- The PAE action also included a project level transportation modeling assessment as part of the consistency review with the approved Regional Transportation Plan (RTP).

Comment Period: February 4, 2025, to March 7, 2025

### MTIP Reviews and Checks:

- ✓ Satisfactory Fiscal Constraint Demonstration
- ✓ Met RTP consistency Reviews and Checks
- ✓ Completion of a Project Performance Assessment Evaluation (PAE)

Summary of Comments: All submitted comments are against the proposed OTC approved new funding for the Rose Quarter projects.

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



Submitted Comments				
Num	Date	Name	Email or Comment Type Submission If Not Email	Comment
1	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the I-5 Rose Quarter Improvement Project - Letter of Agreement in Support of Full Project Delivery and Funding as part of the amendment public comment/notification opportunity
2	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the proposed Rose Quarter Improvement Project full build-out exhibit
3	2/5/2025	Chris Smith	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>  Email directly to Jessica and myself.	<p>I'm writing to comment on the MTIP amendments regarding Rose Quarter. I also plan to provide verbal comment on the Zoom.</p> <p>The "known opposition" section of the staff report is a bit thin and identifies a "No Freeways Coalition". There is no such organization.</p> <p>There <b>are</b> two active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:</p> <p>No More Freeways Neighbors for Clean Air BikeLoud AORTA (Association of Oregon Rail and Transit Advocates) Families for Safe Streets Eliot Neighborhood</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>Some or all of these organizations will oppose the MTIP amendments.</p> <p>We'd appreciate it if future versions of the staff report would reflect this opposition.</p> <p>Thanks.</p> <p>Chris Smith No More Freeways</p>
4	2/6/2025	Peter Laciano	<a href="mailto:peter.laciano@gmail.com">peter.laciano@gmail.com</a>	<p>I am writing to comment on the February amendment to the Metro Transportation Improvement Plan.</p> <p>I am deeply concerned with a number of features of this amended plan:</p> <p>1) This plan delivers significant highway widening (so called "auxiliary lanes") which is a financial and climate disaster, and directly contradicts Metro's climate and VHT officially adopted goals.</p> <p>2) This plan delivers minimal offsetting multimodal benefits, with no bike overdressing and a very small amount of cover relative to the significant highway widening. This will be a safety catastrophe in a city that is already struggling with a traffic safety epidemic.</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>3) The cost estimate is already high and likely to inflate significantly. Every other highway expansion project in the metro region has ballooned in price, including the Abernathy Bridge Project which quickly went from \$300M to \$500M and now over \$800M. This is unacceptable in the tight budgetary environment Portland and the state of Oregon faces.</p> <p>Thanks for your consideration, Peter Laciano Portland, OR 97214</p>
5	3/5/2025	Chris Smith No More Freeways	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>	<p>Opposes I-5 Rose Quarter Amendment Submission of written correspondence and request to distribute at TPAC and JPACT</p> <p>Please add the attached to the comment record for the amendment. Please also distribute to TPAC, JPACT and Metro Council for their meetings on this topic.</p>
6	3/10/2025	Chris Ghormley	<a href="mailto:chris@ghormley.net">chris@ghormley.net</a>	<p>Now is the time to stop the ill-conceived, overpriced Rose Quarter Freeway Expansion by canceling the MTIP amendment. We have many other transportation priorities that will provide more utility and safety for Oregonians. Meanwhile, the complete funding package is in doubt.</p> <p>We are likely headed for a recession, and spending on new infrastructure (a wider freeway will also require more maintenance in the long term) while FAILING to maintain the infrastructure we already</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>have is truly short-sighted.</p> <p>My priorities for transportation put new freeways below the bottom of the list, yet my local, regional, and state governments can't seem to absorb the lessons of the past: more roads and freeways create more traffic, not less. And this is a complex project with high impacts that are hard to mitigate: spending on the project will likely balloon as the sunk-cost fallacy drives us to throw good money after bad. This project was a bad idea and now is the time to spike it. Let's fund operations, maintenance, and transit infrastructure that will improve outcomes for everyone.</p> <p>I respectfully urge the committee to vote NO on the MTIP amendment when it comes up for a vote.</p> <p>Chris Ghormley <a href="mailto:chris@ghormley.net">chris@ghormley.net</a> Kerns, Portland, Oregon</p>

Joint Policy Committee on Transportation:  
Statement of Support for the Rose Quarter Highway Project  
March 18, 2025

I am writing to express my strong support for the proposed Rose Quarter project in our historically Black neighborhood. Over the past 30 years, our community has faced numerous challenges, including economic decline, displacement, and environmental degradation. This project represents a unique opportunity to address these issues and foster a brighter future for our residents.

First and foremost, it is essential to acknowledge the historical context and the impact that previous infrastructure projects have had on our and many other Black communities. Many neighborhoods were divided, homes and businesses were destroyed, and residents were displaced. This project must learn from past mistakes and prioritize the well-being of our community.

Community engagement is crucial to the success of this project. By involving the Black community in the planning and decision-making process, we can ensure that the project addresses our needs and concerns. This approach will help rebuild trust and create a sense of ownership among community members.

The economic benefits of the highway project are significant. It has the potential to create jobs, improve infrastructure, and increase access to services and amenities. These improvements can and will revitalize our neighborhood and provide new opportunities for displaced residents to thrive.

Environmental and health considerations must also be a priority. Measures to reduce pollution, improve air quality, and create green spaces will enhance the quality of life for our residents. It is essential to address any environmental and health concerns related to the project to ensure a sustainable and healthy future for our community.

Equity is at the heart of this project. We are committed to ensuring that the highway project promotes equity and does not lead to further displacement or gentrification. This includes initiatives for affordable housing, support for local businesses, and policies that protect long-term residents.

Finally, this project is part of a long-term vision for the sustainable development and resilience of our neighborhood. By investing in this highway project, we are laying the foundation for a prosperous and inclusive future for all residents.

I wholeheartedly support this highway project and believe it will bring much-needed positive change to our community.

Sincerely,  
Michael A. Burch

## Georgia Langer

---

**From:** Allison <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 5:23 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.mirzakhali@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:** Allison  
**Email:** aquinlan82@gmail.com  
**Neighborhood/City:** Pearl 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?**

Studies have shown time and time again that expanding roads and especially freeways do nothing to alleviate congestion while they do manage to decrease safety and siphon money from infrastructure projects that could genuinely do good. When there are more lanes, more people drive and when there are wider lanes people drive faster. More drivers and faster drivers leads to more and deadlier crashes, and for no reason. If you want to improve travel throughout Portland, you need to get people out of their cars by improving public transit and bike infrastructure

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Andrew Campbell <acampbell011@gmail.com>  
**Sent:** Wednesday, March 19, 2025 11:27 AM  
**To:** Legislative Coordinator  
**Subject:** [External sender]Written Comments to JPACT

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

Good morning, Chair and members of the Joint Policy Advisory Committee on Transportation,

My name is Andrew Campbell and I am a Black Portland native, raised in the historic Albina community. I attended Boise-Eliot Elementary, Harriet Tubman Middle School, and Benson Polytechnic High School. I currently serve on the I-5 Rose Quarter Historic Albina Advisory Board, am the Board Chair of Word Is Bond, and work for local government.

I'm here today in strong support of amending three related I-5 Rose Quarter Projects to the 2024–2027 Metropolitan Transportation Improvement Program (MTIP) to add \$250 million dollars of approved funding to these projects. This investment, allocated by the Oregon Transportation Commission in December 2024 through House Bill 2017 Urban Mobility Strategy funds, will allow this critical project to move into construction.

This is more than an infrastructure project — it's an restorative justice opportunity, to reconnect a community that was systemically broken and displaced my family, friends and community. Now we can build safe, accessible, and vibrant spaces where Black families and future generations can move freely and thrive. Where my children can find a hub for his culture and wont worry about history repeating themselves.

It's also about creating intentional and lasting economic opportunity. By centering DBEs and SBEs and doing business differently, we can ensure that major public investments benefit the entire community — especially those who have historically been excluded. The young men I mentor and others across this region deserve to see that Portland do invests in Black community and futures with real workforce pipelines, business opportunities, and economic access that can transform lives.

We cannot undo the past, but together, we can make sure Albina remains not only part of Portland's history but a thriving part of its future for generations to come.

Thank you for your leadership and consideration.

## Georgia Langer

---

**From:** Adam Crane <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 1:01 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.mirzakhali@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:** Adam Crane  
**Email:** adamacrane@gmail.com  
**Neighborhood/City:** 4506 SE Raymond St

**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 we build more freeways, we will only get more autos. We won't gain anything.  
That money could be better spent on our existing roads, which are in terrible shape.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Stone Doggett <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:44 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.mirzakhali@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:** Stone Doggett  
**Email:** stonedoggett@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?**

By every measure, the economic outlook of our region and federal funding is in decline. Even if there is improvement over the following decades, JPACT and Metro have a critical mission of investing in an economically sustainable path forward. Public resources should be directed toward maintaining our current infrastructure, and when possible, making it more resilient and less resource intensive. Expanding the interstate through the heart of Portland is an irresponsible waste of resources. Approving the MTIP amendments would demonstrate that the JPACT and Metro Council are not good stewards of the hard earned resources of Oregonians. For a fraction of the cost, transportation improvements that would get Portlanders off of the I-5 for trips of 5 miles or shorter would accomplish the same goals as widening the I-5. This would also allow Portlanders to waste less money on single occupancy car-based transportation and lead to a more sustainable system now and for the future. Approving MTIP amendments would be a failure of the council's integrity and would set Oregon on an unsustainable course. JPACT and Metro Council should show courage and fulfill their obligations to Oregonians of today and tomorrow and reject the Rose Quarter Freeway Expansion MTIP amendments. JPACT and Metro are entrusted to hold ODOT to acceptable standards. Please don't let us down.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Matt Hodson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:00 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.mirzakhali@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:** Matt Hodson  
**Email:** matt.hodson@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?**

More lanes = more CO2. We need to invest in what we already have like transit.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nathan Holland <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 11:15 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.mirzakhali@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:** Nathan Holland  
**Email:** nholland83392.ok.us@gmail.com  
**Neighborhood/City:** Portland – Creston-Kenilworth

### **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?**

Portland has \$5B in maintenance backlog, that's an astonishing amount. While the roads are better than in some places, they are below acceptable levels in any regard. Climate leading cities invest in densification, green infrastructure, and safety improvements. A month ago, Tuyet Nguyen was struck and killed by a driver while legally crossing Cesar Chavez. The area should be focused on safety improvements (like reducing Cesar Chavez to a 2 lane cross section south of Powell), not subsidizing smooth traffic flow for Washington residents at the expense of historically disadvantaged OREGON neighborhoods. Just a question: Have you ever driven on I5 north of Broadway during peak hours? It's all WA plates. They do not deserve unfettered access to our city without paying taxes here, being members of the community, and investing in the future in a way that doesn't promote particle and noise pollution, microplastic shed, road dust resuspension, local quality of life decreases, salmon die-off, sedentary lifestyles, etc., etc., etc. Our city does not need or want this. The money for the project could be going towards active transportation credits (\$50/month for people who bike to work), transit improvements (Willamette tunnel), or even just decking over more freeway without widening, possibly even tunneling I-5 and making a waterfront park on the east side to match the west. Ramps to 84 and Morrison would be doable. Look at Zurich's limited access freeway system: it's nearly completely underground with on and off ramps and even interchanges all underground. Tolling could easily pay off this project: charge the same for taking I-5 vs. 405. Deck 405 over too, for that matter, and get rid of all exits and entrances

except for burnside. I have 1000 ideas as to how this money is better spent to achieve regional goals and promote our city's future.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Frances Kiva <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:04 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.mirzakhali@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:** Frances Kiva  
**Email:** thekivas@comcast.net  
**Neighborhood/City:** NW Portland/hillside

**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 money to expand freeways use should be used to fund transit improvements if we want Portland to be a livable city. If we had a well functioning transit system and that was safe, reliable, and served a larger population there would be less traffic and less need of more freeways. I've watched freeway expansion in California for years- there is always huge costs, years long traffic snarls, and when finally finished enough population growth that the "new" freeway is just as congested.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sofia Knutson <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 12:08 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.mirzakhali@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:** Sofia Knutson  
**Email:** ana.sofia.knutson@gmail.com  
**Neighborhood/City:** Foster Powell

**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 live in Foster Powell and used to live in Woodstock. Whether biking or driving, I often encounter roads that are not paved and have crazy potholes. With the rain, it's impossible to see how deep they are. I choose to drive on Powell instead of Holgate due to the potholes on Holgate. It's so frustrating to live in a beautiful city and have to spend so much energy finding the right route to enjoy it. Please focus on making improvements to the roads we use in the city. Please create better N to S networks for biking and driving so we are not forced on freeways that don't need more cars. We need better solutions, not expanded freeways.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jennifer Krauel <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 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.mirzakhali@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:** Jennifer Krauel  
**Email:** jennifer@krauel.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?**

As a scientist I know that climate change is an emergency, requiring that we prioritize transit over building more freeways. As a Portland resident, I am alarmed at the poor management we've seen at ODOT. As a human, I want the Albina neighborhood restored, and building more freeway lanes is not going to get us there. Reject the MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Bernard LeTourneau <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 10:35 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.mirzakhali@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:** Bernard LeTourneau  
**Email:** letourneau.alain@gmail.com  
**Neighborhood/City:** Downtown

### **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 expansion project is the perfect example of mismatched priorities. While the City of Portland, and State of Oregon, are reporting budget shortfalls, there's always money to expand freeways. If traffic or safety is the issue, then removing SOVs from the road is what is necessary, and there is a means to do this through tolling, which has proven effective in NYC where it was implemented, as well as in other parts of the world. Expanding road capacity will only expand SOVs use in this corridor which will spew pollutants from tail pipes and vehicle tires and brakes (yes, EVs still use tires and brake pads, both which contribute to airborne pollutants). But I am saying what JPACT and Metro already knows, but chooses to ignore. My vote is NO, and I encourage JPACT and Metro to consider the long-term impacts of this terrible project. This project will not make Portland a better city, and whatever short-term benefits might be provided to local construction firms, are seriously outweighed by the long-term detrimental impacts of a project of this nature. Please vote NO.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mathias Quackenbush <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:14 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.mirzakhali@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:** Mathias Quackenbush  
**Email:** mathiasquackenbush@gmail.com  
**Neighborhood/City:** Madison South, 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 do not work. Don't inflict billions in debt on our community just to lock us into decades of increased pollution, accident deaths, and vehicular violence along with the economic burden of car dependency. Investments in active transportation infrastructure and transit yield dramatically more benefit to our community per dollar invested than massive, wasteful, and disruptive freeway capital projects. We can reconnect the Albina neighborhood without expanding the freeway, and in fact the capping will be safer without the weight of extra freeway lanes on top. Please, do the right thing. Don't mortgage our future to decades of car dependency. Reject the Rose Quarter Freeway Expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kai Richardson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 12:15 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.mirzakhali@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:** Kai Richardson  
**Email:** kairichardson@gmail.com  
**Neighborhood/City:** Portland, SE

**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 don't believe an expansion will materially benefit myself and my community, and will just be dollars spent in the wrong direction. I like the idea of the cap, but the widening is just not necessary. The phase 2 projects are much more worth investing in for the region, at much lower cost. I'm confident increased investment in public transportation, especially in availability, will help resolve the current issues.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Anna Stone <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:08 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.mirzakhali@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:** Anna Stone  
**Email:** aestone20@gmail.com  
**Neighborhood/City:** Eastmorland – 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?**

The Freeway Expansion project is a disruptive transportation “solution” that will not create sustainable improvements for Portland’s future. Construction will make traffic much worse for an extended period of time, and the outcome will not resolve problems of accessibility and speed as the city continues to change in form and size. This project will require one after another to accommodate its issues. Investing in diverse public systems of travel will alleviate pressure on the city to make one freeway work the “best.”

Rather, smoothing out various routes and modes of transportation to be safer and faster, making users less reliant on the city for big expensive changes.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Andrew Tillinghast <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 9:24 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.mirzakhali@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:** Andrew Tillinghast  
**Email:** andrewtillinghast@gmail.com  
**Neighborhood/City:** Montavilla

**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?**

Air pollution kills millions annually. More freeway lanes = more premature deaths.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Isaac Tobar <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 7:57 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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** Isaac Tobar  
**Email:** tobarisaac13@gmail.com  
**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?**

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://nomorefreewayspx.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:** Lloyd Vivola <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 10:07 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.mirzakhali@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:** Lloyd Vivola  
**Email:** nouveladam@hotmail.com  
**Neighborhood/City:** Boise-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?**

This process has gone on for too long already. The cost overruns, the funding uncertainty, the bait and switch tactics that are bleeding what was suppose to be an initiative that would serve the rehabilitation of a black community done injustice decades ago, is all bad enough. And now we have technocrats who continue to draw their salaries from the public coffers to promote a dinosaur of a project ad nauseam and with utmost disdain for neighborhoods, and a city, that need to get in gear with a future of enhanced public transit, street safety for cyclists and pedestrians, and the long overdue maintenance of existing streets and roads. Critics are right. Let ODOT get their shovels in the ground and there is no telling how long this process will last and cost, no telling what new blight it will bring on the reputation and cityscape of Portland. Step up METRO – as elected officials finally did in the case of Robert Moses, first in New York, then here in Portland – and vote to reject the Rose Quarter Freeway Expansion MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nat West <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 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.mirzakhali@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:** Nat West  
**Email:** natjwest@gmail.com  
**Neighborhood/City:** Woodlawn, 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 Members of JPACT and the Metro Council,

My name is Nat West, I have lived in Portland for 22 years. During that time, I have been a TriMet bus driver, small business owner, bike commuter and parent.

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments in favor of directing our region's investments toward road maintenance, street safety, and transit improvements. Over the past years, we've witnessed firsthand how our aging infrastructure and inadequate transit options directly affect our daily lives—from deteriorating roads that slow emergency responses to safety hazards for pedestrians and cyclists, and a transit system that doesn't meet our community's needs.

Investing in robust road maintenance ensures that our existing infrastructure remains safe and efficient. Prioritizing street safety not only protects drivers but also makes our neighborhoods more accessible and secure for all residents. Moreover, enhancing our transit system is crucial for sustainable growth, reducing congestion, and providing equitable access to opportunities across our region.

Since money doesn't grow on trees, a vote to widen a freeway means a vote against our maintenance backlog, safe streets and improved public transit. That is the choice you are making today.

With this in mind, your choice is clear: rather than pouring limited resources into an expansion that benefits only a fraction of our community, we must focus on investments that yield immediate and broad-based benefits for every resident. I respectfully ask you to stand with our community by voting to reject the freeway expansion and by supporting initiatives that truly enhance the safety, efficiency, and sustainability of our transportation network.

Thank you for your commitment to a smarter, safer future for our region.

Sincerely,  
Nat West

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Lisa Westarp <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:43 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.mirzakhali@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:** Lisa Westarp  
**Email:** lisawestarp@gmail.com  
**Neighborhood/City:** Irvington/Alameda, 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?**

Before investing enormous sums in expanding freeways, we need to maintain the freeways and roads we already have. We need to give people alternatives to driving in cars by making our streets safe for people on bikes and people walking, and we need to make public transit more convenient. Safe streets, good public transit, and well-maintained roads draw people to Portland and make it a vibrant city people will want to visit and live in — not speed past on a great big superhighway. And looking to the long term, in order to reduce emissions and reduce pollution and reduce climate damage, we need alternatives to cars and trucks on freeways. How about passenger trains and light rail? Please do the right thing, please vote NO on the Rose Quarter Freeway Expansion MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Troy Winslow <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:23 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.mirzakhali@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:** Troy Winslow  
**Email:** tj@yorkcollective.org  
**Neighborhood/City:** Portsmouth

### **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 reject the MTIP amendment that would funnel hundreds of millions more taxpayer dollars into the proposed \$1.9 billion Rose Quarter Freeway Expansion. We cannot afford to continue enabling ODOT's fiscal irresponsibility—time and again, we've seen ballooning costs for freeway projects that do nothing but sell our children's futures to the highest bidder while failing to solve congestion or improve mobility.

Instead of doubling down on an outdated, destructive freeway expansion projects, we should be investing in infrastructure that actually benefits our communities—local and regional rail, transit, and multimodal transportation efforts that reduce emissions, improve access, and align with our climate goals. A robust regional rail system, for example, would provide safe, efficient, and sustainable mobility while supporting economic and environmental justice.

ODOT has shown us where their priorities lie, and it's not with the people of Oregon—it's with the contractors and lobbyists pushing an endless cycle of freeway expansion at the expense of our communities. It's time for Metro and JPACT to break the cycle. Reject this amendment and prioritize investments that serve the future, not just the prospectors pushing the roadbuilding industry.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Angela Zehava <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 3:40 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.mirzakhali@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:** Angela Zehava  
**Email:** angela.zehava@stanfordalumni.org  
**Neighborhood/City:** Sellwood/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 sickens me that they have already wasted so much money—it's mind boggling—on a project that is deeply unpopular. They just keep trying to ram it down Portland's throat. The fact that it is getting built in/ON a traditionally Black neighborhood is just gross, and attempting to pay the neighborhood off with "development" doesn't make it less so. We can spend money on giving that neighborhood what IT wants and needs, separate from this damnable highway that will be wall to wall traffic congestion, poisoning everyone nearby.

I have lived in Houston, Texas and Los Angeles: Highways have NEVER solved congestion—everyone knows this.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Alison Lucas <info@nomorefreewayspx.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.mirzakhali@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://nomorefreewayspx.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@nomorefreewayspx.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.mirzakhali@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://nomorefreewayspx.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@nomorefreewayspx.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.mirzakhali@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://nomorefreewayspx.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@nomorefreewayspx.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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Bradley Baker <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Joan Bates <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nathan Berres <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Bianca <info@nomorefreewayspx.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.mirzakhali@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:** 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!!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ben Birdsall <info@nomorefreewayspx.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

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

**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 our 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ryder Booth <info@nomorefreewayspx.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.mirzakhali@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:** 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,

I 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Emiliano Brock de Corona <info@nomorefreewayspx.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.mcenery-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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ron Buel <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nick Buri <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Reed Buterbaugh <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Corey Buttry <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Cale <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** James Cavin <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mary Cameron <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Rebecca Canright <info@nomorefreewayspx.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

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

**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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** annie capestany <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Emily Chapman <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nicholas Cherry <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Cory Ciccone <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Daniel Costantino <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nancy Crumpacker <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ian Cunningham <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jordan Del Valle Tonoian <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Melissa Delzio <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Alison Dennis <info@nomorefreewayspx.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.mirzakhali@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 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Harry Disney <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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 Docy <info@nomorefreewayspx.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.mirzakhali@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 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Miche Dreiling <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Michelle DuBarry <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Brant A Duncan-Thurman <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Serenity Ebert <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** Serenity Ebert  
**Email:** kismet1@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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Clifford Eiffler-Rodriguez <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Eliot C <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Duane Fickeisen <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Bryan H Fletcher <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Dr. Nick Hengen Fox <info@nomorefreewayspx.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.mirzakhali@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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Max Freiburger <info@nomorefreewayspx.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.mirzakhali@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:** Max Freiburger  
**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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nina French <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nona Gamel <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** John Giacoppe <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Rachel Gilmore <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Elianna Gnoffo <info@nomorefreewayspx.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.mirzakhali@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:** 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 amendments 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 inaccessible, 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Blake Goud <info@nomorefreewayspx.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.mirzakhali@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:** 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 irresponsible 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 Congressional 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Jonathan Edwards Greenwood <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kristin Gross <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mark Harris <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Andrea Haverkamp <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Scott Hillson <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Stasia Honnold <info@nomorefreewayspx.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.mirzakhali@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:** 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 of 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jeff M Horne <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Amy Hunter <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Fischer Jemison <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** alicia johnson <info@nomorefreewayspx.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.mirzakhali@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:** alicia johnson  
**Email:** openpracticddx@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 accessibility 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** alicia johnson <info@nomorefreewayspx.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.mirzakhali@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:** alicia johnson  
**Email:** openpracticddx@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 accessibility 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Scott Jones <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sandra Joos <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Elyssa Kiva <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Melissa Kostelecky <info@nomorefreewayspx.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.mirzakhali@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:** 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 Kostecky

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Peter Laciano <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jordan Lewis <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Andrew Lindstrom <info@nomorefreewayspx.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.mirzakhali@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:** 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 follows 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Connor Lirot <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jenny lovold <info@nomorefreewayspx.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.mirzakhali@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:** 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 gift 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ivy Madrone <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Shawne Martinez <info@nomorefreewayspx.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

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

**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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Audra McCabe <info@nomorefreewayspx.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.mirzakhali@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:** 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?**

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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 mccraw <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** teresa mcgrath <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Susan E McLawhorn <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Megan <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Walt Mintkeski <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Ken Montero <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Matt Morrissey <info@nomorefreewayspx.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.mirzakhali@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:** Matt Morrissey  
**Email:** morrissey.matt@gmail.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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Marj Nafziger <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Megan Newell <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** maria opie <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Keon Parsa <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Daniel Pepper <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mike Perham <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Zeke Pratchett <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jessi Presley-Grusin <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Rick Ray <info@nomorefreewayspx.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.mirzakhali@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:** Rick Ray  
**Email:** nomorefreewayspx@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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Paul Rippey <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Paxton Rothwell <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Dave Rowe <info@nomorefreewayspx.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.mirzakhilili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** David Royer <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Robin Sack <info@nomorefreewayspx.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.mirzakhali@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:** 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!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** PHIL SANO <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Andrea Santa Maria <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Leeor Schweitzer <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mark Sexton <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Adrienne Stacey <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** John Staelens <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Bill Stites <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Susan Rosenthal <info@nomorefreewayspx.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.mirzakhali@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:** Susan Rosenthal  
**Email:** susanfroenthal@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 on local neighborhoods.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** suzanne <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Emma Swartz <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Johnathan talik <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ian Taylor <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Daniel Tomicek <info@nomorefreewayspx.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.mirzakhali@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:** 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 our 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.”

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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 Townsend <info@nomorefreewayspx.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.mirzakhali@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 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Tegan Valo <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Satya Vayu <info@nomorefreewaysdpx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jeremiah Via <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Victoria Via <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Matt Villers <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Claire Vlach <info@nomorefreewayspx.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.mirzakhali@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:** 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Wendy Wagner <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kate Walker <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Richard Weinhold <info@nomorefreewayspx.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.mirzakhali@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:** 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 priorities 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kyle Wells <info@nomorefreewayspx.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.mirzakhali@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:** 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).

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** alice west <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Yehudah Winter <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jon Yeager <info@nomorefreewayspx.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.mirzakhali@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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Brandon Zeedyk <info@nomorefreewayspx.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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jenny F Ampersand <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:27 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.mirzakhali@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:** Jenny F Ampersand  
**Email:** jenny.and.fern@gmail.com  
**Neighborhood/City:** 9165 SE Ash St

### **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 wider freeways, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis. We need to prioritize community-level investments in our transportation system instead of writing ODOT another blank check we can't afford. JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

I live by I 205 and have experienced first hand the air pollution that comes directly from freeway expansion. Please vote no!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Darien Antlitz <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:21 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.mirzakhali@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:** Darien Antlitz  
**Email:** djantlitz0203@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?**

It simply doesn't make sense to be putting our money toward a freeway expansion when we can't maintain the roads we already have

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Robert Ardissono <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:13 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.mirzakhali@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:** Robert Ardissono  
**Email:** ardisrj@gmail.com  
**Neighborhood/City:** Hosford Abernathy, 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?**

Hello, please reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements.

All jurisdictions involved are facing budget crises and we need to focus on the projects that will bring the most benefit to the most people. Transit and alternative transportation will decrease street maintenance needs and help to address climate change. We cannot afford to spend this much money on a freeway expansion project that will, as usual, due to induced demand, not achieve its goal of decreased traffic.

If this project kicks off, the feds will not complete the funding and the city will be stuck searching for an additional \$400 million that we do not have plus additional overruns.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:43 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.mirzakhali@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:** redux.silvers.0p@icloud.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 simply can't afford this freeway expansion. Federal money has evaporated. That means any money spent on freeway expansion is money unavailable for basic needs like keeping our streets in repair and reducing the vehicular trauma inflicted on pedestrians. I'm sure freeway supporters will argue that the cost of freeway expansion is worth saving 5 – 10 minutes passing through the Rose Quarter at rush hour. I think our money should go towards keeping our basic system functioning safely. Reject this expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Duncan Baruch <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 3:19 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.mirzakhali@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:** Duncan Baruch  
**Email:** c25cle@gmail.com  
**Neighborhood/City:** 8833 SW 30th Ave #308

**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 now approach the end of expansion of the industrial era. With climate catastrophe upon us, this is not the time for freeway expansion!

Reject the Rose Quarter Freeway Expansion MTIP amendments. Redirect regional investments toward maintaining roads, safe streets, and expanding and improving transit.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Joan Bates <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 3:03 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.mirzakhali@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:** Joan Bates  
**Email:** joanjupiter@gmail.com  
**Neighborhood/City:** Slabtown 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?**

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

Thank you  
Joan

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Eudaemone Battilega <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 11:29 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.mirzakhali@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:** Eudaemone Battilega  
**Email:** eudaemone@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?**

Portland 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Francesca Berrini <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 10:34 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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** Francesca Berrini  
**Email:** francesca232@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?**

If there was better public transit from St. John's I wouldn't be sitting in traffic right there at the pinch. We need better alternatives to driving in portland, not more driving.  
I disapprove of spending our public resources on highway expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Bradley Bondy <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:19 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.mirzakhali@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:** Bradley Bondy  
**Email:** bradleybondy@gmail.com  
**Neighborhood/City:** Foster-Powell/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 unbelievably reckless to be plowing billions into a short freeway widening while we are neglecting maintenance and safety needs across the entire region. Not to mention that federal funding is probably not gonna be attainable for the next few years.

Reject this, direct ODOT to build the caps with the money already allocated to them for that purpose, and reject further funding for the expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Hannah Bourcier <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 3:15 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.mirzakhali@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:** Hannah Bourcier  
**Email:** pertroltcat@yahoo.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?**

We need mass transit, not more freeways! More busses, more MAX trains, more bike lanes! No more lanes; it will destroy neighborhoods.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Lisa Brenner <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:33 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.mirzakhali@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:** Lisa Brenner  
**Email:** llbrenner@icloud.com  
**Neighborhood/City:** Laurelhurst

**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?**

During a fiscal crisis, such as the one we are in, basic services must be maintained before even considering frills and expansions. Until potholes and cracked streets throughout Portland are made whole, all else should be paused.. Decrepit streets reflect a dying community and create serious safety situations, We have to navigate around potholes daily, keeping us from watching for other vehicles and pedestrians.

The proven uselessness of the proposed expansion speaks of corruption.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kimberly Brown <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 10:18 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.mirzakhali@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:** Kimberly Brown  
**Email:** kimberlyalexisbrown@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 asking the JPACT and Metro Council to vote No on the Rose Quarter Freeway Expansion amendments. We keep being told this story that widening highways will reduce congestion, which it might for a short period of time, but then any new lanes will quickly fill up and we will experience the same problem but having spent billions of dollars. It would be a better investment to use these dollars to expand public transit and improve existing infrastructure.

More important, we know the health impacts of living within close proximity to roads including increased asthma, heart problems, and premature death. Children, older adults, people with preexisting cardiopulmonary disease, and people of low socioeconomic status are among those at higher risk for health impacts from air pollution near roadways. Widening existing highways will only create increased exposure, worsening an already existing health crisis.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sandra Brown <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 2:19 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; j buck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@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:** Sandra Brown  
**Email:** brown14232@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?**

Stating the obvious – we simply cannot afford the now \$1.9 BILLION Rose Quarter Freeway Expansion. This is THE opportunity to finally have a candid conversation, not only about the very real difficulties facing the proposed RQFP but also how our region would be better suited by prioritizing investments in basic local and county road maintenance, safer streets, and transit investments instead of freeway doubling. Factoring in the very high likelihood that the federal government will decommit on the remaining ~\$400M not yet granted from the Reconnecting Communities program secured last summer makes moving forward with RQFP financially irresponsible. Adding to the risk of a ~\$400M federal funding deficit, ODOT's long history of financial overruns and their recent material budgeting error make this project financially not viable. It should be mandated that ODOT conduct an Environmental Impact Statement that studies alternatives to freeway expansion. It is past time to fund other critical transportation priorities, safer streets, fixed potholes, and improved transit options. Overlay the increasingly dire climate crisis metrics, the time is NOW to quit rubber stamping freeway expansion, and start building a more sustainable, livable future with community-level investments in our transportation system. JPACT and the Metro Council must vote to REJECT the MTIP amendment.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Ron Buel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:49 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.mirzakhali@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:** 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?**

Expansion of I-5 at the Rose Quarter will increase vehicle miles traveled, congestion, air pollution in our City, and carbon dioxide that feeds climate change. Say no to the Rose Quarter project altogether. Vote against the MTIP amendment. Say yes to lids for the Albina Vision Trust. But no to more lanes.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nick Burns <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:10 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.mirzakhali@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:** Nick Burns  
**Email:** nick@burns.io  
**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?**

Freeway expansion doesn't help our city, all this money would be better spent on projects that increase livability and make us more climate resilient.

Portlands roads are crumbling and we can't afford to fix them, we shouldn't be building more highway capacity that we can't even afford.

In the very near future this project will be viewed as a mistake and a continuation of backwards policies, please help our city and area be a leader and don't approve the MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Stephanie Byrd <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:34 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.mirzakhali@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:** Stephanie Byrd  
**Email:** barksteph@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?**

Please, for the sake of your constituents and future generations, reject the MTIP amendment to advance the freeway expansion project in the Rose Quarter. Fixing the freeway is one thing, but this is an unaffordable and undesirable expansion project with no plan to pay for it, other than putting taxpayers on the hook for generations to come. We do not have enough money to maintain the roadways we have. We do not want wider highways. We do not need more lanes. Please listen to us. We need you to be a government that makes smart decisions for the future so that we can take care of the infrastructure we have already built, that doesn't jeopardize tax dollars that can be used to make our city wealthy and prosperous, and that is strong enough to say no to an absurd, senseless money grab from ODOT.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Violet caron <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 2:03 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.mirzakhali@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:** Violet caron  
**Email:** violetfcaron@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?**

It's a complete waste of money and ODOT should invest in safer and sustainable transportation to make portland healthier. More lanes never help traffic about a million studies have shown that. We can reconnect the albina neighborhood without adding another lane.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Olivia Caron <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:53 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.mirzakhali@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:** Olivia Caron  
**Email:** mjolvs@gmail.com  
**Neighborhood/City:** Beaumont-Wilshire in 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 proposal is a complete waste of money. The solution for too many cars isn't more lanes, it's less cars. Spend this money to incentivize people to use alternative forms of transportation! This would help portlanders health and save them time and money. More lane expansion will just lead to more need for lane expansion, studies have proved that time and time again. Don't disrespect Portland by spending money on this useless "solution."

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Trish Claffey <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:39 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.mirzakhali@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:** Trish Claffey  
**Email:** hesptrc@msn.com  
**Neighborhood/City:** 2527 NE Clackamas St

**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 Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements. We should be working on reducing the use of fossil fuel; less cars, free public transit.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** eric conner <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 5:46 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.mirzakhali@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:** eric conner  
**Email:** theluvq@gmail.com  
**Neighborhood/City:** fopo 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?**

big no on the Rose Quarter expansion, the i5 expansion, and the bridge expansion

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sarah Deumling <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:28 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.mirzakhali@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:** Sarah Deumling  
**Email:** sdeumling@gmail.com  
**Neighborhood/City:** 4550 N Oak Grove Rd

**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?**

4550 N Oak Grove Rd

CLIMATE CHANGE is by far the greatest threat to livability in Oregon (and the planet). If we continue on the present course of destruction of our planet none of the other issues we worry about (and are important) will matter. There are not enough financial resources in the world, the country or Oregon for everything. Climate change driven disasters are well on the way to bankrupting us as they let people die while destroying both our built and our natural infrastructure. WE MUST STOP DRIVING! We can do it if we really care about the lives of future generations. A future without driving is certainly better than no future.

I beg you to stop spending money on more pavement to encourage more driving – in the name of my grandchildren and yours.

Sincerely,  
Sarah Deumling

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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](#).*



March 19th, 2025

To: Metro Council and the Joint Policy Advisory Committee on Transportation  
Cc: Portland City Council

Re: The long-delayed, overpriced I-5 Rose Quarter boondoggle

The Eliot Neighborhood Association has reviewed the latest version of the Rose Quarter Expansion Project, and it is even worse than we could have imagined. The project will worsen pollution in our neighborhood and create an unfunded liability for the state during a moment of profound budgetary uncertainty. The state could get actual returns on safety, climate, and livability goals if this money was put toward other causes, such as life-saving safety improvements and basic maintenance in ODOT Region 1. Therefore, we urge you to reject the proposed amendment to the Metropolitan Transportation Improvement Program (MTIP).

The Phasing of this plan of this project is especially terrible. Deferring most of the community benefits from the project to future, unfunded phases. A majority of the freeway caps and associated redevelopment planned in conjunction with Albina Vision Trust is not in Phase 1. This omission is especially ridiculous given the good-faith planning efforts that Albina Vision Trust has made and the uncertainty regarding future funding for the remainder of the project.

The project claims two primary benefits. The first is to reduce accidents and the second is to ease congestion on the corridor. We rebut the claimed benefits below.

Accident data for the project area itself does not support the case for significant accident occurrence or potential reduction. The project's claim relies on accident data from outside the project area more related to the Water Avenue and I-84 off ramps north and east from I-5 and from the I-5/I 405 split southbound on I-5. This project will not significantly affect those rates. However, it may worsen them as well as congestion at those pinch points as the next comment suggests.

Congestion has many causes, including closely spaced on- and off-ramps. This segment of I-5 spaced suffers from that issue, but the project does not address it. However, one of the benefits of current congestion is that traffic is forced to proceed with caution, and the slowed speeds prevent severe accidents. More severe accidents can be expected after the proposed improvements resulting in longer traffic delays, which obviously will defeat the claimed benefits of the project.

Sustained congestion and traffic speed improvements have not been documented in any similar freeway expansion projects in the world because of the well-known phenomenon of induced demand, where new traffic is diverted to an expanded path in the assumption it will be faster. Additionally, it attracts traffic from other times of day under the same assumption, which returns congestion to previous levels within months, sometimes making traffic even slower than it was before. A recent research report from the National Center for Sustainable Transportation states that "*if reducing [vehicle-miles traveled] and congestion is a priority for the public and decision-makers, roadway expansion is a poor investment of public funds.*"<sup>1</sup> We ask: Do you want to be responsible for contributing to a historically poor investment of public funds?

---

<sup>1</sup> Rodier, C., Gibb, J., & Zhang, Y. (2025). Sensitivity Testing of Induced Highway Travel in the Sacramento Regional Travel Demand Model. UC Davis: National Center for Sustainable Transportation. <http://dx.doi.org/10.7922/G2P84983> Retrieved from <https://escholarship.org/uc/item/0jc0v1gn>



There are more reasons to oppose this project--ones based on so-called economic benefits. The first of these are the alleged employment and job creation impacts, especially for marginalized firms. This project will be one of the largest projects in ODOT's history. ODOT already has a troubled record on much smaller projects, which means missed cost and schedule estimates will be magnified, which will create budget problems for other ODOT priorities as well as for the Governor and Legislative who will have to make up financial shortfalls from general funds and other sources that do not exist.

Because of the scale of this project and the lack of similar recent projects in the State, the state lacks internal resources that are up to the task. In other words, the project will necessarily be let to a prime contractor from out of state, probably one with international experience. Consequently, the most lucrative jobs (project management, technical support, heavy equipment supply, etc.) will go to out-of-state subcontractors and employees. Oregon will be left with the bottom tier of contracting and labor opportunities. While it will "create jobs" it won't create Oregon jobs.

On a very local scale, moving forward with the project will accelerate the need for Portland Public Schools to relocate the Tubman school away from the increased air pollution. That will be a costly undertaking for which the district has no resources. Worse, it will distract the district from its primary mission which is to address the district's poor scholastic outcomes. Again, a project that benefits a select group of mostly out-of-state firms and commuters at the expense of the citizens of Portland is unwise.

In summary, the region's representatives should delay or cancel this project to put area citizens and children first rather than catering to out-of-area trucking firms and commuters. The justification for the project is at odds with the sources of congestion and the project budget will bankrupt ODOT and the State's transportation system for decades to come. Construction of the project will ship Oregon's investment in the project to out-of-state contractors who are the only firms able to execute. Every time that we do not kill this project leads to more of Oregonians' and Portlanders' money being spent to studying this debacle. This should be an easy choice, made even easier by the fact there are no identified funding resources to complete the project and uncertain (at best) hope of federal support.

Therefore, we urge you to vote against the MTIP amendment. We must starve this project of any additional funding to get down to a bare-bones maintenance project. If you must advance this amendment, please add language preventing ODOT from taking money from any other funding sources after the Federal and/or State funding does not come through in full.

We see this project as a major detriment to the neighborhood and Portland as currently imagined. Keeping this project on an imaginary course towards construction will dampen development in the area. We see no real benefit to spending this much money making the area easier to traverse by car at the expense of local air quality, road noise, and major disruption during construction.

**Again, please vote no on the MTIP amendment.**

Sincerely,

Allan Rudwick  
Land Use and Transportation Chair, Eliot Neighborhood Association  
228 NE Morris St, Portland, OR 97212

## Georgia Langer

---

**From:** Chris Eykamp <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 8:55 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.mirzakhali@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:** Chris Eykamp  
**Email:** chris@eykamp.com  
**Neighborhood/City:** 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?**

Hello,

Please do not approve the Rose Quarter Amendments. Simply put, we can't afford it. Most jurisdictions in the Portland area are facing immense budget pressures, and it seems highly unlikely that the current federal government will provide the funding we're counting on for this project, especially with the Albina Vision component.

The region has many other worthy projects that need funding, and we should prioritize those.

Please vote no on this amendment.

Thank you,

Chris Eykamp  
SE Portland

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jeffrey Feller <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 5:48 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.mirzakhali@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:** Jeffrey Feller  
**Email:** dpjeff.feller@gmail.com  
**Neighborhood/City:** 4727 SE Harrison St

**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 it IS NOT A GOOD PLAN!!!! How many different people have to tell you this. I've watched this happen in every city I've lived in! Go to LA and look at the 405....it's a 10 lane parking lot! If you build more lanes more people will drive on them. PLEASE WE SIMPLY CANNOT BURDEN OURSELVES AND OUR CHILDREN with this absurd idea that billions in wider highways will alleviate congestion. NO NO NO

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Stephanie Fong <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:07 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.mirzakhali@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:** Stephanie Fong  
**Email:** stephanie.k.fong@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?**

Please reject the Rose Quarter Freeway Expansion MTIP amendment.

Widening a freeway in 2025 is unconscionable. As a pregnant woman and parent of two young children, I think about my neighborhood's air quality and how pollution is affecting my family every day. Expanding the freeway will undeniably INCREASE harm from toxic emissions alone to thousands of Portland residents, especially kids.

I am also concerned about the very high price tag of the project and what cuts to already underfunded services will be required to complete construction. Does anyone have an answer?

No one disagrees that I5 congestion needs to be addressed. The most cost effective way to do that is to start tolling to reduce the number of vehicles on the road. Freeway expansion has never solved congestion anywhere and it won't here, either.

I do hope to see I5 capped to help heal the deep wounds created by the original freeway construction. As a community member I don't see why capping I5 would require additional lanes, and if anything it seems

like separating the project out would make it less technically complex, less expensive, and earn much more community support.

I hope we can learn our lesson and not make another freeway construction mistake that haunts our city for generations. I ask you to put the health of our children and our children's children at the center of your decision making as they will be the ones who have to live with the future we build today. Thank you.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Teresa J Frakes <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:49 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.mirzakhali@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:** Teresa J Frakes  
**Email:** tefrakes@gmail.com  
**Neighborhood/City:** Maywood Park

**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?**

Finding and spending 1.9 billion dollars on a freeway is shooting ourselves in the foot. It is the action of foolish minds.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Lyle Funderburk <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:10 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.mirzakhali@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:** Lyle Funderburk  
**Email:** lyle.funderburk@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?**

Work with projects that encourage decrease of traffic.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nona Gamel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:01 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.mirzakhali@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:** 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?**

Please reject these amendments. The freeway expansion makes no sense at a time of climate crisis. This large amount of money could make a tremendous difference in adding to public transportation and making biking and walking safer.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Natalie Gilbert <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:23 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.mirzakhali@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:** Natalie Gilbert  
**Email:** natrgilbert@gmail.com  
**Neighborhood/City:** Buckman, 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

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Phil Goldsmith <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 4:28 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.mirzakhali@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:** Phil Goldsmith  
**Email:** phil@lopglaw.com  
**Neighborhood/City:** 1976 NW Pettygrove St Apt 404, 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 e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Marsha Hanchrow <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:28 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.mirzakhali@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:** Marsha Hanchrow  
**Email:** machiya@duck.com  
**Neighborhood/City:** District 3, 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?**

1. Freeway expansion has never eliminated congestion for more than a very short time. 2. Congestion makes heavily trafficked roads safer because speeding becomes impossible. 3. More lane miles create more pollution, period. 4. More lane miles mean more higher maintenance costs, and we already can't afford to maintain what we have. 5. Much of the population now works from home. Rush hour traffic is far less than ODOT estimated when originally planning this expansion. 6. The more we spend on this, the less we can spend on the mass transit that cities need to function efficiently.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mary Harju <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 10:06 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.mirzakhali@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:** Mary Harju  
**Email:** meharju@gmail.com  
**Neighborhood/City:** Clinton Division

**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 freeway expansion will not reduce congestion due to induced demand. As soon as the highway is widened all lanes will be taken. The best way to reduce congestion is congestion pricing. Look at the revenue this is raising in New York City and the faster travel times in the busiest parts of Manhattan! You will further destroy the NE Portland neighborhood through which this highway runs. Please vote no to a wasteful expansion!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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 Hayashida-Knight <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 8:00 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.mirzakhali@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:** Chris Hayashida-Knight  
**Email:** chknight@gmail.com  
**Neighborhood/City:** Alameda 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?**

Expanding freeways is backward and wasteful. Our neighborhood streets are full of potholes, transit is woefully underfunded, and solutions that make our city more livable, walkable, and beautiful are ready for action if properly resourced. Please consider the next generation of Portlanders and reject this out of date plan.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Susan Haywood <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:08 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.mirzakhali@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:** Susan Haywood  
**Email:** susansaphone2@yahoo.com  
**Neighborhood/City:** 2146 NW Everett St

**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?**

Studies have shown that enlarging freeways expands traffic.  
We need fewer vehicles, and we need our roads and freeways to be safer.  
Portland has more potholes than anywhere I have lived outside East Africa, where the streets were mainly dirt. These potholes are unacceptable, and even when they're fixed, one a block away will not be.  
We also have a lot of wonky intersections in Portland and long stretches on busy streets where there aren't crosswalks for blocks and blocks. West Burnside comes to mind.  
The cure for fewer cars is, of course, mass transit. Wouldn't it be great to take the Max to Vancouver instead of fighting traffic?

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:49 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.mirzakhali@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:** Chris Helmsworth  
**Email:** helmsworth@outlook.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?**

Any plans to approve the Rose Quarter project are absolute madness.

There are two possible outcomes. One is that the project gets approved and the current administration pulls funding, odds of which are about 100%. Then who's on the hook for the funds? The people of the state of Oregon, who are already being told that budgets on the state and local level are underfunded. The second is that this project goes ahead, which would happen about the same time as the baseball stadium that Portland has proposed in the same area. Two mega projects at the same time? You don't have to be a traffic engineer to see potential issues on a huge scale.

Here's an idea....have ODOT finish what's underway before starting new projects. I speak of the 217 project that now might be finished two years later than planned.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Dana Henderson <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:03 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.mirzakhali@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:** Dana Henderson  
**Email:** hendernator@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?**

We should not be forced to pick up the tab on a bloated expansion that does not and will not in the future have adequate funding. Breaking ground after skipping regulatory hurdles is a way to defraud the public by forcing us to pay for a project we would never approve otherwise. Not when we have miles of inadequately maintained road and significant public transit service gaps that our taxes should instead be invested in. Funding this project will endanger the entirety of our transportation infrastructure and create budgetary headaches for years.

The project itself is just another thoughtless example of doubling down on the burdensome car-first design that has brought about the very issues that it supposedly ameliorates. Do not vote for the Rose Quarter freeway expansion MTIP amendment

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Josh Hetrick <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 4:08 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.mirzakhali@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:** Josh Hetrick  
**Email:** jargon.scott.mail@gmail.com  
**Neighborhood/City:** Brooklyn, Portland, Oregon

### **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 the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. The oversized and underfunded Rose Quarter Freeway Expansion is a poor match for the actual mobility and safety needs of the region. This enormous expenditure, which currently relies on tenuous funding from a hostile federal administration, would rob the region and state of necessary funds to pay for safety improvements on our deadliest roads.

A proposed project of this magnitude and expense requires rigorous evaluation. JPACT and Metro should direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion. This process should *\*not\** preclude building freeway caps and remediating the neighborhood, which are long overdue corrections to the damage that the freeway did to this district.

I live in the Brooklyn neighborhood of Portland, which mirrors many of the same issues affecting the Rose Quarter and the historic Albina district. We have some of the worst air quality in the city, primarily due to vehicle traffic on highways surrounding us. We have multiple high-crash corridors, which have resulted in multiple fatalities in recent years. Highways create barriers to safe travel in and out of the neighborhood, which prevents effective travel by public transportation and active mobility. Expanding

highways through the Rose Quarter would forcibly increase all of these dangerous and unacceptable conditions in that area.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jessica <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:37 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.mirzakhali@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:** Jessica  
**Email:** immstrax@gmail.com  
**Neighborhood/City:** Madison South 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?**

The present plan and budget for the Columbia River crossing project are far too bloated- the present budget is not realistic, the future budget for continuing maintenance will devour a large portion of our future road maintenance budget, and it is only going to affect car traffic and climate change worse. We need to right size the project, focus on improving public transit options to make it more appealing and useful to commuters and provide safe routes for bicycles.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sandra Joos <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:39 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.mirzakhali@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:** 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?**

I strongly urge JPACT and the Metro Council to vote to REJECT the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. I believe our region would be better served by prioritizing investments in basic local and county road maintenance, safer streets, and public transit investments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Douglas Kelso <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:28 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.mirzakhali@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:** Douglas Kelso  
**Email:** dougkelso@yahoo.com  
**Neighborhood/City:** Montavilla, 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 region does NOT need a wider freeway. If congestion is a concern, that can be addressed by peak-hour tolls. Manhattan's new congestion pricing program has shown how successful tolling can be to address demand.

Metro should insist on ODOT using peak-hour tolling FIRST before considering any freeway expansion projects. Peak tolling on I-5, I-84, and probably I-205 and the freeway portion of Highway 26, could raise enough money to maintain the freeways while controlling congestion.

JPACT and the Metro Council should reject the Rose Quarter Freeway Expansion MTIP amendments. Instead, put pressure on ODOT to implement congestion pricing on our freeways. Make the freeways self-funding and free up state transportation money for projects that we actually need.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** John Kendryna <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 12:47 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.mirzakhali@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:** John Kendryna  
**Email:** jkendryna@sbcglobal.net  
**Neighborhood/City:** Portland/Mt. Tabor

**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 e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Peter Kokopeli <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 4:56 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.mirzakhali@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:** Peter Kokopeli  
**Email:** hobbess@shoutandsing.com  
**Neighborhood/City:** 6677 SE Yamhill St, 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 am a walker, transit user, cyclist and occasional driver. I urge JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments.

Have you seen the potholes lately? We should be prioritizing investments in road maintenance, street safety and transit improvements.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Lilo <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 6:14 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.mirzakhali@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:** Lilo  
**Email:** lilo.a.alfaro@gmail.com  
**Neighborhood/City:** Cully

**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?**

Existing traffic patterns along with the lack of safe walking paths deter people from stopping to visit the many local businesses along those roads.

There is not effective traffic design currently in place to keep cars from speeding or drag racing down straightaways in neighborhoods like mine. My friend was hit by a car while walking home.

Neighbors are putting out personal signs begging drivers to slow down.

NE 60th was given plastic visibility posts to protect the walking path that were all knocked out by cars within 2 years of installation.

We need real investments and real plans.

Cities get caught in a vicious cycle of trying to improve freeways to accommodate more drivers while taking away from improvements to alternative and public transportation, causing more people to need to drive and reducing the quality of the actual destinations people are trying to get to. I get that our freeways suck, but that's because all freeways suck. Lane expansions don't fix that, just ask LA.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mark H Linehan <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:25 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.mirzakhali@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:** Mark H Linehan  
**Email:** mhl@mlinehan.us  
**Neighborhood/City:** 2031 SE Harrison St

**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 \$90M operating deficit in the City of Portland's budget and a \$40M deficit in the Portland Public Schools budget. PBOT and ODOT can't pay for ongoing road maintenance. With those kinds of structural budget problems, it makes no sense to put almost \$2B into new road construction. We should fix what we have before building more.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Briana Lovell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 11:09 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.mirzakhali@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:** Briana Lovell  
**Email:** brianaelovell@gmail.com  
**Neighborhood/City:** NE Portland/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 strongly encourage JPACT and the Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendments.

First reason – we can't afford it. This project is already short \$1 billion dollars. At a time when cities, state, local, and federal agencies are (for varying reasons) failing to maintain BASIC services and provide a BASIC level of safety, it's critical we spend our limited dollars saving lives and especially keeping roads safe for those walking and biking. This project is simply too expensive and has no path to full funding.

Secondly – even if we had tons of money waiting to be spent or huge federal guarantees (which we don't), this project sucks. Investing in more emissions, more accidents, and more cars makes little sense given the scale and urgency of the climate crisis. Decades of research have demonstrated that adding highway capacity contributes to more driving, more trips, and more emissions. To argue that this project will reduce traffic and therefore emissions (like ODOT has) is insulting and wrong-headed – we know any extra capacity will be just as full, congested, and delayed as the road is now – only this time with even MORE cars.

We have already wasted so much money overpaying consultants, and we know the cost will continue to grow. Let's cut our losses as soon as we can and get back to the business of keeping people from dying on our roads.

By rejecting this funding, I urge Metro to send a signal that good governance is still a value held somewhere in this godforsaken world.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** eric mandel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:34 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.mirzakhali@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:** eric mandel  
**Email:** Ericwrightmandel@gmail.com  
**Neighborhood/City:** 3109 NE 21st Avenue

**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 shouldn't be spending money on increasing infrastructure for single use occupancy vehicles when our public transit investment is underfunded and we don't have the funds to keep existing single use occupancy vehicles infrastructure in good condition let alone earthquake safe. Almost everyday weekday I use the freeway entrance by the moda center to get onto I5 south to drive my son to preschool at about 8:15 AM and less frequently on the way home after picking him up about 4:15 take the Broadway Weidler exit . It's not ideal for sure, but it works the majority of the time with tolerable delay. I would much rather have a reliable – more Frequent and express #8 bus that doesn't take forever to go from our house to his preschool. He is also in the Harriet Tubman middle school district. Great that we've committed millions of dollars for a new school but shouldn't we not fund capital investments that increase car capacity next to a public park, or on all the roads leading to freeways. I am not afraid for my son's safety on this stretch of freeway, but I am fearful for his quality of life years from now when the effects of global warming are even more severe. And just like having to spend millions of dollars on a new school instead of utilizing the existing one, what other things will go unfunded to pay off and maintain all of the road expansion. I grew up in Portland Oregon and am raising my children in Portland Oregon because I do believe that the city and state has the potential to be a sustainable (both financially and environmentally) place to live a high quality of life. I was so shocked and disappointed when ODOT brought out the decades old Broadway Weidler interchange plans. I was less shocked but more

disappointed when ODOT pushed through plans without a full environmental impact assessment and ignored the overwhelming public feedback back in opposition to the freeway expansion. It's time to rethink this project and use limited funds for buildable caps.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** emily meier <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 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.mirzakhali@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:** emily meier  
**Email:** emmilym@proton.me  
**Neighborhood/City:** Madison South/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 expect a no vote from JPACT and the Metro Council, rejecting the Rose Quarter Freeway Expansion MTIP amendments. We should not be spending almost \$2B on a climate-destroying, polluting urban freeway expansion for which federal funding is unlikely to ever fully materialize when we could instead be funding desperately needed safety improvements, street maintenance and public transit. Freeways were never intended to go through cities and the wide-ranging, proven deleterious effects of them need to be acknowledged and redressed rather than continued and expanded. The off-loaded, externalized risks and costs of these projects are borne by everyone, including those of us who bike and transit/walk for all or virtually all of our transportation. Please direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** MATTHEW MESKILL <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:36 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.mirzakhali@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:** MATTHEW MESKILL  
**Email:** mtmportland62@gmail.com  
**Neighborhood/City:** 1222 NW 18TH 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?**

JPACT and the Metro Council should 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. Widening highways in the 21st century is shameful.

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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kathryn M Midson <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:45 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.mirzakhali@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:** Kathryn M Midson  
**Email:** kmit43@gmail.com  
**Neighborhood/City:** 2021 Southwest Main 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?**

The Rose City Freeway expansion has always been wrong sized and wrong focused. Yes. There is congestion, and congestion is a problem for drivers and for neighborhoods impacted by the increase in pollutants as a result of idling. The solution has always been to make room for more cars and trucks and to throw in a cap to reunite a neighborhood torn by the existing structure. Instead of thinking beyond "more", think about different. Expand light rail. Toll. Find options to trucks doing long distance hauling. With the loss of Federal funds, it's time to throw out the old thinking. The project is not affordable. The planet can't afford it, the region doesn't want it.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jean Miller <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:41 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.mirzakhali@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:** Jean Miller  
**Email:** jeanfmiller46@gmail.com  
**Neighborhood/City:** 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 want JPACT and the Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendment. Our money is better spent in maintaining roads we have, improving street safety and, most of all, improving mass transit. I have not had a car for thirty years, because of danger to the environment! To expand freeways now is a foolish expenditure, and will further degrade our air and water!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Alan Niven <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:31 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.mirzakhali@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:** Alan Niven  
**Email:** nut4squirrel@gmail.com  
**Neighborhood/City:** 3130 Lavina Drive

**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?**

More light rail, bike lanes and express trains will work better in the near future.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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](#).*



**Date:** 17 March 2025

**To:** MTIP Comment Record  
JPACT  
Metro Council

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject:** **Supplemental Comment on Rose Quarter MTIP Amendment**

These comments are supplemental to our letter of March 5 on the same topic.

We would call your attention to reporting<sup>1</sup> that USDOT has issued an internal memo asking all regions to undertake a "project-by-project review" to identify proposals that include references to not only DEIA, but also grants "whose primary purpose is bicycle infrastructure." After the review, "project teams" will conduct a review to "flag any project ... for potential removal" if the projects involve an "equity analysis, green infrastructure, bicycle infrastructure [and] EV and/or EV-charging infrastructure."

Unfortunately it's hard to imagine that many Reconnecting Communities grants will survive this scrutiny. Since this MTIP amendment includes the assumption of about \$420M from Reconnecting Communities that is not yet obligated, and which ODOT has already identified as "on hold", this is a grave concern.

What happens to Rose Quarter if this funding disappears? ODOT Director Kris Strickler made this clear to the Oregon Transportation Commission at their meeting last week--even if the federal funding for the project completely disappears, ODOT will still consider the project, in its entirety, as a priority, and a state obligation, and will divert funds from other uses. As Strickler testified (emphasis ours):

"Madam Chair, if I may, Chair Brown and Commissioner Chapman, thank you for raising that. Because I think oftentimes when you're in a moment of crisis or a moment of perceived crisis, we tend to get worked up around what the impact might be. And I think that's reasonable, and I don't say any of that worked up nature is something that would

---

1

<https://usa.streetsblog.org/2025/03/12/breaking-u-s-dot-orders-review-of-all-grants-related-to-green-infrastructure-bikes>



be pejorative. Just the opposite. Our job is to get worked up about the things that we find to be a priority. I'd offer this as a couple of things around our big projects. Each of those big projects was a priority before the Fed money. They continue to be a priority regardless of what the impact might be federal money. And we're going to continue to prioritize the whole project, because the whole project, in each of those cases, is something that serves Oregonians and so we're moving them forward as if the funding is there, because as mentioned, we do have signed and executed grant agreements. **Now, not all the money that's been obligated.** And if there's an impact to that, we want to be just as quickly and openly and currently communicative with all of the decision making to say, here's an impact the funding level may have changed. Doesn't change the priority, nor does it change the fact that we have to continue to advance this. These projects, I would say that's true for each of them. I'd also offer in the grand scheme of large projects, individual finance plans are developed for each of them, and that's for reasons just like this. **As funding changes, you still need to adapt.** Doesn't change the need for the project. We have to continue advancing the project and recognizing that, especially in the larger projects, when you slow them down, when you inadvertently delay them or or intentionally delay them, you're adding costs at the same time, you're not providing that scope and that improvement."

(Oregon Transportation Commission, March 13, 2025, transcribed youtube recording)

**Adopting this MTIP amendment before the Federal dollars are obligated gives ODOT a license to "adapt" by canceling or delaying other projects that JPACT and Metro Council have prioritized, as they have already done with \$100M of maintenance for the Fremont Bridge.**

We urge you to reject this amendment until and unless the Federal dollars in the funding plan are obligated.

## Georgia Langer

---

**From:** Carver Akiteru Oblander <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:59 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.mirzakhali@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:** Carver Akiteru Oblander  
**Email:** carver@carveroblender.com  
**Neighborhood/City:** Mt. Scott-Arleta

**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 opposition to this MTIP amendment. I live in SE Portland and can tell you first hand about some of the desperately needed investment in the basics of transportation infrastructure in my neighborhood. Reliable transit, safety precautions for vulnerable road users, filling in sidewalk gaps, and even just basic paving on worn out roads are all needed.

The last thing we need is to siphon off even more funding from those priorities to keep trying to backfill the ever evaporating committed funding for the beleaguered Rose Quarter Freeway Expansion. This expansion is just not a priority when we are struggling to meet the basic needs, and I fear that this will simply throw good money after bad.

Please oppose this MTIP amendment.

Thank you for your time.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Diana K Oxley <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:34 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.mirzakhali@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:** Diana K Oxley  
**Email:** dianaoxley@gmail.com  
**Neighborhood/City:** 1350 SW DOLPH ST

**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?**

Transportation priorities should reflect the need and opportunity to move from cars and trucks to rapid and convenient public transportation. The Rose Quarter section of I5 needs repair to allow for safer merging of entrance lanes, a relatively less expensive and quicker solution than what is proposed. Let's be a city of the future, a future in which we take responsible action on behalf of the environment and community that it sustains. Let's keep our eyes on the prize -public transportation on par with that of the rest of the developed world- and let go of outdated, unsustainable methods of moving vehicles.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Frank J Pacosa <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:37 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.mirzakhali@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:** Frank J Pacosa  
**Email:** fjp11907@hotmail.com  
**Neighborhood/City:** Happy Valley

**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 don't waste 2 Billion dollars+ on widening Rose Center freeway. There are far better investments that can be reached on a fraction of that outrageous amount of money.

I have lived in Portland metro area almost 50 years and drive the streets daily. What is needed is road maintenance, safer streets, and investments in public transit.

The I-5 bridge is also an economic disaster that needs to be rethought and right sized at least and probably made into a tunnel like Vancouver BC is doing.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Miranda Paige <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:42 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.mirzakhali@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:** Miranda Paige  
**Email:** miranda.ppaige@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?**

Don't expand the width of the freeways. We can use the budget for more important things. That would cost millions of dollars and ongoing expenses for unnecessary changes. We can deal with some traffic. Adding more lanes has been proven to not make a noticeable difference during traffic jams. Please use that money to fix our bridges and make them earthquake proof. We need to spend our budget preparing for floods and wildfires due to the oncoming effects of climate change. We need money invested in public transit, like expanding the MAX routes to be more accessible.

Thanks.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Hilary Pine <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 3:58 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.mirzakhali@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:** Hilary Pine  
**Email:** hilary.pine37@gmail.com  
**Neighborhood/City:** Gabriel Park

**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 not a good fit. Please stop.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Meg Pirrung <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 7:46 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.mirzakhali@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:** Meg Pirrung  
**Email:** megpi@proton.me  
**Neighborhood/City:** Northwest 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?**

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

Data shows over and over again that freeway expansions DON'T WORK to reduce traffic.

Not only do freeway expansions not work, \*increased\* vehicle traffic emissions are terrible for the environment, especially for those that live nearby who are often the most marginalized communities. ODOT must conduct an Environmental Impact Study that finds 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.

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. Don't spend our limited funds on things that the data shows don't work, spend it on things that do work, like street safety such as

daylighting intersections, painted crosswalks, and setbacks. We also sorely need public transit improvements, which actually work to move and connect \*people\*, not just vehicles.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Faye Powell <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:10 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.mirzakhali@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:** Faye Powell  
**Email:** phaysee1@gmail.com  
**Neighborhood/City:** Richmond neighborhood, Portland 97215

**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 earnestly request that Metro reject the Rose Quarter Freeway Expansion. This proposed freeway would not only divert resources from more urgent transportation needs but also result in continued environmental damage by encouraging auto travel and discouraging alternate transit means. It is urgent that Metro focus on planning for decreased, not increased, use of diesel modes of transportation for present and future generations.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jessi Presley-Grusin <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:13 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.mirzakhali@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:** Jessi Presley-Grusin  
**Email:** jessipresleygrusin@gmail.com  
**Neighborhood/City:** 1716 SE Taggart St

**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 Metro Council and JPACT Members,

We do not need and cannot afford this freeway expansion. We cannot afford it financially, environmentally, or humanely. What we need is better investments in mitigating transportation-caused pollution, repairing and maintaining our streets, safer routes for bicycles, and increasing the availability and accessibility of public transportation. We are facing numerous cuts- not only to the budget but to staff due to lack of funding. Expanding the freeway is a waste of our tax payer dollars and will not improve our lives in any meaningful way.

Please reject the Rose Quarter Freeway Expansion MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** David <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 7:10 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.mirzakhali@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:** David  
**Email:** curtis.ds@gmail.com  
**Neighborhood/City:** Pearl 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 support the freeway project. Opponents are advertising on social media to make it easy for opponents to click a button and complain about this. Please don't listen to them. We need better roads. Most people who actually work for a living would agree.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Brittney Reaume <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 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.mirzakhali@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:** Brittney Reaume  
**Email:** brittneyreaume@gmail.com  
**Neighborhood/City:** Foster-Powell/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 is an incredible cost to pay for freeway expansion when those funds could be directed to other much needed investments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Michael Reese <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:52 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.mirzakhali@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:** Michael Reese  
**Email:** funkmasterreese@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?**

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Susan Rosenthal <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:45 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.mirzakhali@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:** Susan Rosenthal  
**Email:** susanfroenthal@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?**

The freeway expansion will increase traffic at a time when we need to find ways to reduce congestion. Widening the freeway will encourage more people to drive. This will increase congestion and pollution.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jacob Roth <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 3:27 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.mirzakhali@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:** Jacob Roth  
**Email:** jacobroth2002@gmail.com  
**Neighborhood/City:** Hillsdale 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?**

Spending limited tax dollars on a freeway expansion/upgrades does NOTHING to help the former, current and future residents of the Albina community/neighborhood. The +2 billion dollars quoted by ODOT for the full project could completely overhaul biking walking and transit infrastructural for the greater metro region of Portland. Climate change is the largest threat to humanity globally and this would INCREASE GHG EMISSIONS BY 21,000 tons EVERY YEAR! As a 23 year Portland resident this project is against the community. DONT FUND THIS WASTE.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Dave Rowe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:34 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.mirzakhali@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:** Dave Rowe  
**Email:** DLRowe1910@icloud.com  
**Neighborhood/City:** 8817 NE 275th ST battle Ground washington

**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 drive from Battle Ground Washington to Lake Oswego. A regional passenger rail system should be planned with a bi-state authority and avoid freeway expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Allan Rudwick <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 3:54 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.mirzakhali@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:** Allan Rudwick  
**Email:** arudwick@gmail.com  
**Neighborhood/City:** Eliot 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?**

The Eliot Neighborhood Association has reviewed the latest version of the Rose Quarter Expansion Project, and it is even worse than we could have imagined. The project will worsen pollution in our neighborhood and create an unfunded liability for the state during a moment of profound budgetary uncertainty. Therefore, we urge you to reject the proposed amendment to the Metropolitan Transportation Improvement Program (MTIP).

The phasing of this plan of this project is especially terrible. Deferring most of the community benefits from the project to future, unfunded phases. A majority of the freeway caps and associated redevelopment planned in conjunction with Albina Vision Trust is not in Phase 1. This omission is especially ridiculous given the good-faith planning efforts that Albina Vision Trust has made and the uncertainty regarding future funding for the remainder of the project.

Sustained congestion and traffic speed improvements have not been documented in any similar freeway expansion projects because of the well-known phenomenon of induced demand, where new traffic is diverted to an expanded path. Additionally, it attracts traffic from other times of day under the same assumption, which returns congestion to previous levels within months, sometimes making traffic even

slower than it was before. We ask: Do you want to be responsible for contributing to a historically poor investment of public funds?

Every time that we do not kill this project leads to more of Oregonians' and Portlanders' money being spent studying this debacle. Therefore, we urge you to vote against the MTIP amendment. If you must advance this amendment, please add language preventing ODOT from taking money from any other funding sources after the Federal and/or State funding does not come through.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sherry Salomon <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:17 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.mirzakhali@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:** Sherry Salomon  
**Email:** sherrysalomon@comcast.net  
**Neighborhood/City:** Portland/Goose Hollow

**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?**

2393 SW Park Place #204

It's more important to limit pollution. We need to be addressing climate!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mel Scott <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:54 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.mirzakhali@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:** Mel Scott  
**Email:** beatricekiddoux@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?**

Portland is branded an excellent for bicycling and I fear for the lives of our bicyclists and would like all work from ODOT to be on the fight for safety of these individuals and for better driving habits from motorists.

The widening and expansion of highways NATION wide Does NOT LOWER TRAFFIC and does Increase Carbon emissions.

This expansion has already been researched as problematic and dangerous for pedestrians that would be attending the Blazers games.

I would like to see roads that have been orphaned by ODOT and are not part of this expansion get the love and care they need.

We need better crossings for pedestrians and deterrents of SPEEDING cars KILLING people. The number of deaths has been INCREASING since 2020.

Reject the RQ MTIP Amendment. We can't afford the \$1.9 Billion+ Freeway Expansion

Thank you.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Katherine Anne Stansbury <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:45 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.mirzakhali@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:** Katherine Anne Stansbury  
**Email:** kathycallaway@whiz.to  
**Neighborhood/City:** SE Portland and Oregon 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?**

JPACT and the Metro Council should 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.

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, and the state legislature hasn't signaled commitment to funding this project to completion in the 2025 transportation package. 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. Voting for this MTIP amendment would allow ODOT to build a new lane of freeway without much improvement to the freeway caps – with no coherent plan to find funding for the desirable parts of the project.

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. With dire funding needs for the entire region's transportation system, we simply cannot afford to continue to spend hundreds of millions of dollars on this project, especially as matching federal funds are jeopardized.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Emily Stebbins <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 4:28 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.mirzakhali@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:** Emily Stebbins  
**Email:** stebbins.emily@gmail.com  
**Neighborhood/City:** Montavilla/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 evidence suggests that freeway expansions lead to more driving, and fail to relieve congestion in the long run. In other words, we will use all the lanes that are available, increasing pollution and climate change. Instead, resources should be directed towards projects that make it safer and easier to walk, bike, and use public transit.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** suzanne mary steffen <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 6:37 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.mirzakhali@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:** suzanne mary steffen  
**Email:** 67steffen@gmail.com  
**Neighborhood/City:** 7213 Dell Rd W

**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 & Metro,  
Please reject the Rose Quarter Freeway Expansion MTIP amendments.  
Please prioritize investments in road maintenance, street safety & transit improvements.  
We cannot afford this \$1,900,000,000+ highway expansion project.  
Thanks you,  
Suzanne

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Casey sundermann <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:49 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.mirzakhali@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:** Casey sundermann  
**Email:** csund5@msn.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?**

Our roadways are rutted with potholes, we need safe walk ways, crosswalks and bike lanes, along with mass transit. The Rose Quarter freeway expansion will disrupt entire neighborhoods and add exhaust fumes near homes and schools.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Brice W Suprenant <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 4:28 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.mirzakhali@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:** Brice W Suprenant  
**Email:** bsuprena@gmail.com  
**Neighborhood/City:** Mt. Scott/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 you today to demand you reject the RQ MTIP Amendment. We can't afford the \$1.9 Billion+ Freeway Expansion. Yet another freeway expansion will not solve the traffic issue or make the roads safer for our citizens. Countless studies show expanding freeways simply leads to more people driving and traffic continuing to be just as bad all while increasing pollution, etc. Reject this amendment and focus on things we would benefit the most from such as road maintenance including the incredible number of pot holes we have around Portland, street safety, bike infrastructure, and transit improvements. Thank you for your time.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Molly Templeton <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 7:34 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.mirzakhali@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:** Molly Templeton  
**Email:** mollyatempleton@gmail.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?**

In this era – of climate change, of our clown-led administration, of the distressing growth of needlessly large trucks and SUVs – we cannot cave to the illusion that more highways will lighten traffic loads. More highways means more traffic. The part of I-5 that runs smack through Portland is always going to be a bottleneck, and the obvious first fix – speaking as someone who lives in this neighborhood – would be to change the on and off-ramps in the congested area, which are dangerous and confusing even if you live here and use them all the time.

We don't need more highways. We need a MAX that runs to Vancouver and is well-looked-after. We need more public transit, more bike lanes, more pedestrian-safe corridors, and for our existing roads to be in better shape. And the original devastation to the Black neighborhood here **MUST** be accounted for. Shoving more highway lanes through an already damaged neighborhood is not going to do any of that.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Judy L Todd <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:01 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.mirzakhali@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:** Judy L Todd  
**Email:** 1judytodd@gmail.com  
**Neighborhood/City:** 1631 NE Broadway St. #723

**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 this overwrought, overplayed expansion please!

Use hiway funds to maintain and secure existing local roads and intersections, to fill the fix the degraded high use potholed and damaged roads to make it safer and easier for all!

It is past time now to alter the priorities to safety and repair!

Thank you.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Matthew Tuckerbaum <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:33 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.mirzakhali@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:** Matthew Tuckerbaum  
**Email:** tuckermattr@gmail.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?**

To Metro Council, and JPACT –

I urge you to reject the MTIP amendment that would allocate additional funding to the Rose Quarter project. As elected and selected officials with authority over our region, we depend on you to be realistic, effective stewards of our resources, to think critically about risks, trade-offs, and outcomes, and to make difficult choices when the time comes. We are all susceptible to the desire to keep a project rolling, especially when so much time, money, and effort have been spent on it already. But that the cost has already been so high does not in itself justify further expenditure and support. There is still time to say no, to keep this project from digging us deeper into a budgetary and environmental hole, and to bring us back to sanity.

This project has always been deeply flawed in its assumptions and modeling, obstructive in its planning and communication, and ignorant of the needs of our larger transportation system. Now, on top of those glaring flaws, it will improperly allocate funding in Phase 1 to highway widening, rather than reconnecting the Albina community. It will do that in the context of a \$1 billion budget gap of ODOT's own creation and a federal government that almost certainly will not actually disburse funds for a Reconnecting Communities project. Continuing to throw money after this project in our current state funding and

national political environment requires a suspension of critical thought so thorough that we could equate it to sleepwalking.

I have faith that you all are engaged, thoughtful public servants who do not sleepwalk through your duties and decision-making. Given all of the context of this project and this moment, I hope you will muster the courage to stop the madness that is the Rose Quarter expansion and see to it that we build a transportation system that achieves good livability, equity, environmental, social, and financial outcomes for Oregonians for generations to come.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Satya Vayu <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 11:22 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.mirzakhali@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:** 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'm writing to urge JPACT and the Metro Council to 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. How can Portland move forward with a freeway expansion projected to create an additional 21,000 tons of Greenhouse gas emissions every year. in this era of climate chaos? Freeway expansion is an unacceptable policy failure in 2025, and I demand regional leadership to push back against the ODOT! JPACT and Metro need 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Lauren walsh <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 10:27 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.mirzakhali@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:** Lauren walsh  
**Email:** llwalsh@gmail.com  
**Neighborhood/City:** Arbor Lodge/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 don't think freeway expansion is a good use of funds. I think we would get more short and long term benefit from investing in things like transit improvement. It also seems like there are ways to improve the highway traffic situation that are less costly than the currently proposed solution.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Catherine A Wasilewski <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 2:57 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.mirzakhali@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:** Catherine A Wasilewski  
**Email:** cathywazinor@msn.com  
**Neighborhood/City:** Beaumont Wilshire

**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?**

4515 NE 35TH AVE

I am writing to request that JPACT & Metro reject the the MTIP amendment to approve allocation of more money (hundreds of millions of dollars) to forge ahead with the Rose Quarter Freeway Expansion. I ride my bike at least once a week along Flint Street to go downtown and am very much opposed to any projects that increase the highway traffice through this corridor. It is foolish to believe that widening freeways will lessen car congestion in what has been described as a bottleneck! Urban studies all around the country have proven that wider highways just leads to more car traffic within a short time. Use this money to fund road maintenance & work towards transit improvements!

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Diana Wiener <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 1:04 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.mirzakhali@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:** Diana Wiener  
**Email:** diana.wiener@gmail.com  
**Neighborhood/City:** Hillsdale, Portland, Oregon

**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 need additional freeways. We need better public transit, infrastructure and more investment in walkability in our neighborhoods. I urge you to reconsider and instead, prioritize public transit and road maintenance above expansion. It will be better for the health of our city and our citizens. No one needs more freeways.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kyle Wells <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 8:32 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.mirzakhali@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:** 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).

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Eva Weyers <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:02 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.mirzakhali@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:** Eva Weyers  
**Email:** eweyers@gmail.com  
**Neighborhood/City:** Creston-Kenilworth/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 complete I-5 expansion project does not have full funding. Approving these amendments would not fill all the gaps in the forecasted budget. If these amendments allow ODOT to begin the I-5 expansion project, I worry that money currently allocated for other projects will get pulled and redirected once they hit the next phase in the project and there is no money left. Or that there will be no money available for smaller infrastructure projects in the next several years because this unfinished project is swallowing up all available funds. Or even worse, that the state, county, and city will go massively into debt to cover the cost. This project is massively unpopular, hugely expensive, and has operated in bad faith with the public since the start. I would like JPACT and Metro to vote to reject the amendments and focus on funding projects that we know can actually be completed with the money currently available.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Linda Wilshusen <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:10 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.mirzakhali@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:** Linda Wilshusen  
**Email:** l-j-w@pacbell.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?**

Portland & ODOT should continue to collaborate on sustainable transportation development rather than freeway widening.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Donald Winn <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 5:07 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.mirzakhali@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:** Donald Winn  
**Email:** winndm@comcast.net  
**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?**

Spending \$2 BILLION on freeway widening in the Rose Quarter is a giant waste of money we don't have! Many other roads in Oregon need repairs and maintenance and improvements far more than this. Freeway widening brings more traffic, more pollution, and years of torn up roads. Save Billions, reject the Rose Quarter Freeway Expansion MTIP amendments! Thank you.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Wendy Wolfe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:46 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.mirzakhali@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:** Wendy Wolfe  
**Email:** wendywolfe13@hotmail.com  
**Neighborhood/City:** Roseway

**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 have the funds. It's a ridiculous waste and so many more important issues need to be addressed.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Allison <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 5:23 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.mirzakhali@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:** Allison  
**Email:** aquinlan82@gmail.com  
**Neighborhood/City:** Pearl 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?**

Studies have shown time and time again that expanding roads and especially freeways do nothing to alleviate congestion while they do manage to decrease safety and siphon money from infrastructure projects that could genuinely do good. When there are more lanes, more people drive and when there are wider lanes people drive faster. More drivers and faster drivers leads to more and deadlier crashes, and for no reason. If you want to improve travel throughout Portland, you need to get people out of their cars by improving public transit and bike infrastructure

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Adam Crane <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 1:01 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.mirzakhali@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:** Adam Crane  
**Email:** adamacrane@gmail.com  
**Neighborhood/City:** 4506 SE Raymond St

**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 we build more freeways, we will only get more autos. We won't gain anything.  
That money could be better spent on our existing roads, which are in terrible shape.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Stone Doggett <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:44 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.mirzakhali@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:** Stone Doggett  
**Email:** stonedoggett@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?**

By every measure, the economic outlook of our region and federal funding is in decline. Even if there is improvement over the following decades, JPACT and Metro have a critical mission of investing in an economically sustainable path forward. Public resources should be directed toward maintaining our current infrastructure, and when possible, making it more resilient and less resource intensive. Expanding the interstate through the heart of Portland is an irresponsible waste of resources. Approving the MTIP amendments would demonstrate that the JPACT and Metro Council are not good stewards of the hard earned resources of Oregonians. For a fraction of the cost, transportation improvements that would get Portlanders off of the I-5 for trips of 5 miles or shorter would accomplish the same goals as widening the I-5. This would also allow Portlanders to waste less money on single occupancy car-based transportation and lead to a more sustainable system now and for the future. Approving MTIP amendments would be a failure of the council's integrity and would set Oregon on an unsustainable course. JPACT and Metro Council should show courage and fulfill their obligations to Oregonians of today and tomorrow and reject the Rose Quarter Freeway Expansion MTIP amendments. JPACT and Metro are entrusted to hold ODOT to acceptable standards. Please don't let us down.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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](#).*

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1

---



### Amendment Purpose Statement:

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### Summary Description of the Amendment Bundle:

- This amendment bundle contains three Rose Quarter related projects that include:
  - Key 19071: Rose Quarter Improvement Project (Non-construction phases primary project)
  - Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1(Construction package)
  - Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (construction package being renamed through this amendment)
- \$250 million of approved Oregon Transportation Commission (OTC) being added to the three projects:
  - \$12.5 million to PE, ROW, UR, and Other phases in Key 19071.
  - \$177.5 million to the construction phase in Key 23672.
  - \$60 million to the construction phase in Key 23682.
- Updating the project name and description in Key 23672 to reflect an expanded construction phase scope of work which will include adding auxiliary lanes on I-5.
- The MTIP amendment includes a completed Performance Assessment Evaluation (PAE) that evaluates the project's impact upon the transportation system.
- The PAE action also included a project level transportation modeling assessment as part of the consistency review with the approved Regional Transportation Plan (RTP).

Comment Period: February 4, 2025, to March 7, 2025

### MTIP Reviews and Checks:

- ✓ Satisfactory Fiscal Constraint Demonstration
- ✓ Met RTP consistency Reviews and Checks
- ✓ Completion of a Project Performance Assessment Evaluation (PAE)

Summary of Comments: All submitted comments are against the proposed OTC approved new funding for the Rose Quarter projects.

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



Submitted Comments				
Num	Date	Name	Email or Comment Type Submission If Not Email	Comment
1	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the I-5 Rose Quarter Improvement Project - Letter of Agreement in Support of Full Project Delivery and Funding as part of the amendment public comment/notification opportunity
2	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the proposed Rose Quarter Improvement Project full build-out exhibit
3	2/5/2025	Chris Smith	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>  Email directly to Jessica and myself.	<p>I'm writing to comment on the MTIP amendments regarding Rose Quarter. I also plan to provide verbal comment on the Zoom.</p> <p>The "known opposition" section of the staff report is a bit thin and identifies a "No Freeways Coalition". There is no such organization.</p> <p>There <b>are</b> two active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:</p> <p>No More Freeways Neighbors for Clean Air BikeLoud AORTA (Association of Oregon Rail and Transit Advocates) Families for Safe Streets Eliot Neighborhood</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>Some or all of these organizations will oppose the MTIP amendments.</p> <p>We'd appreciate it if future versions of the staff report would reflect this opposition.</p> <p>Thanks.</p> <p>Chris Smith No More Freeways</p>
4	2/6/2025	Peter Laciano	<a href="mailto:peter.laciano@gmail.com">peter.laciano@gmail.com</a>	<p>I am writing to comment on the February amendment to the Metro Transportation Improvement Plan.</p> <p>I am deeply concerned with a number of features of this amended plan:</p> <p>1) This plan delivers significant highway widening (so called "auxiliary lanes") which is a financial and climate disaster, and directly contradicts Metro's climate and VHT officially adopted goals.</p> <p>2) This plan delivers minimal offsetting multimodal benefits, with no bike overdressing and a very small amount of cover relative to the significant highway widening. This will be a safety catastrophe in a city that is already struggling with a traffic safety epidemic.</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>3) The cost estimate is already high and likely to inflate significantly. Every other highway expansion project in the metro region has ballooned in price, including the Abernathy Bridge Project which quickly went from \$300M to \$500M and now over \$800M. This is unacceptable in the tight budgetary environment Portland and the state of Oregon faces.</p> <p>Thanks for your consideration, Peter Laciano Portland, OR 97214</p>
5	3/5/2025	Chris Smith No More Freeways	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>	<p>Opposes I-5 Rose Quarter Amendment Submission of written correspondence and request to distribute at TPAC and JPACT</p> <p>Please add the attached to the comment record for the amendment. Please also distribute to TPAC, JPACT and Metro Council for their meetings on this topic.</p>
6	3/10/2025	Chris Ghormley	<a href="mailto:chris@ghormley.net">chris@ghormley.net</a>	<p>Now is the time to stop the ill-conceived, overpriced Rose Quarter Freeway Expansion by canceling the MTIP amendment. We have many other transportation priorities that will provide more utility and safety for Oregonians. Meanwhile, the complete funding package is in doubt.</p> <p>We are likely headed for a recession, and spending on new infrastructure (a wider freeway will also require more maintenance in the long term) while FAILING to maintain the infrastructure we already</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>have is truly short-sighted.</p> <p>My priorities for transportation put new freeways below the bottom of the list, yet my local, regional, and state governments can't seem to absorb the lessons of the past: more roads and freeways create more traffic, not less. And this is a complex project with high impacts that are hard to mitigate: spending on the project will likely balloon as the sunk-cost fallacy drives us to throw good money after bad. This project was a bad idea and now is the time to spike it. Let's fund operations, maintenance, and transit infrastructure that will improve outcomes for everyone.</p> <p>I respectfully urge the committee to vote NO on the MTIP amendment when it comes up for a vote.</p> <p>Chris Ghormley <a href="mailto:chris@ghormley.net">chris@ghormley.net</a> Kerns, Portland, Oregon</p>

## Georgia Langer

---

**From:** Matt Hodson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:00 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.mirzakhali@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:** Matt Hodson  
**Email:** matt.hodson@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?**

More lanes = more CO2. We need to invest in what we already have like transit.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nathan Holland <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 11:15 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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** Nathan Holland  
**Email:** nholland83392.ok.us@gmail.com  
**Neighborhood/City:** Portland – Creston-Kenilworth

### **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?**

Portland has \$5B in maintenance backlog, that's an astonishing amount. While the roads are better than in some places, they are below acceptable levels in any regard. Climate leading cities invest in densification, green infrastructure, and safety improvements. A month ago, Tuyet Nguyen was struck and killed by a driver while legally crossing Cesar Chavez. The area should be focused on safety improvements (like reducing Cesar Chavez to a 2 lane cross section south of Powell), not subsidizing smooth traffic flow for Washington residents at the expense of historically disadvantaged OREGON neighborhoods. Just a question: Have you ever driven on I5 north of Broadway during peak hours? It's all WA plates. They do not deserve unfettered access to our city without paying taxes here, being members of the community, and investing in the future in a way that doesn't promote particle and noise pollution, microplastic shed, road dust resuspension, local quality of life decreases, salmon die-off, sedentary lifestyles, etc., etc., etc. Our city does not need or want this. The money for the project could be going towards active transportation credits (\$50/month for people who bike to work), transit improvements (Willamette tunnel), or even just decking over more freeway without widening, possibly even tunneling I-5 and making a waterfront park on the east side to match the west. Ramps to 84 and Morrison would be doable. Look at Zurich's limited access freeway system: it's nearly completely underground with on and off ramps and even interchanges all underground. Tolling could easily pay off this project: charge the same for taking I-5 vs. 405. Deck 405 over too, for that matter, and get rid of all exits and entrances

except for burnside. I have 1000 ideas as to how this money is better spent to achieve regional goals and promote our city's future.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Kieffer Katz <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 1:29 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.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-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:** Kieffer Katz  
**Email:** kiefferkatz@gmail.com  
**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?**

This feels like an attempt to start construction on a fundamentally flawed project so it becomes harder to stop. The momentum is against the rose quarter freeway expansion. The science is against it, the research is against it, and the people are against it. Moving forward with \$250 million, less than 25% of the predicted cost, is a poor use of funds, especially with the uncertainty surrounding federal support. Please reject these amendments and prioritize transportation infrastructure we actually need, not this splashy and fundamentally unnecessary boondoggle

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Frances Kiva <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:04 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.mirzakhali@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:** Frances Kiva  
**Email:** thekivas@comcast.net  
**Neighborhood/City:** NW Portland/hillside

**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 money to expand freeways use should be used to fund transit improvements if we want Portland to be a livable city. If we had a well functioning transit system and that was safe, reliable, and served a larger population there would be less traffic and less need of more freeways. I've watched freeway expansion in California for years- there is always huge costs, years long traffic snarls, and when finally finished enough population growth that the "new" freeway is just as congested.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sofia Knutson <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 12:08 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.mirzakhali@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:** Sofia Knutson  
**Email:** ana.sofia.knutson@gmail.com  
**Neighborhood/City:** Foster Powell

**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 live in Foster Powell and used to live in Woodstock. Whether biking or driving, I often encounter roads that are not paved and have crazy potholes. With the rain, it's impossible to see how deep they are. I choose to drive on Powell instead of Holgate due to the potholes on Holgate. It's so frustrating to live in a beautiful city and have to spend so much energy finding the right route to enjoy it. Please focus on making improvements to the roads we use in the city. Please create better N to S networks for biking and driving so we are not forced on freeways that don't need more cars. We need better solutions, not expanded freeways.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Jennifer Krauel <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 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.mirzakhali@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:** Jennifer Krauel  
**Email:** jennifer@krauel.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?**

As a scientist I know that climate change is an emergency, requiring that we prioritize transit over building more freeways. As a Portland resident, I am alarmed at the poor management we've seen at ODOT. As a human, I want the Albina neighborhood restored, and building more freeway lanes is not going to get us there. Reject the MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Bernard LeTourneau <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 10:35 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.mirzakhali@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:** Bernard LeTourneau  
**Email:** letourneau.alain@gmail.com  
**Neighborhood/City:** Downtown

**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 expansion project is the perfect example of mismatched priorities. While the City of Portland, and State of Oregon, are reporting budget shortfalls, there's always money to expand freeways. If traffic or safety is the issue, then removing SOVs from the road is what is necessary, and there is a means to do this through tolling, which has proven effective in NYC where it was implemented, as well as in other parts of the world. Expanding road capacity will only expand SOVs use in this corridor which will spew pollutants from tail pipes and vehicle tires and brakes (yes, EVs still use tires and brake pads, both which contribute to airborne pollutants). But I am saying what JPACT and Metro already knows, but chooses to ignore. My vote is NO, and I encourage JPACT and Metro to consider the long-term impacts of this terrible project. This project will not make Portland a better city, and whatever short-term benefits might be provided to local construction firms, are seriously outweighed by the long-term detrimental impacts of a project of this nature. Please vote NO.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Mathias Quackenbush <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:14 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.mirzakhali@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:** Mathias Quackenbush  
**Email:** mathiasquackenbush@gmail.com  
**Neighborhood/City:** Madison South, 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 do not work. Don't inflict billions in debt on our community just to lock us into decades of increased pollution, accident deaths, and vehicular violence along with the economic burden of car dependency. Investments in active transportation infrastructure and transit yield dramatically more benefit to our community per dollar invested than massive, wasteful, and disruptive freeway capital projects. We can reconnect the Albina neighborhood without expanding the freeway, and in fact the capping will be safer without the weight of extra freeway lanes on top. Please, do the right thing. Don't mortgage our future to decades of car dependency. Reject the Rose Quarter Freeway Expansion.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Kai Richardson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 12:15 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.mirzakhali@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:** Kai Richardson  
**Email:** kairichardson@gmail.com  
**Neighborhood/City:** Portland, SE

**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 don't believe an expansion will materially benefit myself and my community, and will just be dollars spent in the wrong direction. I like the idea of the cap, but the widening is just not necessary. The phase 2 projects are much more worth investing in for the region, at much lower cost. I'm confident increased investment in public transportation, especially in availability, will help resolve the current issues.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Anna Stone <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:08 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.mirzakhali@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:** Anna Stone  
**Email:** aestone20@gmail.com  
**Neighborhood/City:** Eastmorland – 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?**

The Freeway Expansion project is a disruptive transportation “solution” that will not create sustainable improvements for Portland’s future. Construction will make traffic much worse for an extended period of time, and the outcome will not resolve problems of accessibility and speed as the city continues to change in form and size. This project will require one after another to accommodate its issues. Investing in diverse public systems of travel will alleviate pressure on the city to make one freeway work the “best.”

Rather, smoothing out various routes and modes of transportation to be safer and faster, making users less reliant on the city for big expensive changes.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Andrew Tillinghast <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 9:24 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.mirzakhali@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:** Andrew Tillinghast  
**Email:** andrewtillinghast@gmail.com  
**Neighborhood/City:** Montavilla

**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?**

Air pollution kills millions annually. More freeway lanes = more premature deaths.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Isaac Tobar <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 7:57 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.mirzakhali@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:** Isaac Tobar  
**Email:** tobarisaac13@gmail.com  
**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?**

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://nomorefreewayspx.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:** Lloyd Vivola <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 10:07 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.mirzakhali@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:** Lloyd Vivola  
**Email:** nouveladam@hotmail.com  
**Neighborhood/City:** Boise-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?**

This process has gone on for too long already. The cost overruns, the funding uncertainty, the bait and switch tactics that are bleeding what was suppose to be an initiative that would serve the rehabilitation of a black community done injustice decades ago, is all bad enough. And now we have technocrats who continue to draw their salaries from the public coffers to promote a dinosaur of a project ad nauseam and with utmost disdain for neighborhoods, and a city, that need to get in gear with a future of enhanced public transit, street safety for cyclists and pedestrians, and the long overdue maintenance of existing streets and roads. Critics are right. Let ODOT get their shovels in the ground and there is no telling how long this process will last and cost, no telling what new blight it will bring on the reputation and cityscape of Portland. Step up METRO – as elected officials finally did in the case of Robert Moses, first in New York, then here in Portland – and vote to reject the Rose Quarter Freeway Expansion MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Nat West <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 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.mirzakhali@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:** Nat West  
**Email:** natjwest@gmail.com  
**Neighborhood/City:** Woodlawn, 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 Members of JPACT and the Metro Council,

My name is Nat West, I have lived in Portland for 22 years. During that time, I have been a TriMet bus driver, small business owner, bike commuter and parent.

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments in favor of directing our region's investments toward road maintenance, street safety, and transit improvements. Over the past years, we've witnessed firsthand how our aging infrastructure and inadequate transit options directly affect our daily lives—from deteriorating roads that slow emergency responses to safety hazards for pedestrians and cyclists, and a transit system that doesn't meet our community's needs.

Investing in robust road maintenance ensures that our existing infrastructure remains safe and efficient. Prioritizing street safety not only protects drivers but also makes our neighborhoods more accessible and secure for all residents. Moreover, enhancing our transit system is crucial for sustainable growth, reducing congestion, and providing equitable access to opportunities across our region.

Since money doesn't grow on trees, a vote to widen a freeway means a vote against our maintenance backlog, safe streets and improved public transit. That is the choice you are making today.

With this in mind, your choice is clear: rather than pouring limited resources into an expansion that benefits only a fraction of our community, we must focus on investments that yield immediate and broad-based benefits for every resident. I respectfully ask you to stand with our community by voting to reject the freeway expansion and by supporting initiatives that truly enhance the safety, efficiency, and sustainability of our transportation network.

Thank you for your commitment to a smarter, safer future for our region.

Sincerely,  
Nat West

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Lisa Westarp <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:43 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.mirzakhali@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:** Lisa Westarp  
**Email:** lisawestarp@gmail.com  
**Neighborhood/City:** Irvington/Alameda, 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?**

Before investing enormous sums in expanding freeways, we need to maintain the freeways and roads we already have. We need to give people alternatives to driving in cars by making our streets safe for people on bikes and people walking, and we need to make public transit more convenient. Safe streets, good public transit, and well-maintained roads draw people to Portland and make it a vibrant city people will want to visit and live in — not speed past on a great big superhighway. And looking to the long term, in order to reduce emissions and reduce pollution and reduce climate damage, we need alternatives to cars and trucks on freeways. How about passenger trains and light rail? Please do the right thing, please vote NO on the Rose Quarter Freeway Expansion MTIP amendments.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Troy Winslow <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:23 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.mirzakhali@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:** Troy Winslow  
**Email:** tj@yorkcollective.org  
**Neighborhood/City:** Portsmouth

### **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 reject the MTIP amendment that would funnel hundreds of millions more taxpayer dollars into the proposed \$1.9 billion Rose Quarter Freeway Expansion. We cannot afford to continue enabling ODOT's fiscal irresponsibility—time and again, we've seen ballooning costs for freeway projects that do nothing but sell our children's futures to the highest bidder while failing to solve congestion or improve mobility.

Instead of doubling down on an outdated, destructive freeway expansion projects, we should be investing in infrastructure that actually benefits our communities—local and regional rail, transit, and multimodal transportation efforts that reduce emissions, improve access, and align with our climate goals. A robust regional rail system, for example, would provide safe, efficient, and sustainable mobility while supporting economic and environmental justice.

ODOT has shown us where their priorities lie, and it's not with the people of Oregon—it's with the contractors and lobbyists pushing an endless cycle of freeway expansion at the expense of our communities. It's time for Metro and JPACT to break the cycle. Reject this amendment and prioritize investments that serve the future, not just the prospectors pushing the roadbuilding industry.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewaysdpx.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:** Angela Zehava <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 3:40 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.mirzakhali@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:** Angela Zehava  
**Email:** angela.zehava@stanfordalumni.org  
**Neighborhood/City:** Sellwood/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 sickens me that they have already wasted so much money—it's mind boggling—on a project that is deeply unpopular. They just keep trying to ram it down Portland's throat. The fact that it is getting built in/ON a traditionally Black neighborhood is just gross, and attempting to pay the neighborhood off with "development" doesn't make it less so. We can spend money on giving that neighborhood what IT wants and needs, separate from this damnable highway that will be wall to wall traffic congestion, poisoning everyone nearby.

I have lived in Houston, Texas and Los Angeles: Highways have NEVER solved congestion—everyone knows this.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Stefan Andersson <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 8:49 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.mirzakhali@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:** Stefan Andersson  
**Email:** ripcitybassworks@gmail.com  
**Neighborhood/City:** Goose Hollow / 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 respectfully urge JPACT and the Metro Council to reject the MTIP amendment to advance the Rose Quarter Freeway Expansion proposal. Not only are ODOT and local transportation agencies within the Portland region facing large funding deficits, this project represents an extreme financial risk to the region with looming federal budget cuts. Targeted multimodal safety improvements should get funding priority during times of financial uncertainty, not large megaprojects.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Eli <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 11:06 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.mirzakhali@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:** Eli  
**Email:** elibenjaminphoto@gmail.com  
**Neighborhood/City:** Woodlawn

### **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 would urge JPACT and the Metro Council to please reject the Rose Quarter Freeway Expansion MTIP amendments.

Firstly – we can't afford it. This project is already short \$1 billion dollars! Our city, state, and federal agencies are failing to maintain BASIC services and provide a BASIC level of safety. With what limited funds we do have, we should be focused more on vulnerable road users. This project is simply too expensive.

Secondly – even if we had tons of money waiting to be spent or huge federal guarantees (which we don't), this project falls short of any effective goal. Investing in more emissions, more fatal crashes, and more cars is counterproductive given the scale and urgency of the climate crisis and our socioeconomic decline. DECADES of research have demonstrated that adding highway capacity contributes to more driving, more trips, and more emissions (i.e. – induced demand). To argue that this project will reduce traffic and therefore emissions (like ODOT has) is insulting and wrong-headed.

We have already sunk too much money into overpaying consultants – and the costs will just keep piling up. It's never too late to make the right decision and re-focus on the more important goal of preventing further road deaths and climate destruction.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Max Farbman <info@nomorefreewaysdpx.com>  
**Sent:** Thursday, March 20, 2025 9:11 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.mirzakhali@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:** Max Farbman  
**Email:** max.s.farbman@gmail.com  
**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?**

I strongly oppose the proposed funding for the Rose Quarter highway expansion. This project is an expensive and misguided attempt to widen a freeway at a time when Portland should be prioritizing investments in public transit, biking, and pedestrian infrastructure.

ODOT's own data shows that widening I-5 will not solve congestion but will instead induce more traffic, increase emissions, and further entrench car dependency. This directly contradicts Oregon's climate goals and regional commitments to reducing vehicle miles traveled. Instead of spending billions on a freeway expansion that will worsen air pollution in historically marginalized communities, we should be directing these funds toward transit improvements and safer streets that benefit everyone.

Furthermore, ODOT has repeatedly failed to be transparent about the true cost of this project. The price tag continues to balloon while basic questions about the design, environmental impact, and community benefits remain unanswered. The agency is relying on federal funding that remains uncertain, raising serious concerns about the project's financial viability. Given the shaky fiscal outlook, moving forward with this expansion risks leaving Oregon taxpayers on the hook for massive cost overruns while diverting resources from urgently needed transportation improvements.

Before moving forward, we need real accountability, a full environmental review, and a commitment to investments that align with our values—clean air, equitable transportation, and a livable city. I urge policymakers to reject this amendment and redirect funding toward sustainable, community-centered transportation solutions. Portland doesn't need more freeway lanes; it needs a future that prioritizes people over cars.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Anders Hart <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 8:58 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.mirzakhali@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:** Anders Hart  
**Email:** anderspeterhart@gmail.com  
**Neighborhood/City:** Eliot 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?**

I oppose the proposed amendment to add Phase 1 of the I-5 Rose Quarter Improvement Project to the MTIP for the reasons outlined in the letter submitted by No More Freeways. This project is fiscally irresponsible, especially given the uncertainty surrounding federal funding. It will increase local pollution, exacerbate climate change, and divert resources from essential maintenance, safety, transit, and active transportation investments. I also urge 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.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Sarah Lombardi <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 1:10 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.mirzakhali@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:** Sarah Lombardi  
**Email:** lom.917@gmail.com  
**Neighborhood/City:** Portland (Brooklyn)

**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 advancing the proposed Rose Quarter Freeway Expansion. Portlanders need more city, not a shrinking walkable footprint due to increased freeway footprints. Creating more roads will only create more pollution, create budget shortfalls, take funding away from infrastructure maintenance projects, and so on. We need to maintain the roads we have before attempting to construct new ones.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Wufoo <no-reply@wufoo.com>  
**Sent:** Wednesday, March 19, 2025 11:34 PM  
**To:** Legislative Coordinator  
**Subject:** [External sender]Submit testimony to Metro Council [#312]

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

**Name \*** Matthew Alexander

**Email \*** [mdalexand1@gmail.com](mailto:mdalexand1@gmail.com)

**Your testimony**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. Please, even if you support the totality of the Rose Quarter project, vote against this amendment today and recommend that staff examine the objections listed in public comment on this item. For a project of this size (\$ billions), we must not simply rubber stamp what comes to us from ODOT without ensuring that the money will be spent in a way that will benefit our community and the environment.

**Is your testimony related to an item on an upcoming agenda? \*** Yes

## Georgia Langer

---

**From:** Nick Mediati <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 11:51 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.mirzakhali@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:** Nick Mediati  
**Email:** nmediati@gmail.com  
**Neighborhood/City:** Cathedral 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?**

I urge the JPACT and the Metro Council to reject the MTIP amendment and the expansion of I-5 through the Rose Quarter.

Roads around the Portland area are a mess and present a danger to drivers—and cyclists and pedestrians alike. Many streets are dangerous for pedestrians due to a lack of suitable sidewalks. Public transit has significant gaps—and will likely suffer under the current administration.

Let's fix and fund what we already have instead of throwing money at a freeway expansion project that won't fix traffic and will only worsen the climate crisis.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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:** Loren Shumaker-Chupp <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 9:07 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.mirzakhali@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:** Loren Shumaker-Chupp  
**Email:** noisedamaged@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?**

I urge JPACT and the Metro Council to vote to reject the MTIP amendment. Sinking billions more dollars into a project that does not have a balanced approach to transformation, expands freeways, and is wildly over budget is not just irresponsible, it's robbing us of future opportunities to better the region with other more equitable projects. Please do not rush to approve a project that is mismanaged, overpriced, and harmful to our region when climate change and budgetary concerns are at a critical high.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.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](#).*