



# Portland Area Value Pricing Feasibility Analysis

Summer 2018 Community Engagement Summary Report

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## Appendix C LETTERS FROM AGENCIES, ORGANIZATIONS AND ELECTED OFFICIALS

Date received	Organization
6/22	Metro Council
6/27	Clark County Council
7/10	Clackamas County Board of County Commissioners
7/12	79 <sup>th</sup> Legislative Assembly Joint Committee on Transportation
7/12	Overlook Neighborhood Association
7/12	Street Trust
7/20	No More Freeway Expansions Coalition

June 22, 2018

The Honorable Tammy Baney, Chair  
Oregon Transportation Commission  
355 Capitol Street, NE MS11  
Salem, OR 97301-3871

Dear Chair Baney and the Oregon Transportation Commission members:

As members of the Oregon Department of Transportation Value Pricing Policy Advisory Committee (PAC), we appreciate the commitment shown by the Oregon Transportation Commission (OTC) and the Oregon Department of Transportation (ODOT) to exploring systemic ways to manage the congestion, safety, reliability, and accessibility of our road system. We support your efforts and believe that value pricing is an important tool that should be used for our region to address the increasing congestion, environmental concerns, and cost inequities that are present in our transportation system. As we have communicated previously, we also believe that in order for a pricing program to deliver real results to the region's residents, employees and businesses, and improve outcomes for low income communities and communities of color, it must be grounded in the following principles:

- 1.) The primary objective of any pricing program must be to manage demand, not raise revenue. We hear from our region's, businesses, and visitors who are all feeling the impact of increased congestion in our region, whether it is more time spent in the car or waiting at the bus, people driving more irritably and less safely, or increased traffic on residential streets. In particular, congestion often functions as a hidden tax on those who can least afford it, and value pricing is a way to correct that hidden inequity. In order to address congestion, a value pricing program should focus on managing demand, not raising revenue to increase supply.
- 2.) The most successful congestion pricing strategies match improved transit with managed demand. This provides people with equitable alternatives to driving, mitigates the impact on low-income communities, and moves more people through the system with greater efficiency. This is true for London's cordon pricing scheme and is also true for HOT lane transit service in San Diego and Miami. There isn't a perfect formula for matching the right parts transit and pricing, but there is no question that they are necessary complements.

We know that increased transit access is a key component of a successful program, not just a mitigation strategy, and are concerned that it will be left unaddressed until the end of ODOT's analysis. We believe that it must be incorporated into the problem statement from the beginning. The most durable way to address congestion is to successfully shift people from driving alone in cars to having and choosing other transportation choices; for road pricing to be successful it must provide those options.

In addition to the significant policy reasons to incorporate increased transit access, we believe there are strategic reasons to proactively include transit service in any program. If increased transit access is not baked into a proposal framework, ODOT's analysis of any pricing program will demonstrate fewer positive benefits and highlight more negative ones, providing the public with a negative picture of pricing, and badly equipping policy makers to understand how pricing could help or hurt their ability to meet policy goals. We assume that any pricing program that is eventually implemented will include increased transit access on routes related to the priced corridors, particularly on routes that serve low income communities and communities of color, but in order to be comfortable moving forward with a proposal, that increased transit access should be made explicit in the program's framework and problem statement.

- 3.) Any program must also address the increased safety needs that congestion pricing may create on adjacent arterials. Diversion from the freeways onto the local streets will happen, and may create adverse impacts on the local community and jeopardize the safety of people using those streets. Many of the roads that are likely to suffer the more significant diversion impacts are already amongst some of the most dangerous in our region; it is imperative that ODOT work to improve safety for the most vulnerable on those roads before pricing is implemented. We recognize that the OTC's legislative direction is to only consider I-5 and I-205, but a value pricing program should take into consideration the impact of that program on the rest of the region, and the safety of the communities that live, work, and play alongside adjacent roads must be a top priority.

The PAC process has centered on a series of scenarios. While the second and third principle can be incorporated into any of the proposed scenarios, the data presented to the PAC so far suggests that scenarios B and C are the two demand-management focused scenarios likely to reduce congestion. Of those two, scenario C clearly produces the strongest outcomes for the average resident, and we encourage the OTC to give it more consideration.

Recognizing that the PAC has one more meeting to develop a recommendation to the OTC with limited time to focus on the overarching policy impacts of a value pricing program, we believe that these principles are fundamental to the success of a pricing program in our region, and should be incorporated into whatever scenario moves forward for future study. We also agree with the staff recommendation that there be future, system-wide analysis done, and assume that such an effort would focus on more than just the highway system. The principles articulated in this letter should serve as the basis of any future analysis as well as the current work.

We appreciate your attention and interest and look forward to working with you to provide a better transportation experience for all of the greater Portland region's residents, businesses, and visitors.

Sincerely,



Tom Hughes, President  
Metro Council



CLARK COUNTY WASHINGTON

[clark.wa.gov](http://clark.wa.gov)

CLARK COUNTY COUNCIL

Marc Boldt, Chair

Jeanne E. Stewart, Julie Olson, John Blom, Eileen Quiring

1300 Franklin Street

PO Box 5000

Vancouver, WA 98666-5000

360.397.2232

June 27, 2018

Oregon Department of Transportation  
Value Pricing Advisory Committee  
355 Capitol St. NE  
Salem, OR 97301

Oregon Transportation Commission  
355 Capitol St. NE, MS11  
Salem, OR 97301

Dear Value Pricing Advisory Committee,

The Clark County Council previously expressed concern to you regarding potential tolling on the Interstate 5 and 205 corridors and its outright opposition to the proposed maximum tolling design known as "Concept C." In addition to "Concept C," the Clark County Council strongly urges you to abandon "Concept B" as part of the pilot program of tolling lanes on I-5 between Going Street and Multnomah Boulevard.

At first blush, it appears "Concept B" is being floated as a more palatable option to "Concept C." The truth of the matter is "Concept B" would have a negative impact on traffic on both sides of the river, and Clark County commuters would be disproportionately affected by this tolling concept.

If "Concept B" is initiated, anyone driving to the east side of Portland and south of Going Street will very likely choose the Glenn L. Jackson Bridge. Many commuters who normally would use I-5 will divert to I-205 via State Routes 500 and 14, Clark County's major east/west freeways. These routes already handle a large amount of traffic considering they are both two-lane highways in both directions, and SR 500 has several stop lights between I-5 and I-205.

Currently, when one bridge is backed up during rush hour — forcing commuters to divert to the other bridge — SR 500 and 14 become parking lots. Clark County residents who work in Clark County are caught in this traffic despite the fact that they are not traveling to Portland.

"Concept B" will turn this occasional traffic dilemma into an every-day occurrence. Not only will the plan not alleviate congestion in Portland, it will artificially impose greater congestion on the north side of the river.

Increased congestion on SR 500 and 14 won't be the only traffic issue. Those traveling via I-205 to avoid tolls are going to end up on east Portland surface streets and will cross the Willamette on smaller Portland bridges instead of using the Marquam or Freemont bridges that are better equipped to handle commuter traffic.

In addition to an abysmal traffic situation, Clark County commuters are — as with "Concept C" — being asked to bear the brunt of paying the proposed tolls.

As you know, Clark County residents working in Oregon do not have another option for entering your state to get to their places of employment. The bridges connecting our communities are the only routes to their livelihoods.

As local elected officials, we understand and appreciate the importance of keeping infrastructure safe and transportation moving. Clark County maintains 2,600 lane miles of roads in both urban and rural areas. Clark County is a vibrant community situated along the interstate highway that connects all of North America, and we realize how vital it is to keep freight, goods, tourists, businesses and workers moving smoothly along I-5.

That said, we do not believe that alleviating the congestion that takes place in Portland should be disproportionately paid for by Clark County commuters. The Clark County Council believes county residents who travel to Oregon will receive little to no benefit from infrastructure improvements constructed with the tolling design proposed in "Concepts B or C."

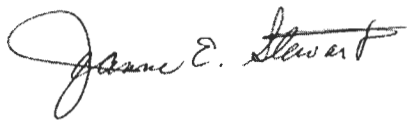
It is unfair to ask Clark County residents to pay for transportation enhancements that will not address their concern of spending an inordinate amount of time in traffic that means less time at home with their families.

Again, the Clark County Council strongly urges you to forgo the "Concept B" tolling design.

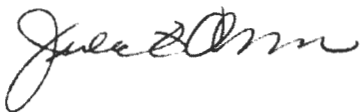
Sincerely,



Marc Boldt, Chair



Jeanne E. Stewart, Councilor District 1



Julie Olson, Councilor District 2



John Blom, Councilor District 3



Eileen Quiring, Councilor District 4



**BOARD OF COUNTY COMMISSIONERS**  
**PUBLIC SERVICES BUILDING**  
2051 KAEN ROAD | OREGON CITY, OR 97045

July 10, 2018

Commissioner Tammy Baney, Chair  
Oregon Transportation Commission  
Oregon Department of Transportation  
355 Capitol Street NE, MS11  
Salem, OR 97301-3871  
Attn: Commission Assistant

RE: Portland Metro Area Value Pricing Feasibility Analysis

Dear Chair Baney and Members of the Commission:

On behalf of Clackamas County, we are pleased to offer you our position on the recommendations of the Portland Metro Area Value Pricing Feasibility Analysis. Representing communities and residents that are directly impacted by one of the state's most congested freeway segments, we have closely followed the development of the Value Pricing Study stemming from HB 2017.

The interstate system in the Portland region has locations in which congestion due to lack of capacity is so severe that it is impacting our quality of life, air quality, and economic competitiveness. Most notably, these areas include the I-5 Rose Quarter and the two-lane segment of I-205 between Stafford Road and Oregon 99E. Both segments contain significant bottlenecks that are of statewide significance. It is, therefore, no surprise that the Value Pricing Policy Advisory Committee (PAC) recommended further study of tolling in both of these sections.

The Board of County Commissioners urges the OTC to be mindful of some fundamental challenges that are unique to our local Clackamas County community:

- **Safety Concerns Caused By Diversion:** Currently there are thousands of trips every day that are being diverted off of I-5 and I-205 onto rural County roads. These diverted trips on to the County road system are impacting the livability of our communities and the safety of our residents and the traveling public, resulting in more crashes on the County system.
- **Lack of Parallel Systems/Routes:** An issue unique to the southern I-205 corridor is a lack of a developed grid system due to its topography, rivers, and rural location. This limits the route alternatives, especially to low-income populations that cannot afford tolls.
- **Shortage of Transit Alternatives:** There is a lack of transit along the I-205 corridor between I-5 and Oregon City. As emphasized by the recommendation from the PAC, the necessity to provide reasoned transit alternatives as a part of this project are imperative to ensure traveling options.

Should the OTC decide to move forward with value priced tolling, the Board's position is as follows:

- Concept E should include at least one lane that is not priced to accommodate low-income populations that cannot afford tolls, have limited or no access to transit, and have no feasible alternative routes available.
- Concept B should be studied in conjunction with Concept E. If either I-5 or I-205 is tolled, then both must be to avoid unwanted diversion between the two corridors.
- Emphasis should be placed on ensuring revenues from these Concepts be focused on growing capacity to increase freeway throughput, near and long term, in the region.
- Revenues spent to mitigate the impacts of these Concepts should only be spent in areas experiencing direct impacts from diversion.


While we are supportive of advancing an analysis of these pricing alternatives, we are mindful that tolling is one of a number of tools to help address the region's congestion challenges. Specifically, value pricing is a tool but not a silver bullet in our efforts to meet the needs of our transportation system.

Lastly, the aforementioned I-205 bottleneck is currently on track to be shovel ready for construction in 2020, yet the project lacks necessary funding for final design and construction. It is imperative to seek remaining project design funding from the 2019 state legislature to keep the project on its current timeline while awaiting future toll revenues for construction. Should the OTC pursue tolling, it should be implemented in such a way as to ensure that the project can be built as expeditiously as possible. Should tolling ultimately prove infeasible or not timely for funding the I-205 project, Clackamas County would stress the need for the state legislature to identify alternative funding to move construction of the project forward.

We have appreciated the participation of Commissioners Simpson and O'Hollaren on the PAC. Thank you for your consideration of our comments on this very important subject, and we look forward to continuing to work with you in this process.

Sincerely,

**CLACKAMAS COUNTY BOARD OF COMMISSIONERS**



Jim Bernard  
Chair



Ken Humberston  
Vice Chair



Sonya Fischer  
Commissioner



Paul Savas  
Commissioner



Martha Schrader  
Commissioner

cc: Joint Committee on Transportation  
Matt Garrett, ODOT Director  
Rian Windsheimer, ODOT Region 1 Manager  
Judith Gray, ODOT Region 1 Value Pricing Project Manager

Co-Chairs:  
Sen. Lee Beyer  
Rep. Caddy McKeown

Co-Vice-Chairs:  
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Patrick Brennan, LPRO Analyst  
Matt DeRosa, Committee Assistant

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79<sup>th</sup> LEGISLATIVE ASSEMBLY  
JOINT COMMITTEE ON TRANSPORTATION

State Capitol  
900 Court St. NE, Rm. 453  
Salem, OR 97301  
503-986-1674  
FAX 503-364-0545

July 12, 2018

Hon. Tammy Baney, Chair  
Oregon Transportation Commission

Dear Chair Baney and members of the Oregon Transportation Commission,

During the 2017 legislative session, a strong partnership between the Joint Committee on Transportation and the Oregon Transportation Commission (OTC) enabled us to make a historic investment in our transportation infrastructure. We invested in projects that will increase the reliability and safety of our transportation system. We developed new ways to fund our public transportation systems and intermodal facilities. We provided ongoing and stable support for safe access to schools across our state and found creative solutions to difficult challenges.

As part of this package and in response to significant impacts felt across the state from congestion in the Portland metro area, the Joint Committee on Transportation directed establishment of a Traffic Congestion Relief program focused on relieving problems in the Metro region; this program directed the OTC to implement value pricing to reduce congestion. In the fall of 2017, the OTC engaged stakeholders in the first phase of value pricing program development and received formal recommendations from this group.

As you take the next step toward development and ultimate operation of Oregon's value pricing system, we urge you to consider the following:

- Traffic congestion in the Portland metro region costs Oregonians \$3.9B annually in lost time and productivity
- Oregonians across the state rely on the Portland metro area transportation system, whether to ship goods to market, get to work each day, or visit friends and family across the world
- Any value pricing system should consider impacts to low-income and vulnerable communities
- Existing transportation funding will not allow significant expansion or improvement of metro system bottlenecks without immediate value pricing implementation



We strongly urge you not to be timid in your planning and decisions and to move ahead quickly and decisively as we march toward our common goal of ensuring a safe, reliable, and efficient transportation system for all Oregonians. We believe key stakeholders expect bold action to resolve I-205 and I-5 construction challenges and we risk losing their support for future, and present, gas tax and weight mile increases. We look forward to receiving your report in December.

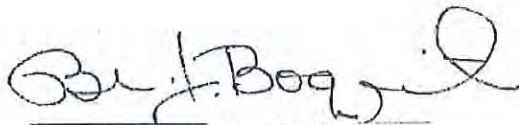
Thank you for your service to your fellow Oregonians.



Sen. Lee Beyer, Co-Chair



Rep. Caddy McKeown, Co-Chair



Sen. Brian Boquist, Co-Vice Chair



Rep. Andy Olson, Co-Vice Chair

# Overlook Neighborhood Association

Christian Trejbal, Chair

overlookna@gmail.com



July 12, 2018

To: Oregon Transportation Commission

Re: Tolling on I-5

The current proposal to add tolls to Interstate 5 with the north terminus at the Alberta/Going exit or any other exit south of the Interstate bridge would have significant negative impacts on North Portland. The Overlook Neighborhood, which is the location of the Alberta/Going exit, urges the Oregon Transportation Commission and Oregon Department of Transportation to pursue the City of Portland's request to implement systemwide tolling rather than a phased approach. If a phased approach is necessary, the northern terminus on I-5 should be set at the Interstate bridge to prevent diversion into neighborhoods. No matter the approach, robust mitigation measures must be studied and developed prior to committing to a plan.

North Portland is often called the forgotten fifth quadrant and has historically been treated shabbily by the city. Neighborhoods are still recovering from gentrification and the discriminatory housing practices of decades past. Compared to the rest of the city, residents on North Portland on average have lower income, are more diverse, younger, more likely to rent and more reliant on a car to get around.

Washington commuters already divert onto the main arteries of North Portland after they cross the bridge. Interstate, Going, MLK and other routes are congested with all of the negative effects associated with traffic, including pollution and safety. Confronted with tolls, more drivers would choose to divert into the neighborhoods, and residential streets could soon see a rapid increase in cut-through traffic.

The Portland Value Pricing Policy Advisory Committee's recommendations offer the Pollyannaish theory that when traffic flows more smoothly, drivers will happily get back on the highway. Where do they think that traffic will have gone? Meanwhile, the recommendations offer no serious solutions to how to prevent an exodus into North Portland neighborhoods every morning and afternoon.

Residents of North Portland also would pay tolls more than residents of wealthier neighborhoods simply because they live in the wrong part of town. Indeed, under the proposal, simply getting on I-5 at Alberta/Going for the few hundred yards to reach the Fremont Bridge and I-405 could incur costs. Strong plans to ensure equity and social justice is essential.

It is incumbent on ODOT and the OTC to mitigate such disproportionate impacts on a part of the city that already has had more than its share of poor treatment by government. The best approach is to spread tolls equitably throughout the system. Next best would be to ensure diversion is not an option to avoid the tolls by beginning them at the Interstate Bridge.

At a minimum, however, before committing to a tolling system on I-5, it is incumbent on ODOT and the OTC to determine if a robust mitigation strategy is even possible. Committing to tolls and only then developing mitigation and equity measures could doom North Portland to an inadequate plan once the ball is already rolling.

Thank you for your consideration.

Christian Trejbal  
Overlook Neighborhood Association, Chair

**Tell ODOT: Get Serious About Traffic and Invest in Transit, Biking, and Walking**

*To the Oregon Department of Transportation:*

Building wider highways will not reduce traffic congestion. Instead, we can use congestion pricing as a method to reduce the number of cars on our streets and invest in better choices like walking, bicycling, and public transit. By following the example of cities like London, Stockholm, and Singapore, we can reduce traffic congestion and lead the nation in making it safe and easy to get around without a car. Congestion pricing must avoid negative impacts on low income people with options like rebates and increased transit.

**We call on the Oregon Department of Transportation to use congestion pricing to reduce cars on our streets and fund a sustainable vision for the future of our city.**

\* \* \*

<b>First name</b>	<b>Last name</b>	<b>Zip code</b>
Taylor	Eidt	97209
Holly	Hein	97206
Nathan	ODonnell	97217
Scott	Ingersoll	97206
Anders	Brenneman	
Nicole	Perry	97222
Phil	Richman	97219
Martine	Sacks	97212
A J	Zelada	97212
Eric	von Hulha	97212
Mary	Stewart	97206
Laila	Krowiak	99354
Ariel	Gummer	97838

erik	mitchell	97213
David	Stewart	97220
Beth	Shuck	97202
Jeff	Beyer	97239
Keith	Olenlager	97214
Nickolas	Anzelmo	97404
Michael	Jolliffe	97206
Stuart	Gleason	97213
Jason	Kidwell	97214
Robert	Davidson	33133
Emily	Guise	97213
Sarah	Miller	97233
Mark	Harris	97211
thomas	Van Hevelingen	97212
erik	mitchell	97213
Naomi	Fast	97006
James	Powell	97214
Stephanie	Byrd	97239
Miles	Anderson	97214
Jonathan	Gordon	97206
Naomi	Fast	97006
Josh	Berezin	97217
matt	glidden	97217
Reed	Buterbaugh	97203

Blake	Goud	97217
Randy	Evans	97239
Samuel	Taylor	97239
Anissa	Fay	97232
Rosemary	Schmidt	97214
Mark	Winningkoff	97215
Debrin	Goubert	97211
jeff	kappler	97225
David	Stewart	97220
Holly	Balcom	97232
Allan	Rudwick	97212
Christopher	Schiel	97203
David	Strom	97202
Esme	Miller	97206
Jacob	Edwards	97217
Jesse	Lopez	97232
Jeremy	Simer	97203
Stephan	Morris	97217
Eric	Wilhelm	97219
E.J.	Finneran	97213
Chris	Smith	97210
Nathan	Howard	97230
Andrew	Oldham	97217
Kevin	Vandemore	97212

Mark	McClure	97212
Lenny	Anderson	97212
Scott	Chamberlain	97206
Garlynn	Woodsong	97211
Cally	Meldrum	97008
Franklin	Fong	97006
Daisy	Quiñonez	97217
Justin	Pabalate	97232
Sam	Balto	97227
David	Neves	97203
Tascha	Babitch	97214
Rachel	Stehly	97209
Mike	Caputo	97206
Cory	Pinckard	97224
Rebeckah	Berry	97702
Amanda	Devasto	97221
Emily	Guise	97213
Jesse	Lopez	97232
Tom	Howe	97202
Cynthia Bohan	Bohan	97213
Daniel	Costantino	97206
NAOMI	BLOOM	97201
Kimberlee	Stafford	97217
Robert	Spurlock	97202

Anna	Gonsalves	97217
Dustin	Kearns	97202
Vickie	Wilder	97227
Lucy	Cohen	97211
David	Turner	97209
Debra	Zaveson	97206
Norman	Jacobs	97282
Mary	Scott	97232
Erinne	Goodell	97211
Rachel	Shaver	97202
Paul	Atkinson	97218
Anna	Greenberg	97405
Shannon	Robalino	97212
Raymond	Hogan	97202
Nicholas	Hoch	97214
Rachel	Bieber	97206
Julie	Hammond	97211
Jenna	Lee	97227
Ferry	Brian	97203
Alexandra	Holmqvist	97203
Andrew	Haddock	97232
Emily	York	97213
Joakim	Lord	97201
mary	fitzpatrick	97206

NAOMI	BLOOM	97201
Shelly	Garteiz	97232
anne	ackley	97301
John	Meyers	97218
dALE	CHAMBERS	98675
soren	impey	97214
Nick	Sauvie	97206
Philip	Fensterer	97203
Roslyn	Gray	97202
Alex	Gerace	97211
Reed	Buterbaugh	97203
Jane	Vail	97217
tel	jensen	97218
Scott	Hillson	97068
Kem	Marks	97236
Mark	ginsberg	97206
Kyra	Haggart	97035
Brett	Yost	97703
Mark	Winningkoff	97215
Oakley	Taylor	97702
Jason	Leith	97206
Willow	Morrigan	97051
Eric	Wilhelm	97219
Anne	Trainor	97211



Yoko	Furukawa	97202
Todd	Roll	97211
Holly	Hein	97206
Bryan	Johnson	97217
David	Aulwes	97202
Matthew	Williams	97206
Joe	Tilman	97303
Mark	Linehan	97214
Serena	Bergstrom	97236
Sasha	Tenzin	97215
Michael	Williams	97219
Alan	Garcia	97209
Loran	Lamb-Mullin	97214
Jeff	Kappler	97225
Monique	Gaskins	97212
Jonathan	Forney	97215
Bridget	Underwood	97217
Jillian	Detweiler	97209
Andrew	Kerslake	97202
Charles	Tso	97209
Ovid	Boyd	97201
Emilie	Portell	97213
Nathan	ODonnell	97217
Chris	Thomas	97211

Seth	Sokol	97217
christine	fazio	97214
Mike	De Blasi	97303
Leann	Warren	97229
Greg	Cox	97225
Steve	Kirkendall	97266
Ray	Atkinson	
Jo	Pi	97214
rick	kappler	97225
Adrienne	Leverette	97215
Kate	Walker	97216
Jake	Davis	97212
Johnny	Carter	97206
Phil	Richman	97219
Matt	Gray	97213
Shelly	Garteiz	97232
Ronald	brown	97233
Scott	Ingersoll	97206
Boyd	Osgood	97201
Christina	Irwin	97034
Christina	Irwin	97034
Kari	Schlosshauer	97202
Scott	Chamberlain	97206
Jay	Panagos	97222

Hobie	Topping	97202
Kristy	Overton	97214
Don	Stephens	97202
Richard	Sheperd	97227
p	bryer	97405
Mela	Seaver	97227
Beverly	Williams	97504
Meghan	Lake	97211
Preston	Beck	97211
michael	hevron	97006
Danny	Joy	97330
Jaime	Reed	97045
Camilla	Dartnell	97212
dennis	sweigart	97068
Jay	Cosnett	97202
Jeffrey	Richard	97214
Nathaniel	Canfield	97206
chris	wilson	97202
Trish	Claffey	97232
Kristin	Gross	97218
Jim	Howell	97213
T.J.	Hester	972173456
Charles	Lange	97402
Brian	Hamilton	97229

Doug	Klotz	97214
Josh	Berezin	97217
Joe	Rowe	97217
Richard	Bidmead	97201
Claire	Cohen	97034
Joe	Westersund	97211
Maureen	O'Neal	97223
Karl	Freitag	97201
Carl	Larson	2155
Paul	Leitman	97213
Michael	Andersen	97213
Joe	Craig	
Meghan	Mack	97214
William	Henderson	97202
Bret	Hooper	
Thomas	Lindner	97206
Joseph	Edge	97267
Vincent	Alvarez	97222
Keith	Olenlager	97214
Robert	Duval	97219
Matt	Ferris-Smith	97212
Carver	Oblander	97206
Jenny	Lee	97214
Sandra	Joos	97239

Verne	Johnson	97201
Joel	Huffman	97230
Brian	Haggerty	97206
Serenity	Ebert	97201
Stewart	Buettner	97202
Eric	Lee	97202
Randy	Harrison	
Richard	Bronson	97405
Adrian	Bergeron	97834
Chris	Smith	97210
Blaine	Ackley	97124
Mark	McClure	97212
David	Stewart	97220
Nona	Gamel	97209
Joel	Komarek	97267
Lindsay	Huber	97215
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Nathan	Roll	97227
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Adam	Hill	97070
Bryan	LaMontagne	97212
Anna	Belais	97206
ezeziel	Martin	97214
David	Mull	

Matthew	Hogan	97213
jeri	stroupe	97217
Bill	Berry	97227
Jeff	Fryer	97221
Rudy	Jeffery	97008
toni	syring	97055
Stephanie	Fong	97225
Christina	Hanson	97202
Francine	Chinitz	97214
Alice	Corbin	97210
Prescilla	Celino	97206
Jordan	Barth	97216
James	Male	97211
Joseph	Vasicek	97223
John	Detweiler	97703
Gerald	Fox	97219
Sameer	Moudgil	97124
Matthew	Simonet	97227
Phil	Moll	97035
Marsha	Hanchrow	97214
Jay	Panagos	97222
Matt	Lichtenfels	97206
Troy	Berry	97213
Christopher	Auel	97223

Sylvan	Hoover	97330
Emily	Estrada	97217
Leeor	Schweitzer	97211
Michael	Parkhurst	97217
Kelly	Dickens	
Wayne	Frey	97303
Jason	Zimmerman	97201
Erin	Brewer	97212
Clay	Dudley	97212
Penelope	Smith	97229
Maggie	Derk	97210
Alex	Lau	97205
Dan	Sherwood	97214
teresa	mcgrath	97212
Debrin	Goubert	97211
Steven	Dyk	75227
Ian	Gordon	97034
Jason	Kidwell	
Jeff	Brandt	97007
Jimmy	Hulett	97216
Layne	Wyse	97206
Eric	Cross	97214
Sergio	Acena	97217
Timothy	Oxendahl	97211

Kelly	Rodgers	97232
Anne	Le-Reiver	97205
Michael	Engelbert	
Drew	Meisel	97215
Phil	Nishikawa	97215
Jolene	Singh	97124
Anissa	Fay	97232
Diana	Saxon	97301
duncan	kerst	97214
Charles	Townsend	97212
Mona	Schwartz	97214
John	Bloss	97119
Andrew	Greazel	97206
Amy	Koski	97202
Heather	McCarthy	97202
Jody	Marshal	97230
Gary	Gilardi	97031
Nancy	Horton	97035
Rachel	Hibbbard	97210
Dave	Doughman	97330
Dan	Hinckley	97123
Rosalyn	Liu	97211
Colleen	Burke-Sivers	97218
Tracie	Houlihan	97212



Lucas	Gray	97211
Ted	Sarvata	97214
Andrew	Oldham	97217
Phil	Devasto	97221
Gabriel	Wihtol	97405
Russ	Dodge	97420
Laura	Hutchinson	97219
Anna	Cowen	97266
Christopher	Michaels	97402
Joel	Shapiro	97232
Brad	Baker	97212
Veronica	Luzzi	97007
Megan	Ramey	97031
Daniel	Toms	97211
Nick	Kobel	97212
Sydney	Herbst	97219
Alec	Boehm	97215
Matthew	Ballinger	97206
Angela	Obery	97301
Allan	Rudwick	97212
Petr	Honek	97217
Jon	Nystrom	97232
Darin	Lund	97213
Garth	Upshaw	97214

Breanna	Padasak	97213
Sarah	Monohon	97217
Lori	Calkins	97213
Matt	Glidden	97217
katherine	Christensen	97219
Leeta	Anderson	97213
Eric	Porter	97213
Sophia	Monahon	97203
David	Walters	97035
Alex	Borgen	97701
Christina	Charvat	97504
Aaron	Altman	97267
Alexandra	Zimmermann	97209
Eric	Lindsay	97202
Ryan	Mosier	97202
Russell	Crispin	97401
Shela	Perrin	97203
JAMIE	NASH	97225
Jeff	Buystedt	97701
Kevin	Nguyen	97006
Noah	Horst	97211
Zach	Klonoski	97203
Lori	Fluge-Brunker	97321
Daniel	Amoni	97202

Carrie	Milligan	97210
George	Marvin	97202
Nicki	D'Amico	97206
Angel	Falconer	97222
shannon	gutierrez	97206
Daniel	Wilson	97405
Mark	Schwylhart	97206
Ryan	Sullivan	97232
Scott	Lieuallen	97215
Ronald	Buel	97213
Beth	Lavelle	97209
Emmett	Finneran	97213
Jane	Waian	97217
Lindsey	Zapata	97201
John	Koberstein	97209
Mary	Mosby	97002
Josh	Mahar	97214
Emily	Leuning	97212
William	Vollmer	97212
Shane	Valle	97217
Meredith	Jordan	97206
Justin	Holck	97701
Tom	McKerlick	97212
Deborah	Holck	97701

Nate	Hildebrand	97212
Mark	Esquierdo	97206
Stephanie	Nappa	97401
Colin	Newman	97218
Randall	Udoug	97219
Rob	Krystofiak	97217
Lily	Frey	97213
George	Shoemaker	97202
Jason	Nolin	97217
Lindsay	Fernandez-Salvador	97206
Stone	Doggett	97212
Ryan	Hashagen	97228
Daniel	Cahalane	97209
Tarah	Heinzen	97217
Marcos	Gonzales	
Alexander	Reid	97217
Nicholas	Hoch	97214
Marsha	Hanchrow	97208
jen	Eiffert	97005
Dan	Jaffee	97211
Stacey	Malstrom	97202
Diana	Rempe	97217
Nori	La Rue	97215
Jeremy	Jeziorski	97230

Alon	Raab	97210
Jonathan	Jonas	97015
Matt	Hodson	97219
Mary	Stewart	97206
Erica	Soule	97217
cole	Britton	97232
BC	Shelby	97209
Steven	Cottingham	97202
Edward	LeClaire	97202
Michael	Hashizume	97005
Jonas	Rake	97205
michael	mann	97216
Sarah	Wiebenson	97227
Brian	Martin	97211
Kevin	Chambers	97214
Katie	Wallace	97214
Nickola	Anzelmo	97404
Meghan	Humphreys	97206
Aaron	Brown	97227
Jeanne	Sutter	97212
Monica	Gunderson	97213
Kiel	Johnson	97232
jess	sconato	97202



**Date:** July 20, 2018

**To:** The Honorable Tammy Baney, Chair  
Oregon Transportation Commission  
355 Capitol Street, NE MS 11  
Salem, OR 97301

**CC:** Portland City Council  
Oregon Metro Council  
Joint Policy Advisory Committee on Transportation (JPACT)  
Megan Channell, Project Manager, Oregon Department of Transportation

**From:** No More Freeway Expansions Coalition

**Subject:** Portland Region Community Members Support Decongestion Pricing Before Freeway Expansion

The informal, grassroots No More Freeway Expansions Coalition first wishes to thank the Oregon Transportation Commission for hosting a public comment period on the proposed Value Pricing Committee recommendations released this past month. We've been following this committee throughout the year, and we are grateful for an opportunity to highlight our support for decongestion pricing as a proven, cost-effective alternative to freeway expansion to tackle traffic gridlock and support healthy, green, equitable transportation options for every community across the greater Portland region.

Our coalition sent a letter to the Value Pricing Committee and to the Oregon Transportation Committee on April 30.<sup>1</sup> Cosigned by over 225 community members with addresses in 46 different zip codes across the region, we expressed our firm support for full decongestion pricing along the entirety of Interstates 5 and 205 ("Option C" - a position also held by Portland Mayor Ted Wheeler and the entire Portland City Council). While we agree with the core principles outlined in a letter sent June 29 signed by TriMet, Metro Council President Tom Hughes, Multnomah County Commissioner Jessica Vega Pederson and local advocacy groups in support of full-fledged decongestion pricing, we believe these positions don't go far enough in ensuring the region gains the full potential benefits from implementation of the policy.<sup>2</sup>

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<sup>1</sup> Our April 30 letter can be read here:

<https://nomorefreewayspdx.files.wordpress.com/2018/04/043018-value-pricing-odot-letter-21.pdf>

Our full correspondence (complete with over 1000 supportive signatures of community members across the region) with the Oregon Transportation Commission, Portland City Council, the Oregon Legislature and the Value Pricing Committee can be found on our website: <https://nomorefreewayspdx.com/about/>

<sup>2</sup> The letter, which was delivered to the Oregon Transportation Commission, is available online here:

<https://www.thestreettrust.org/wp-content/uploads/2018/07/6.29.18-OTC-Value-Pricing-Letter.pdf>



**Using revenue raised from decongestion pricing to expand freeways is like using revenue from a carbon tax to build coal plants.** The very point of the taxing mechanism of road pricing - using market forces to gently guide individual behavior towards an optimal level that maximizes public benefit (in this case, eliminating regional gridlock by providing disincentives to driving during peak commute times) - is substantially undermined by the proposals to direct revenue towards expansion of freeways.

**Furthermore, using revenue from decongestion pricing to expand freeways instead of bolstering transit service directly diminishes the equity benefits of pricing.** If pricing our roads is the “stick” to disincentivize behavior we’re trying to discourage, directing that revenue towards transit provides the funding for the “carrot” that allows more Oregonians more opportunities to consider alternatives to paying for priced roads. If ODOT designs the policy with deliberate collaboration and engagement with frontline communities, decongestion pricing offers commuters a choice between paying a small fee for the luxury of a gridlock-free commute or enjoying a reliable, frequently-arriving bus or train to a job center. By widening freeways instead of pricing them, suburban commuters (especially those who have been displaced to the periphery and/or cannot operate an automobile), will instead continue to have access to neither option. More transportation choices provide more opportunities for communities. Everyone benefits.

Freeway expansion is terrifically expensive, deleterious towards our carbon emission reduction goals on a melting planet, counterproductive towards air quality and other public health initiatives, and (most pertinent to the Oregon Transportation Commission) proven to be wholly ineffectual in cost-effectively moving Oregonians reliably and efficiently.<sup>3</sup> As we stated in our April 30 letter:

*“Our advocacy in support of thoughtful decongestion pricing policy stems from our stark belief that the Portland metropolitan area needs to avoid giving the Oregon Department of Transportation a blank check to spend billions of dollars to expand freeways across the region. **There isn’t a single city anywhere on the planet that has alleviated traffic gridlock by expanding their freeways.** It’s important to be explicit here - every dollar the region can wrestle away from regional proposals to expand I-205, I-5, and Highway 217 is a dollar we can instead spend on transportation investments quantitatively proven to lead to healthier communities, cleaner air quality, anti-poverty initiatives, traffic safety, a reduction in carbon emissions, preservation of farmland, and (most importantly in the context of this advisory committee), less traffic congestion. Freeway expansion will do none of these things.*

*Given that we know this to be true, our coalition has taken a stance that **we are***

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<sup>3</sup>We assume the Oregon Transportation Commission is familiar with the concept of Induced Demand, which stipulates that automobile use will grow to meet whatever road capacity is provided. There isn’t a single freeway widening project anywhere in North America that has solved traffic congestion. Our letter to the Portland City Council sent November 29 2017 includes more information and citations about numerous freeway widening projects that ultimately led to more traffic gridlock. That letter is available here:

<https://nomorefreewayspx.files.wordpress.com/2018/01/112917-portland-city-council-congestion-pricing-resolution-1-1.pdf>



***opposed to any expansion of capacity on the freeways inside the urban growth boundary unless decongestion pricing has been implemented and studied first before expansion.***<sup>4</sup> *It's senseless for our region to embark on these costly, dangerous, environmentally disastrous freeway expansions that won't solve congestion without first determining if decongestion pricing and robust investments in transit won't solve our traffic gridlock problems first."*

Our letter continued to highlight the grave public health, carbon emission reduction, and economic development reasons to support decongestion pricing over freeway expansion. It included a specific list of recommendations to ensure that decongestion pricing policy was instituted equitably, including investments in mitigation of "cut-through traffic," data privacy, and the creation of a low-income tolling rebate program similar to what TriMet is creating for their low-income fare program. Proceeding with spending upwards of a billion dollars on freeway widening projects before implementing decongestion pricing is likely to result in these funds being wasted on freeway capacity that wouldn't be necessary with effective, equitable pricing policy.

Our position - that ODOT and the OTC need to aggressively pursue an equitable approach to implementing decongestion pricing before freeway expansion - has only been bolstered by headlines in recent weeks:

- **Substantial Financial Opportunity for Transit Investment, Easing Traffic:** Materials distributed at the May 14th Value Pricing Committee meeting suggest that "Concept C" could raise as much as \$300 million a year and would result in an 11% reduction in traffic across the region. This is a massive sum of money that could be used for a litany of important transit investments around the region; as a point of comparison, it's more than 2.5 times the annual revenue that TriMet makes annually from farebox revenue. (Oregon Constitutional limitations aside, this suggests that decongestion pricing could more than twice-over cover the revenue passengers on TriMet's buses and trains pay to provide free service, at current headways).

Decongestion pricing, with the revenue directed exclusively towards transit investments, will help ensure commuters from Vancouver to Oregon City, Gresham to Aloha will be able to choose between paying for a traffic-free drive or enjoying a reliable, frequently-arriving bus or train to a job center. By widening freeways instead of pricing them and directing that revenue to transit, suburban commuters will instead continue to have access to neither option.

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<sup>4</sup>Notably, Multnomah County Commissioner Jessica Vega Pederson, Metro Councilor Craig Dirksen, and The Street Trust Policy Director Gerik Kransky, all of whom served as members of ODOT's Value Pricing Committee, are quoted in a *Portland Mercury* article expressing interest in studying the effectiveness of decongestion pricing without freeway widening. Their request was deemed "out of scope" of the study by ODOT staffers. "A New Report Shows Highway Widening Won't Solve Portland's Congestion Woes." *Portland Mercury*. March 6, 2018. <https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes>





- **Air Quality Near Freeways Significant Concern for Neighborhoods, Public Schools:** *Willamette Week* recently published the findings of a Portland State University-led study on the air quality near Harriet Tubman Middle School.<sup>5</sup> Located immediately adjacent to Interstate 5, the air is so unhealthy near the Middle School that PSU's report recommended that students don't play outside on the campus, "especially during high traffic periods." The author of the report also told the newspaper that it was "very reasonable" the freeway expansion would make the air quality at the site (and throughout the nearby Eliot neighborhood) worse. It's also worth noting that the current plan for the I-5 project entails expanding the freeway further east, directly into the backyard of the existing Tubman playground.

The concerns about air quality aren't limited to the soon-to-reopen Harriet Tubman Middle School. I-5 and I-205 each run through numerous neighborhoods, many of them with large low-income populations and large communities of color. This is an environmental justice issue.

- **Poor Air Quality is Devastating for Public Health Initiatives:** New research continues to highlight the devastating health consequences of living in proximity to freeways with high numbers of diesel trucks. A study published in the *The Lancet Planetary Health* highlights new findings strongly linking poor air quality from dirty diesel trucks not only to pulmonary diseases but also to diabetes.<sup>6</sup> As *The Atlantic* writes, the new study found that in the United States, "air pollution is responsible for 150,000 cases of diabetes," with 14% of the worldwide cases of type two diabetes worldwide in 2016.<sup>7</sup> Research by the University of British Columbia's Alex Bigazzi suggests that decongestion pricing programs are the most effective policy tools available to improve local air quality.<sup>8</sup> According to an article published this Spring in the *Washington Post*, "Researchers at Johns Hopkins University and other institutions who studied Stockholm's congestion-pricing scheme found that the policy cut air pollution in the city center and reduced childhood asthma cases by nearly 50 percent. The long-term health benefit of

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<sup>5</sup> "A Middle School Prized by Portland's Black Community Would See Its Poor Air Quality Worsen With a Rose Quarter Highway Expansion." *Willamette Week*, July 4, 2018.  
<http://www.wweek.com/news/2018/07/04/a-middle-school-prized-by-portlands-black-community-would-see-its-poor-air-quality-worsen-with-a-rose-quarter-highway-expansion/>

*Willamette Week* has published the PSU air quality report here:

[https://s3.amazonaws.com/arc-wordpress-client-uploads/wweek/wp-content/uploads/2018/07/05143206/Tubman-PSU\\_HTMSReport\\_Phase1-Outdoor-Monitoring\\_Final.pdf](https://s3.amazonaws.com/arc-wordpress-client-uploads/wweek/wp-content/uploads/2018/07/05143206/Tubman-PSU_HTMSReport_Phase1-Outdoor-Monitoring_Final.pdf)

<sup>6</sup> "The 2016 global and national burden of diabetes mellitus attributable to PM<sub>2.5</sub> air pollution." Bowe, Benjamin et al. *The Lancet Planetary Health*, Volume 2, Issue 7, e301 - e312

<sup>7</sup> "A Frightening New Reason to Worry About Air Pollution." *The Atlantic*. July 5, 2018.

<https://www.theatlantic.com/health/archive/2018/07/a-frightening-new-reason-to-worry-about-air-pollution/564428/>

<sup>8</sup> "Can traffic management strategies improve urban air quality? A review of the evidence." Bigazzi A, Rouleau M. 2017. *Journal of Transport & Health* 7: 111-124



congestion-pricing also seemed to become more apparent the longer the policy was in effect.<sup>9</sup>

- **Our Planet Is Melting, and We're Angry Oregon isn't Adapting:** On a carbon emissions front, an unprecedented heat wave set unprecedented record temperatures across much of the Northern Hemisphere in the past week. Quebec's warm weather claimed over 74 lives; Los Angeles experienced an all-time high temperature of 110°, which led to power outages for 35,000 Californians due to enormous energy demand from air conditioners.<sup>10</sup> An "unprecedented" rain storm hit Japan, killing 176 people, and Algeria registered Africa's highest-ever temperature of 124°.<sup>11</sup> The United Nations published last week that 19 million people worldwide were displaced by climate change-related extreme weather events in the past year.<sup>12</sup> And, lest we need a reminder that aggressive climate solutions will certainly not be proposed by our federal government anytime soon, the Trump Administration's announced Supreme Court nominee was described as "Lord Voldemort of the environment" by a senior counsel at the Center for Biological Diversity, who continued that "On all things administrative law, energy law, environmental law, [Associate Justice Nominee Brett Kavanaugh] has been pretty much the worst."<sup>13</sup>

Members of the Oregon Transportation Commission might consider the carbon emission implications outside the scope of this discussion on the decision to implement decongestion pricing here in the Portland region. **With all respect, given the immense relationship between transportation policies and carbon emissions, this is a luxury that many Oregonians, especially younger Oregonians, cannot afford.** As we noted in our previous letter, an Oregonian born in 2018 is expected to live to 2100. **40% of Portland's local carbon emissions come from transportation,** and these billions of dollars of freeway investments fly directly in the face of any sensible initiative to decarbonize our region. Every infrastructure project the state undertakes should be evaluated by the project's ability to decarbonize our economy. Oregon's Greenhouse

<sup>9</sup> "Congestion pricing also clears the lungs, researchers say" *The Washington Post*. March 27, 2018.

[https://www.washingtonpost.com/news/tripping/wp/2018/03/27/congestion-pricing-clears-the-lungs-too-researchers-say/?utm\\_term=.34056c07a3f5](https://www.washingtonpost.com/news/tripping/wp/2018/03/27/congestion-pricing-clears-the-lungs-too-researchers-say/?utm_term=.34056c07a3f5)

<sup>10</sup> "As second heat wave gains steam, 74 deaths are linked to Quebec weather." *Montreal Gazette*. July 10, 2018.

<https://montrealgazette.com/news/quebec/montreal-heat-wave-more-searing-weather-in-the-forecast-next-weekend>

"Record heat put thousands of Californians in the dark Friday. Scientists predicted this from climate change." *Washington Post*. July 9, 2018.

[https://www.washingtonpost.com/news/capital-weather-gang/wp/2018/07/09/record-heat-put-thousands-of-californians-in-the-dark-friday-scientists-predicted-this-from-climate-change/?utm\\_term=.0950060efe00](https://www.washingtonpost.com/news/capital-weather-gang/wp/2018/07/09/record-heat-put-thousands-of-californians-in-the-dark-friday-scientists-predicted-this-from-climate-change/?utm_term=.0950060efe00)

<sup>11</sup> "Never Seen Anything Like This": 176 Dead in Japan Floods, Mudslides." *The Weather Channel*. July 7, 2018.

<https://weather.com/news/news/2018-07-07-deadly-floods-southwestern-japan-okayama>

"Africa may have witnessed its all-time hottest temperature Thursday: 124 degrees in Algeria." *Washington Post*. July 6, 2018.

[https://www.washingtonpost.com/news/capital-weather-gang/wp/2018/07/06/africa-may-have-witnessed-its-all-time-hottest-temperature-thursday-124-degrees-in-algeria/?utm\\_term=.c2f6ded00412](https://www.washingtonpost.com/news/capital-weather-gang/wp/2018/07/06/africa-may-have-witnessed-its-all-time-hottest-temperature-thursday-124-degrees-in-algeria/?utm_term=.c2f6ded00412)

<sup>12</sup> "AMCDRR focus on disaster displacement." United Nations Officer for Disaster Risk Reduction. July 4, 2018.

<https://www.unisdr.org/archive/59100>

<sup>13</sup> "Will Justice Roberts stand up to the Supreme Court's potential Voldemort?" *Grist*. July 10, 2018.

<https://grist.org/article/will-justice-roberts-stand-up-to-the-supreme-courts-potential-voldemort/>



Gas Commission reported last year that Oregon is way off track in achieving its statutorily mandated goal to reduce greenhouse gases by 10 percent from their 1990 levels by 2020.<sup>14</sup> **It's not an understatement to suggest that any failures of the Oregon Transportation Commission to appropriately scrutinize the carbon intensity of the investments and policies proposed by ODOT have grave consequences for health, wellbeing, and livelihoods of our children and grandchildren.**

The insistence from many individuals and industries who stand to directly or indirectly enormously benefit from these outdated, taxpayer-funded freeway investments are robbing future generations of Oregonians of a healthy planet, a decarbonized economy, and a region in which every resident in the region has the option of biking, walking, taking transit or an automobile (autonomous or otherwise) for their daily errands or commute.

Decongestion pricing could seed a transformative, paradigm shift towards a regional transportation system that actually provides alternatives to gridlock, air pollution and carbon emissions. If ODOT designs the policy with deliberate collaboration and engagement with frontline communities, decongestion pricing offers commuters a choice between paying for a traffic-free drive or enjoying a reliable, frequently-arriving bus or train to a job center. By widening freeways instead of pricing them, suburban commuters will instead continue to have access to neither option.

It's an open question as to whether Portland's elected officials will find the backbone to stand up for our children's lungs (and planet they'll inherit) in the face of the multiple freeway expansion projects that ODOT has lined up across the region. It's not an open question as to whether road pricing can aid in a just transition to establishing an alternative, healthier, effective, greener vision for our region's transportation system. The No More Freeways Coalition, and the 282 community members listing 43 separate zip codes across the Portland region who have signed below, ask that the OTC move forward with thoughtful and thorough road pricing policy that invests in faster, healthier commutes instead of freeway congestion.

No More Freeways Coalition

Community Members Signatures and Additional Comments presented on following pages:

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<sup>14</sup> "Happy Earth Day, Oregon! Let's Widen Some Freeways!" City Observatory, April 22, 2018  
<http://cityobservatory.org/happy-earth-day-2018/>



Name		Zip Code	Addition Comments
Sergio Acena		97217	
Robert Alan	Small Business Owner	97206	The width of our freeways is not the issue, and that is demonstrated by projects across the country that have done nothing to decrease congestion. If anything, on and off ramps should be rethought.
Randy Albright		97214	Elements of the proposed I-5 freeway expansion, including removal of the Flint Avenue Bridge, are unacceptable to the local community. All options to reduce traffic, rather than induce more demand, such as, and especially including, congestion pricing and tolling, should be considered first.
Douglas Allen		97215	
Michael Andersen		97213	Any benefit of freeway expansion in the middle of a major metro area would be much greater and more fairly distributed if spent improving mass transit, walking or biking. Decongestion pricing would solve the legitimate need for traffic to move during peak periods and kick off more money that could be spent on those alternatives to peak-hour driving.
James Anderson		97215	
Carine Arendes	Parent. Community member. Human	97223	
Ashlin Aronin		97211	
Paul Atkinson		97218	<p>I'm a parent of a child who attended Harriet Tubman school, and I'm a data scientist working in the trucking industry, so I have both a personal and professional interest in transportation policy of this kind.</p> <p>We cannot afford to maintain the traffic lanes we have now; using this money to add more to the backlog, while hurting the environment, in order to ease congestion that the freeway expansion will not ease, would be a poor decision. If we have this kind of money to invest in transportation, let it go towards getting people *out* of cars, not putting them in.</p>
Steve Axthelm		97202	
Dietrich Ayala	Pedestrian and driver	97212	Long-term urban livability and sustainability will require fewer cars, not more. Not only will the proposal *not* fix the traffic problem, making it a waste of taxpayer money, it digs us deeper into the pollution and fossil-fuel-dependency hole.
Brad Baker		97212	
Joshua Baker		97214	
Tom Baldwin		97267	
Nancy Bales		97212	Decongestion pricing is the best option with investment in public /alternative transportation. The Portland metro areas long-term livability is dependent upon greener transportation options that make sense for a variety of users, from a variety of locations. We can not "build" ourselves out of our traffic congestion and still have a livable, walkable, bicycle friendly city. More freeways equates to more traffic, causing the need for more freeways. And, in the urban core, that exasperates air quality in an era of already heightened concerns due to increases in the occurrence of wildfires.
Peter Banka		97211	Freeways are often legitimate means of transportation, and for those who need to use them, they should work well and properly. Unfortunately, many, many people use them that do not need to, and when there is a legitimate need, they are often unusable because they are so congested. We need to get our priorities straight as a community and stop providing this extremely expensive resource away for free that costs our



			community so dearly. Make people pay to use freeways so that only people who have a legitimate need to use them use them.
Stephanie Bateman	Parent and Wife	97006	I am concerned about bicyclists, air pollution and would rather see alternative methods of travel supported, and not wasted money on more congestion.
Pippin Beard	Parent & Small Business owner.	97203	From my research I believe it will make traffic worse & that expansion is not the answer.
John Beaston	Planet Earth	97217	
Gary Becker		97203	Decongestion pricing needs to support alternative modes of travel to ensure an equitable outcome. Building more freeways runs counter to the objectives of tolling.
Anna Belais		97206	Climate change is real. We must build regional mass transit and make it more attractive than single-occupancy vehicles. Freeway expansion is unconscionable and won't solve traffic congestion. Please have the moral clarity and political courage to lead Oregon on this incredibly important issue!
Greg Belisle	Resident, small business owner, landlord, home owner	97202	Decongestion pricing is the most effective and sustainable solution. We must find alternatives to single occupancy vehicle travel.
Stephen Bernal		97211	We need to discourage single-occupancy driving and encourage the many other options available in the Portland Metro area in order to improve air quality and quality of life. I am in favor of instituting congestion pricing on all of the freeways in the region and use the funds to further develop alternatives to driving. Research has clearly proven that highway expansion does not work to reduce traffic.
Jeff Beyer		97239	Freeway expansion is a backwards move. Nothing about it is innovative, or forward looking. By investing in such projects, we are solidifying Portland (and consequently Oregon) as a mediocre, follow what has always been done, type of place. Proceeding with decongestion pricing AND earmarking it specifically and ONLY for transit and alternative transportation projects is the forward thinking we need and must pursue. Being a leader on fighting climate change through a reduction in automobile use is the forward thinking that Oregon has to support!
David Bisers	Human who breathes air and is affected by climate change	97206	Freeway expansion, and anything else that continues to promote single occupancy automobile use over sustainable means of transportation, is extremely short sighted. Congestion pricing must be paired with increased transit service or else it will cause even more suffering by those who aren't economically lucky. I expect ODOT to have some vision of a better future for Oregon.
Seth Blum		97217	I am disabled and highly sensitive to air quality. I live in N Portland, and I and my family and so many others would be negatively affected by this freeway.
Bradley Bondy		97222	



Spencer Boomhower	Parent, small business owner, Portland booster	97215	<p>As someone protective of Portland as whole, I see the I-5 trench through N Portland as something that should never have built, especially at the expense of the neighborhood that was destroyed to make way for its construction. As a parent of a stepdaughter who attended the the Tubman Leadership Academy for Young Woman, a recent article in the WWeek saying how arsenic readings there were 4x the benchmark, and naphthalene were 6x makes me wonder how much poison she inhaled just by attending school - and just who's responsible, and how willing the builders and maintainers of this highway are to continue letting that school be flooded with toxic diesel fumes. As someone concerned about how global warming will devastate the life systems on which future generations will depend, I have to wonder who exactly looks at a crowded freeway and thinks: Yeah, we need more of that. And it's well known that freeways always fill up when expanded, so there will be more of that. Finally, as an Oregon-based small business owner, I wonder about the math: I see this as basically a road project, a highway expansion, and according to the ARTBA, an urban interstate highway should cost around \$11M per mile to construct and \$4M per mile to expand. This I-5 project is \$450M for 1.5 miles - \$300M PER MILE. How does anybody justify eating up my taxes at such an exorbitant rate? The phrase "highway robbery" springs to mind.</p> <p>Better by far to first try the suggested approach of decongestion pricing: Make the valuable resource of freeway capacity something other than a free good with no check on its consumption.</p> <p>I thank you for your time and consideration.</p> <p>Sincerely,</p> <p>Spencer Boomhower</p>
Ed Borasky		97007	Light rail and bus service make more sense than single-occupancy vehicles
Elizabeth Borte	Parent and small business owner	97202	
Ovid Boyd		97201	
Steve Bozzone		97211	
Noah Brimhall		97217	
Douglas Brown	Parent	97202	Freeway expansion will never solve congestion.
Aaron Brown		97203	"Forget the damned automobile and build cities for lovers and friends."
Philip Brunner		97217	
Susan Bryer		97211	
Eric Buckley	Parent	97211	
Glen Buhlmann	Voter, taxpayer	97227	Fwy widening has never solved traffic in the entire history of the automobile across the entire planet. Stop wasting taxpayer money.
Veronica Burden		97209	
Nicholas Burns		97239	
Cathryn Burns		97220	We need a long term solution, not a short term fix. The expansion will proved only temporarily relief to those passing through, while permanent residents will be living with the long term consequences. Plenty of studies have shown that freeway expansions don't solve the issue of congestion. Invest in better public transportation, develop incentives for using public transportation, continue to develop biking infrastructure and turning lanes into "bus only" lanes, follow through with highway tolls.
Reed Buterbaugh		97203	Highway widening has never worked, this is a giant waste of money.



Stephanie Byrd	Parent	97239	My children's elementary school (Capitol Hill) is also right next to an interstate highway and it worries me that they are breathing air all day long that is proven to be harmful to their health. It is clear that expanding roads will only make our lives worse in countless ways, and yet we senselessly continue pour our money into the car habit. Let's please begin investing in healthier, more efficient forms of transportation now so that at least our grandchildren might live in a better city.
Kelly Caldwell	Member of 350PDX	97215	
Nathaniel Canfield		97206	
Andrea Capp	Parent & downtown Portland employee	97213	I'd like to see less traffic overall and more funding going to alternative modes of travel. I'd like to see this money spent on projects that improve public safety on streets people walk next to like 82nd, Powell etc.
Thomas Carrier	moovel	97201	
Mark Carter		97202	
Alejandro Chavez		97202	
Ana Cloud		97213	
Scott Clyburn	North Avenue Education, LLC	97202	Expanding freeways is never the answer. Read the literature, ODOT!
Scott Cohen		97217	I support congestion pricing because it's the only tool that's shown to work and it can be implemented fairly to help the entire state's transportation system.
Trask Colby	Parent and teacher	97213	We don't need more freeways we need more transportation options. I am writing this from Portugal right now and it's is amazing how much the cities are made for people not cars. The highways are tolled and everyone takes public transit. A billion dollars would do much more work in dedicatedly bike lanes, easing restrictions on development and expanding bus transit and bus lanes.
Christine Connolly	parent	97219	
Lucy Corbett		97215	
Daniel Costantino	Parent + Urban Transportation Planner	97206	There are so many opportunities to make much more productive transportation investments in public transit and non-motorized transportation, at much lower financial, economic, environmental and human cost than freeway expansion in the Portland region.
Meg Cotner		97212	
Taryn Cowart		97213	
William Crawford		97202	
Eric Cross		97214	The cost of this highway expansion is obscene & is completely contrary to supporting mass transit options that Portland is desperately in need of.
Lindsey Cullums	Portland resident, environmental planner	97217	
Ellen Cusick	Business owner (office	97227	



	next door to Tubman MS)		
Camilla Dartnell		97212	Every freeway expansion makes our places less walkable and bikeable and induces more SOV demand. It's becoming difficult for me to bike to work because when I bike over the freeways, the local emissions make it difficult to breathe. Additionally, about 1/3 of our greenhouse gas emissions are from transportation. Please use decongestion pricing to alleviate demand, and stop widening our freeways!
Lenny Dee			
Brock Dittus	The Sprocket Podcast	97211	the I-5 bottleneck will ALWAYS exist no matter how much expansion it gets because people will drive there if they THINK they can. Population expansion will require alternate methods, like congestion pricing.
Stone Doggett		97212	As a physician who is familiar with the studies of the negative impacts of vehicle emissions on health, a scientist who understands the implication of climate change and a father of children who are growing up in inner NE Portland, I am certain that it is irresponsible to invest in expanding capacity for single occupancy vehicles and more vehicular traffic. Instead of investing in expanding and worsening the problem, investments must be made in solutions to the most important problems that we face. I sincerely hope that the OTC makes a principled decision that is informed by the best science and takes into account the legacy that we leave our children rather than simply perpetuating the status quo, which we now know is extremely flawed. As decision makers, you know things now that past councils did not fully appreciate. Please choose wisely and choose to invest in and expand low emission, mass transit and discourage single occupancy trips and inefficient freight practices.
Danny Dunn		97201	
Peter Dydo		97202	
Joseph Early		97201	
Drew Edmonds	Burgerville Workers Union!	97215	we need to reverse the trend of more cars on the road, longer commutes, more fossil fuels, more bulldozing for bigger highways, and more time spent alone in our cars. We need walkable communities and transportation for all. Politicians always talk about how expensive improving our public transportation system is and then sign off on billion dollar proposals to expand freeways. No more! Other countries have been doing it, yet we're out here in "progressive Portland" building highways like its 1950.
Suzy Elbow	Owner of the St. Johns Community Thrift	97203	
Rachel Elizabeth		97227	
Jessica Engelman		97214	
Tsveti Enlow		97211	I disagree with freeway expansion due to traffic congestion and air quality. i commute on my bike and i believe that we need to invest more in alternative ways to reduce congestion not just building and expanding highways. That's why i support decongestion pricing over freeway expansion.
Damien Erlund		97209	Given that the link between automobile exhaust and adverse health issues (the most obvious being asthma, but certainly not just limited to), expanding freeways directly contradicts one of the core responsibilities of any government: keeping its citizens safe. And for what benefit? Induced demand is an empirically observed phenomena. Even the largest freeways in the world still run into frequent gridlock and congestion.  There's simply no good evidence to support a freeway expansion, and plenty to oppose. Thus, any reasonable conclusion must be against expansion.
Santiago Espinosa Wild		97215	





Steven Farring		97206	My lungs, children's health, climate change.
Naomi Fast		97006	<p>I support decongestion pricing on our entire regional freeway system, including Hwy 26 in Washington County, where I live.</p> <p>WashCo is home of big tech employers, employing people from all over PDX metro, including Vancouver. WashCo's own road funds come from property taxes paid by county residents, whether they own a car or not. But those MSTIP funds are over-generously spent on extending &amp; widening land-hungry arterials that divide neighborhoods, leading to car dependency &amp; congestion. Meanwhile, the WashCo neighborhoods along Hwy 26 that still lack sidewalks &amp; bike lanes are in stress from cut-through traffic. It's dangerous just to walk to the mailbox in some spots. That's the case on streets in the 'Commonwealth' neighborhood, with an estimated population of 66,639. As seen on <a href="http://www.point2homes.com">www.point2homes.com</a>, that neighborhood includes Nike's campus.</p> <p>Reliable bus service would help reduce car use, yet bus service remains very poor. Bus 59 passes Nike just once an hour, with no service at all mid-day or weekends. A bit further northwest, Tanasbourne has an estimated 116,823 people, more than the whole city of Gresham. That's compared with 24,309 in the area Point2Homes maps as downtown Beaverton, where two parallel ODOT highways run through. The county isn't keeping up with demand for bus service or bicycle infrastructure fit for families to use. That's one reason revenue from decongestion pricing needs to go to local transit and get-to-transit bike/walk infrastructure. Thank you for reading &amp; considering these comments.</p>
Jordan Faulds	East Portland Homeowner	97220	I strongly support congestion pricing, as an East Portland resident. I would love to see funds raised in this way used to provide more viable transit options, such as MAX trains that run earlier and later in the day, more frequent bus service, bike infrastructure, and pedestrian improvements in lower-income areas of our city.
Evelyn Ferreira	Business Owner, Family and child advocate	97211	We need to put the environment (climate change and carbon emissions) as well as public health at the forefront of ALL transportation policies moving forward. It is urgent. I am sending in a copy of my testimonial.
Jason Fifield	Communitecture	97202	Freeway expansions have never reduced traffic, and they often increase traffic over time. This is evident when visiting other cities that tried to expand freeways to alleviate congestion, such as Los Angeles and Houston. Portland has greatly benefited from a reduction in freeways, not in freeway expansions. Freeways ruin cities and neighborhoods, they increase demand for driving, and they affect the air quality and general safety of streets in the areas they inhabit. I strongly support decongestion pricing over freeway expansion.
Ellen Finneran	Portlander living near a freeway	97213	Now is the time for reducing our climate emissions!
E.J. Finneran		97213	Freeway expansion is a fossil fuel subsidy. Congestion fees have historical resulted in better traffic and better health outcomes. <a href="https://www.insidescience.org/news/driving-fee-rolls-back-asthma-attacks-stockholm">https://www.insidescience.org/news/driving-fee-rolls-back-asthma-attacks-stockholm</a>
Adam Foltzer		97202	



Paul Frazier	Future Parent, Home owner, driver, cyclist, runner, walker, side-walk cafe lover, picnicker.	97217	<p>After viewing the pollution maps from <a href="https://www.oregon.gov/deq/air-toxics/Pages/PATS-Maps.aspx">https://www.oregon.gov/deq/air-toxics/Pages/PATS-Maps.aspx</a> And reading recent reports on diesel pollution I am concerned about the air I breathe. To put it mildly. We know air pollution is a silent attacker and diesel population alone kills an estimated 400 people a year. What's a major source of diesel pollution? Trucks! And when they idle for hours a day stuck on i5 they put up a toxic cloud full of harmful particulates. The truth is we won't see these effects tomorrow. But the powerful reality is decisions we make today will impact who gets cancer 5 years from now and how many children develop asthma. That's a brutal truth.</p> <p>We need congestion pricing now. We need to get traffic moving. But we know congestion pricing is only part of the solution. To help congestion pricing succeed we need great transit. Congestion pricing needs to fund transit. Transit helps eliminate traffic, saves lives, and accomplishes many of our regions goals. Freeway expansion is expensive, counterproductive and doesn't work. Look at the billions LA spent on 405 only to add another lane to a daily parking lot. It's economics and reality. More people are moved by the space a bus takes than cars. Not only will congestion pricing save lives it will improve lives. If it funds transit it will increase access and mobility for the whole region and promote quality of life and equality. I'm expecting a baby girl in September. I am concerned about the air she breathes when she walks in our yard or around the beautiful Peninsula Park. We need clean air now. Let's take action ASAP.</p>
zachary freeman		97214	
Kimberley Freitas Harper	Parent	96067	My daughter lives in Portland and traffic is difficult to deal with, but a freeway expansion would just lead to more confusion and more traffic. It's wonderful that Portland has so much public transportation, there should be a way to encourage more people to take it. Decongestion pricing could be one way.
Kate Fulford	Parent	97211	As a parent of children who will be attending Harriet Tubman, I am already concerned about their health and safety in relation to the freeway. Expanding that freeway seems like an awful idea! Why create more avenues for traffic, when we should be working to change behaviors.
Ashley Gallagher		97266	Expanding public transport is the *only* proven way to reduce congestion. Expanding freeways always results in more cars (and more pollution!) on roads.
Nona Gamel		97209	lused to live in the SF Bay Area. Expansion does not work
Shelly Garteiz	Concerned citizen	97232	We need to do more to get people *out* of their cars- it's unhealthy for our bodies, our planet, air quality, etc. Freeway expansion does not solve congestion, but fewer people driving will. Make investments for the future that matter- don't hurt future generations with another freeway.
Monique Gaskins	Concerned neighbor to a freeway	97212	I'm an avid runner. As a black person who lives near the proposed expansion, I'm disappointed in the continued disregard for black communities, and I'm concerned about the air quality, for myself, and the neighborhood schools.
Caton Gates		97211	
Steve Gessling		97214	
Barbara Gicking	Provider at Legacy Emanuel	97229	Freeway expansion always leads to more traffic.
Matt Glidden	North Portland Resident	97217	



Josh Gold		97232	<p>1. With decongestion pricing in place, freeway expansion may not be necessary.</p> <p>2. Any potential freeway expansion should come with a plan to address and prevent air quality problems.</p> <p>3. Freeway expansion may not actually increase capacity.</p> <p>4. Decongestion pricing should funnel a significant portion of the funds to public transport as people no longer driving will need faster, more frequent public transport options. Our public transport is mediocre. We could aim to have the best public transport in the USA with funds from decongestion pricing. We currently have frequent service on some bus lines that run at least every 15 minutes. With funds from decongestion pricing, we could have frequent service be every 10 minutes or faster.</p>
Erinne Goodell		97211	<p>Assessments have shown that this freeway expansion project will do nothing to relieve congestion--even in the medium term, much less the long term--and will instead harm air quality at a low income, historically black school in an area already historically ripped apart by the freeway's construction. Congestion pricing will do much more to encourage folks to carpool, take transit, or find alternates to single use vehicle trips. We cannot solve our traffic problems with more capacity. Look to southern California for examples of why that just won't work, and will be a huge waste of taxpayer money and community health.</p>
Whitsitt Goodson	Parent	97233	
David Goodyke	Parent, citizen	97227	
Jonathan Gordon	Parent	97206	
Blake Goud	Small business owner	97217	Decongestion pricing is fairer, cleaner and more effective than widening highways.
Lucas Gray	Propel Studio	97211	
Ben Guernsey	Guernsey Creative, LLC	97217	<p>The West coast needs to wake up and take action before our traffic issues get worse. Clark County traffic is a bane on North Portland in not just I-5 but the surface streets as well due to digital apps. And commuters from Portland and the suburbs need to pay for the prime real estate to park downtown during peak hours. Our city needs progressive policies to keep Portland ahead of the curve for cycling, mass transit and the environment we all enjoy.</p>
Emily Guise	BikeLoudPD X	97213	
Peter Gutmann	Small business owner	97202	
Jed Hafner	Portland resident	97206	
Brendon Haggerty		97214	
Patrick Halley		97206	Investing in efforts to make driving easier NEVER WORKS TO REDUCE CONGESTION.
Marsha Hanchrow	Daily commuter	97214	
Craig Harlow	elementary school Parent	97217	<p>Urban freeway expansion is irrational as a long-term planning strategy, and all modern-educated planners know this. There are too many examples to ignore, of freeway *reductions* actually improving long-term outcomes. Instead, techniques that dis-incentivize urban auto use--especially S.O.V.--are required for better long-term outcomes related to environmental pollution, physical and mental health, local economies, traffic safety, housing, etc. The only problem is the political equivocation and spin that are motivated by moneyed industrial influences, which allows for consideration of otherwise debunked "build-more" strategies that pump massive public dollars to planning, contracting, and real-estate interests, but compromise the real long-term interests of citizens.</p>



Becky Hawkins		97215	<p>I've been living in SE Portland and bike-commuting to NW Portland for 6 years. Our customers are families from all over the area, including Vancouver, Beaverton, Oregon City, etc. As you can imagine, I hear daily complaints about traffic and parking. I used to smugly inform customers of our proximity to bus lines and MAX trains, but in many cases, their neighborhoods either don't have public transportation, or the service isn't reliable enough for them to consider it as an option. So instead, we have dozens of cars getting caught in traffic, and then looping around the neighborhood for 10-30 minutes at a time, looking for a place to park.</p> <p>Adding lanes to a freeway has *been proven to fail* at its sole purpose of relieving traffic congestion. Adding freeway lanes definitely won't alleviate traffic and parking shortages inside the city (where many commuters either start or end their trip). It won't cut down on the injuries and deaths caused by impatient or inattentive drivers. It makes a joke out of "Vision Zero" and any type of "Green" or "livable" promises for Portland. In contrast, better public transportation will improve every one of these issues. Please do the right thing for our city.</p>
Gabriele Hayden		97217	<p>Single humans driving is inefficient and excludes young people, the elderly and the poor from full participation in civic society. It also pollutes, is expensive, and kills people every day with collisions and air pollution. Let's use congestion pricing to make our infrastructure more democratic by allowing other modes enough support to actually work as intended.</p>
Robert Hemphill		97212	
William Henderson	Ride Report	97214	<p>Any form of freeway expansion (including relieving 'bottlenecks') will make it harder for us to reach our air quality, climate change and quality of life goals.</p>
Josh Hetrick		97202	<p>I live in the Brooklyn neighborhood of Portland, which has some of the worst air quality in the city. We need to move decisively to solutions that improve air quality throughout the city and region. Expanding freeways certainly won't get us there, but investments in transit, cycling, and appropriately-priced freeways will.</p>
Andrew Hewus Fresh		97217	<p>More freeways don't meet with Portland's goal of net zero emissions and definitely don't provide equitable transportation for everyone. Cities need transportation that isn't cars.</p>
Scott Hillson		97068	
Ned Holbrook	Parent	97202	<p>I would rather see more money spent in our neighborhoods than helping people drive through them.</p>
Megan Horst	Urban planning professor	97211	<p>I am concerned about the air quality impacts in inner NE and the anticipated increased congestion on the nearby streets. I bike commute every day past Harriet Tubman school. Please price freeways! And make alternative modes like biking and transit easier!</p>
Sabolch Horvat		97218	
Jim Howell	Association of Oregon Rail and Transit Advocates (AORTA)	97213	



Alex Huang	University student		<p>I am a student in urban planning, and one thing that's come up over and over in my study is that building more freeway ROW does not alleviate congestion in growing cities, and in fact it is highly likely that it will worsen congestion. The issue is given the current state of automobile manufacturing, the price of car ownership is too low, thus the demand for road space is so great that no matter how much subsidy we pour into it, the congestion will remain. And make no mistake, it is subsidy. We're pouring billions nationwide into road systems designed to encourage driving. Yes there's demand for it, but there's also demand for methamphetamine but we don't exactly subsidize that either. And you know why? BECAUSE IT'S HARMFUL TO SOCIETY, which additional driving also is.</p> <p>To remedy this issue, it is necessary instead to increase the cost of driving. That's why I'd like to support "decongestion pricing" to cut traffic. It should pay for transit, but if we must build this thing, it revenue should be split 50/30 between building alternatives to driving and financing this improvement, then 50/30 between building transpo alternatives (light rail into WA?) and towards funding a freeway cap for this urban scar to mitigate damage to underserved populations at Harriet T. school. The remaining 20% should fund continued maintenance. After both of these causes have been achieved, 75% of funding should flow towards transit construction and the rest towards maintenance of the right of way. Ideally this would go into effect immediately so folks can be the transformative effects of decongestion pricing and so they wouldn't attribute any reduction in traffic to the newly build right of way.</p> <p>When looking at highly congested roads, people typically think "wow there are too many cars" while DOTs think "wow there's not enough road," and that's the crux of the issue. We don't need more roads, we need fewer cars, and adding costs to driving is the only way that happens.</p>
Mont Chris Hubbard	American Federation of Musicians, Local 99	97211	



Sarah Iannarone		<p>97206 Chair Baney and Oregon Transportation Commissioners:</p> <p>1. It's been widely proven that increasing road supply WILL NEVER BE a solution to our congestion --the principle is called induced demand-- I'm sure you're familiar. Most people complaining about congestion actually comprise it. Thus, the only solution to congestion is reducing the number of motorists operating vehicles on our roads, especially at peak times. We will NEVER solve our commuter woes with investments in extremely costly road and freeway expansion.</p> <p>2. It follows, then, that our primary means of addressing congestion should be getting every possible SOV motorist to adopt an alternate mode of transportation for as many trips as possible. This includes making investments in compact walkable neighborhoods, developing a polycentric region with multiple jobs and education centers, making robust investments in cycling and pedestrian infrastructure, promoting carpooling and telecommuting, and most importantly, making investments in a WORLD CLASS TRANSPORTATION SYSTEM THAT IS COMFORTABLE, RELIABLE, AFFORDABLE AND EFFICIENT.</p> <p>While low-income motorists may be negatively affected by road pricing schemes in the short-term, it's important to point out that our most vulnerable people aren't motorists at all but rather people who are transit-dependent.</p> <p>We know all too well that it is the most disadvantaged in our society who pay the price of improperly priced road access while the privileged continue their way of life largely unaffected. To the same extent that our political processes are filled with white, English speaking, and housed people, our communities of color, impoverished and unhoused people, immigrant and refugee communities spend hours each day traversing the region by transit.</p> <p>Thus, a priority of this congestion pricing process should be committing in writing to doing the work necessary to eliminate the state level pre-emption on toll proceeds being directed to transit; conversely, it should be mandated that the majority of said proceeds be directed to transit investments if we are truly committed to achieving our climate action and equity goals.</p> <p>4. Why should you listen to me? I am a doctoral candidate in sustainable development at Portland State University, where it is my job to host urban leaders from around the globe who visit Portland to study urban development policies and best practices. There, I have hosted the Vice-Mayor for Environment from Stockholm, who helped implement their congestion pricing program.</p> <p>We should be following Stockholm's model of PILOTING an aggressive program (IDEALLY OPTION C) rather than watering down our proposal on the front end through exhaustive political processes. Research has shown a primary barrier to public acceptance of congestion pricing is status quo bias. Our road pricing pilot should be conducted in tandem with comprehensive travel demand management that includes accurately pricing parking in the town centers and transit corridors, transit prioritization (AKA "Bus Only" lanes), robust investments in cycling and pedestrian infrastructure, and reduced and fareless transit regionwide.</p> <p>Thank you for your time and your commitment to this important and pressing matter. I encourage you to engage an inclusion specialist to ensure a diversity of voices (especially those of young people and members of communities of color) are represented in your public engagement processes in the future.</p> <p>Sincerely,</p> <p>Sarah Iannarone Inclusive Cities Advocate</p> <p>"An inclusive city is one that values all people and their needs equally. It is one in which all residents—including the most marginalized of poor workers—have a representative voice in governance,</p>
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			planning, and budgeting processes, and have access to sustainable livelihoods, legal housing and affordable basic services such as water/sanitation and an electricity supply." Rhonda Douglas
Aaron Ilika	Parent	97215	Climate and public health concerns
Dan Jaffee	NE Portland resident		
Joseph Jannuzzi	AORTA member	97217	Highway expansion has never worked. There is a wealth of literature that demonstrates the validity of the concept on induced demand, or more specifically create more space for cars and trucks and more cars and truck will fill that space. Rather than making everyone pay for some to drive why not have those who drive help everyone have access to some form of public transportation funded in part by the small fees the drivers would pay for that privilege and convenience. This approach would also not cause any neighborhood disruption.
Paul Jeffery	Systems Engineer	97214	I don't want my City and region to keep making the same mistakes every time hoping this time it'll work. Freeway expansion will lead to more cars and more need for expansion in the future. Decongestion pricing will lead to fewer cars, a healthier city, sustainable transport, and more room for people to get around. It's time to stop saying the right things about our future and start acting on them.
tel jensen		98674	I live in SW Washington State. I work and go to school in downtown Portland. Congestion pricing is a great solution to the area's traffic problems. It will free up road space for freight and public transit, and improve air and water quality. This will have great benefits for our economy, public health, and equity in the region.  The real prize, though, will be using toll revenue for expansion of alternative transportation modes, not building more freeway. Freeways don't belong in cities, people do. Freeways are expensive, dangerous, polluting, and take up too much space that could be better used for many other purposes. If anything, the discussion should be about shrinking our freeway system, not expanding it.
Kiel Johnson		97232	
Stuart Johnson		97214	
M Jones	Long time Portland resident near I-5	97211	
Jeff Jones	NE Portland resident	97212	
Love Jonson		97232	As a fellow bureaucrat, I KNOW you know the right thing to do, and I know political pressures can get in the way. Please take each person who signed this letter plus the 100+ other people they represent -- the single moms working two-plus jobs, the kids, the elderly person who can't drive or access a computer -- as a signal that the tides are turning, and the right thing to do -- spending money on transit, not more freeway expansions -- is what the people want and desperately need. Thank you.
James Juntunen	Teacher and Parent	97212	
J Minott Kerr		97210	
Alan Kessler		97202	
Thea Kindschuh	Portland State University, MURP/ Staff	97211	
Doug Klotz	Senior Citizen	97214	Decongestion pricing is the best, and probably only, way to reduce congestion, reduce motor vehicle emissions, and save the close-in NE Neighborhoods from further increases in motor vehicle travel and the accompanying pollution. The proceeds should go to assist low-income riders using transit.



Rustam Kocher	Live in Beaverton, Work in downtown, I ride transit and bike at least 1x /week	97007	No more freeways. Find other ways to move people.
Scott Kocher	Business Owner	97204	
Stefan Kwiatkowski	Transit Advocate, disabled Oregonian for 34+ years who cannot drive	97401	We need more transit in this state, NOT more freeways and roads. Induced Demand is a well known traffic engineering phenomenon. Climate change is real, it is time to stop pretending about it. Transit is for everyone, cars are only for non-disabled people without any moral conscience regarding the environment and those who are wealthy enough to afford owning them and the associated expenses. Great nations are NOT ones where the poorer citizens drive cars, but truly great countries are where the wealthy ride public transportation. For the sake of this state, our country, and the entire planet, we need to give the American love affair with the automobile THE BOOT once and for all- put this aging 20th century obsession out to pasture where it should've been put 5 decades ago!!
Evan Landman		97214	You cannot build your way out of congestion, and any attempt to do so will end in failure, disgrace and misery. There are a multitude of projects around the country over the past half century that attest to this fact. We cannot afford to pass the murderous legacy of 20th century freeway planning down to another generation.
Brian Landoe		97217	
Marni Larose	Parent	98212	
jennifer laster		97209	
Stephen Leathers		97215	Spending a half billion dollars to add a lane to a freeway is in direct opposition to our city's climate goals. It will negative affect air quality for nearby schools while not alleviating any automotive congestion. This is just dumb. Please don't do this. Try decongestion pricing first.
Philippe Lebel			
Paul Leitman		97213	I support decongestion pricing over expanding the freeway because it encourages all of us to be wiser about what modes of transport we use and what times of day we travel, and it more accurately charges users of I-5 and I-205 for the externalities they impose on society. I also recognize the potential revenue source from decongestion pricing to improve transit service and active transportation to further reduce congestion.
David Levine		97227	Adding lanes does not solve congestion in the long term.
Andrew Leyva	Parent	97210	We need to stop supporting congestion and more cars. It's unfair to me personally that I have to pay so much in taxes to subsidize gasoline, car infrastructure, etc. (The gas tax doesn't nearly cover it.) Also, car-centric societies disproportionately hurt low-income folks because often those folks take public transit, but pay taxes to support cars, and have to deal with health issues due to pollution (that they don't even contribute to).
Scott Lieuallen		97215	I think it is outrageous to consider spending taxpayer money on something that we know doesn't work. Believing something and wanting it to be true are not the same as actually being true. There is no evidence that expanding freeways does anything other than inviting more people to drive on them.
Eric Lindsay		97202	
mathew lippincott	small business owner	97214	For 5 years, my mail order business required short haul cargo trips across the city. We switched to bike cargo service for small packages because traffic is so bad, but we need to get the trucks moving too. I'm launching a new business and may have to relocate if we can't get commuters to pay a fair share.





			Decongestion pricing will be a minuscule cost of doing business, far preferable to paying my staff to wait around for products stuck in traffic.
Suzzanne Lohr		97206	
Ian Lomax	Parent and small business owner	97212	There are numerous examples that show that congestion pricing works to decrease traffic and expanding roads doesn't. I also find it unbelievable that ODOT is considering expanding a freeway that is so close to a school that has such poor air quality that kids can't play outside without an increased risk of developing asthma. Implement congestion pricing before even considering expansion.
Sarah Lombardi		97202	Widening freeways makes them more attractive to drivers. That means more people will drive. Our air is already alarmingly polluted. We need to focus on public transit and other greener solutions that will improve air quality and curb the effects of climate change.
Jesse Lopez		97232	Investment in highways is an investment in fossil fuel infrastructure and is in direct contradiction to climate goals of the City of Portland and State of Oregon. Investments should be made to facilitate to make more efficient use of existing infrastructure through use of decongestion pricing and bus only lanes.
Joakim Lord		97201	<p>As a leader in sustainable building practices, Portland is well-placed to become a leader in sustainable transportation. Decongestion pricing is the ideal option to achieve this goal, with several benefits: foremost, the decrease in driving as people opt for other transportation methods immediately reduces the environmental impact of single-occupancy vehicles while simultaneously allowing those vehicles on the road to transit more smoothly, further decreasing emissions. Secondly, the funds raised from decongestion pricing must then be allocated appropriately: toward expansion of transit options benefiting all Portland residents, including but not limited to increased bus, light rail, streetcar, and other public transportation options, improved pedestrian and bicycle infrastructure, and support for low-income and minority populations.</p> <p>Funds raised from decongestion pricing should never be directed toward freeway expansion. Doing so would run counter to the sustainability goals that should be the focus of such a pricing scheme. Washington and Clark Counties, the AAA, and other groups may insist that funds be solely earmarked for future freeways, but doing so would simply perpetuate our current problems of congested roads and air pollution. As a life-long Portland resident, I am proud our city successfully canceled many of the freeways which would have carved up our neighborhoods, but saddened by those neighborhoods which were not saved in time. It is beyond time to make amends, and to promote transportation options that benefit all residents, not solely individual vehicle owners.</p>
armando luna		97213	
Matthew Lyon	Parent	97206	Freeway expansions do not solve congestion issues. Options that reduce the number of single-occupancy vehicular trips will. This also happens to coincide with reducing carbon emissions. As a parent of a toddler, my biggest concern is that my son will be able to grow up in a world set to manage climate change.
Cameron MacLean	Field inspector New Homes/Multifamily Construction	97222	
James Maertin		97212	It seems to me that all of this expense and effort is really for the benefit of Vancouver sprawl dwellers – not even Oregon residents! Because Vancouver has embraced sprawl full on and has repeatedly rejected a MAX extension, it is not fair that Portlanders have to pay for it by our roads being invaded by all their cars, not to mention footing the huge bill for a freeway expansion! There is only one way for there to be a reduction in traffic - fewer cars. To achieve that, we must invest in transit that can actually get people where they are going quickly. Dedicated bus lanes are the short term solution, while an expanded MAX is the longer term one.
Patrick Maloney	Parent, small business owner	97214	



Lizzie Martinez		97214	
Erica Mattison	Executive Director, Depave	97214	
Margery Mayock		97213	
Jeremy McCauley		97219	
Sean McClintock		97206	Increasing capacity just increases demand. It's time to stop with freeway expansion and start with decongestion pricing!
Mark McClure	I work in the Lloyd District	97212	
Chris Mccraw		97211	Lots of reasons. Add a home owner near I 5 I like the idea of better traffic flow. However, as a human being who needs to breathe, less traffic is a win for us all. Let's reduce traffic with congestion pricing and less expense to me...who is a driving taxpayer, and other residents too.
Quinn McDonell-Gordon		97214	It's the smart thing to do.
Katherine McGee	Resident of Portland	97212	We need better transit before we start spending billions for an extra lane of a divisive freeway.
teresa mcgrath		97212	we bike 99.9% of the time...i don't have a car, and my partner has one for soccer/nets/poles/balls...she bikes to work everyday regardless of the wether except ice.....no fwy expansion, no congestion pricing, and a better solution would be to quit pr-ing people to move here....we don't need more sprawl, nor more people, as our infrastructure is in need of attention...keep the ugb...allowing the 1-5 fwy to go thru the city was a big mistake.....tolling is regressive...wheeler wants a world class city...the real people of portland don't want it...bring back the grit of old portland.....harriet tubman is a fine school, but it's sad that the pollution affects the children, .....we need more trees/foilage to combat that issue alone on the campus.....plus people need more incentives to lose their giant suv....we get hit almost everyday, as folks are texting, calling, and driving aggressively.....why can't you just designate a car free road, ne going for example, except local residents, as that will reduce traffic fatalities, esp cyclists.....we notice cars just drive ne going, as it's a free reign for them to drive fast.....that needs to change.....thx for allowing input....
Rob McRae	Bogs Footwear	97211	I support decongestion pricing over freeway expansion because expansion has been unequivocally proven to not be a solution to congestion.
Lake McTighe	Parent, resident, concerned citizen	97214	
Ed Menze		97214	
Carlo Mery		97035	
Micah Meskel		97212	
Matt Meskill		97209	
John Meyers		97218	
Christine Meyers		97211	
Marcia Meyers	Parent, Grandparent, Teacher,	97030	Why is it so hard for us to think of the "Seventh Generation"?



	Human Being		
Esme Miller	Member, Transportation & Parking Advisory Committee, Lewis & Clark College	97206	<p>In following this process, I have been deeply troubled to witness ODOT's institutional commitment to freeway expansion in the face of decades of empirical evidence that expansions do not relieve congestion, but rather encourage people to make more auto-dependent life choices.</p> <p>In the context of my work, poor transit access to our campus means that College employees who would choose transit for their daily commutes were it reliable, end up consuming road space that is sorely needed by our graduate students who must get to campus from remote internship sites (and thus have no realistic alternative to driving).</p> <p>A policy that uses congestion pricing revenue to improve transit would result in greater transit usage by faculty and staff, making it possible for those grad students to reliably get to class on time, with existing infrastructure and emissions levels. A policy that uses congestion pricing revenue to fund freeway expansions will a.) result in continued underinvestment in transit, b.) encourage employees who can afford the toll to live further from campus, increasing congestion and emissions, and c.) saddle our grad students with a toll that offers no better chance of getting to class on time. Alternately, if the toll is high enough, it will result in massively overbuilt, underused freeways while decreasing mobility for everyone but the wealthy.</p> <p>On a personal level, I find the profligate use of high-speed urban auto travel to be fundamentally destructive of the kinds of person-to-person community connections and professional opportunities that people seek in an urban life. On a planet careening into climate crisis, in a state with desperate needs for better transit, more affordable housing, and a more humane foster care system, it is just unconscionable to contemplate spending hundreds of millions of public dollars to encourage more driving.</p>
erik mitchell		97213	
Sinead Mooney		97229	
Matt Morrissey		97212	I live in Eliot...I5 is bad enough in terms of pollution as it stands...please give us relief!
Jenny Mosbacher	Small business owner	97210	
Wesley Mueller		97266	
Rob Mumford		97202	
Sarah Newsum		97217	
Phil Nishikawa		97215	
Brian O'Grady		97202	Congestion pricing provides a meaningful way to raise money for options other than single occupancy vehicles and reduce congestion without wasteful spending.
Nathan ODonnell		97217	Adding lanes always adds drivers. Congestion pricing is the logical and proven solution reducing need traffic.
James Ofsink	Portland Forward	97206	
Maria Opie		97212	
Michael Orr		97227	
Andrés Oswill	Portland Planning and Sustainability	97206	



	Commissioner		
Don Park		97214	protect our air and livability with bicycles
Rob Parker	Teacher	97217	
Phil Patton		97219	If the goal of public policy is doing the greatest good for the greatest number, then spending half a billion dollars on freeway expansion is a mistake. First, the reported benefits of the expansion are misguided. No freeway expansion has ever reduced congestion. Further, the expansion won't increase safety because it will encourage people to drive, which is inherently more dangerous than other options. Instead, ODOT should either burn the proposed budget in cash, or invest in local transit options that actually increase safety or reduce congestion. For example, ODOT could invest in rapid mass transit or cycling infrastructure. This is to say nothing of this being a climate boondoggle for a city and state that are ostensibly for green development.
Nancy Pautsch		97210	I'm concerned with air quality and the negative impact this project will have on surrounding neighborhoods.
Seth Pellegrino		97202	
Kyle Peters		97214	
Joan Petit	Eliot Resident, Harriet Tubman Parent	97212	Our goal should be to reduce carbon emissions overall, by reducing traffic and encouraging alternatives to single-occupancy vehicles. Decongestion pricing, in lieu of freeway expansion, can help us achieve all these goals: the roads will be less crowded and so the air will be less polluted; and the money, directed towards public transportation, can be maximized by the very people we want to keep out of their cars.
Elliott Pevida	Small Business Owner	97239	I do not support freeway expansion in Portland proper.
david pollard		97217	Come on, it is so stupid to consider expansion of the freeway
Leon Porter		97232	
Victoria Prewitt		97232	
Daisy Quiñonez	Community Alliance of Tenants	97217	
Nathan Ramsey		97204	We cannot build our way out of our traffic problem because there just isn't enough room. What are you going to do? Pave the Willamette? Portland is not a sleepy little city anymore, we need to take bigger, more effective steps to address traffic while ensuring the health and safety of the people who live here.  Be a little brave and do the right thing here, support congestion pricing, at least on a trial basis, and be part of the future.
Sean Rea		97212	I support decongestion pricing because I don't want to live in the world where we continue to favor the private automobile over transit, cyclists, and pedestrians. There's simply not enough room to keep doing that.
Paul Richards	Apple inc.	97201	I support anything over freeway expansion. Investing in car based transportation is a poor way to deal with any of the problems Portland faces today and will not set it up for success in the future!
Claire Rigsby		97211	
Shannon Robalino		97212	
David Robboy	none	97214	



Steven Rosen	Portland State University Urban and Regional Planning Program	97218	People who are rich enough to own a house in the suburbs already have enough government subsidies.
Rebecca Rosentino		97212	
Brian Rousseau	Parent of 2 lifelong oregonians	97203	Please try congestion pricing first and if there is still reason to justify expanding the freeway, then proceed.
Joe Rowe		97217	Science is real. Science shows us expanding freeways does not improve congestion.
Allan Rudwick		97212	So many reasons. More efficiency of our transportation system helps everyone
John Salsky	Small business owner	97015	I drive a medical transport van, and many times I cant even get my patients to the doctors or hospital on time for their appointments. I'm sick of what's happened to this city with all theses damn people moving here. More roads will only have more people moving here. The building commision should stop okaying buildings & homes to be built. Our city is already congested & overcrowded!
Colin Sanders-Estrada			
Hana Sant		97222	
Ted Sarvata	Parent of 2 school-age kids	97214	Freeway expansion simply encourages more driving. Congestion pricing, on the other hand, provides incentives that get people out of their cars as well as money for better public transportation and infrastructure for pedestrians and cyclists.
Nick Sauvie	ROSE Community Development	97206	
Melelani Sax-Barnett		97222	
Kari Schlosshauer	Safe Routes to School National Partnership	97204	
Cameron Schnur	Tax-Paying Car-Owner	97232	make our city safer and healthier, PLEASE
Ben Schonberger	Parent living in Tubman M.S. catchment area	97212	I live in the catchment area for Tubman Middle School. Widening the freeway, rather than implementing decongestion pricing, will only worsen air quality at the school site. Children living in my neighborhood should not be subjected to dangerous air every school day for three years.
Peter Seaman		97219	I support decongestion pricing - even though it will cost me more personally - because I want driving on a "free"-way to reflect the actual cost of that resource. The fact is that "free"-ways produce noise and air pollution, which cost us in terms of health and productivity; they produce greenhouse gases, which are warming the planet and imposing untold costs; and ultimately freeways are costing us time, as everyone tries to maximize the use of a scarce resource. It's time for people to start paying for what they actually use, which will lead to better decision making and free up the resource for improved uses. Let's use what we have more efficiently and not build more and larger "free"-ways, which only encourage a behavior we need to change. Thanks.



Sean Sendelbach		97219	Vancouver related congestion is diminishing my quality of life
Richard Sheperd		97227	
Rasa Sidagyte		97007	
Jolene Singh		97124	<p>Driving a car is a luxury, it's a privilege, not a right. Across the world we have examples of cities which have a higher average standard of living, simply because of proper transportation planning, for eg, Paris. We need to evolve our thinking and think beyond expansion as a solution. It doesn't work. It simply doesn't. Please look at LA and an example of how wide highways simply mean more cars stuck in traffic. We need to invest in a public transit system which should aim to meet two basic requirements:</p> <ol style="list-style-type: none"> <li>1. It should be more time+cost efficient than driving a personal car.</li> <li>2. No resident should be more than 500 meters away from a public transit service.</li> </ol> <p>I'd recommend tolling private vehicles on highways and using that money towards building a more equitable public transit system. As is it, it costs us too much to simply maintain whatever roads we do have.</p> <p>If you need to, take lanes away from cars and dedicate it to public transit to ensure that it is reasonably time-efficient and cost-efficient to use public transit over driving.</p>
Daniel Sloan		97213	
Chris Smith		97210	
Brian Smith		97213	
Paul Souders		97202	
Suzanne Steffen		97212	
Matt Stewart		97214	
Guthrie Straw		97211	
abraham sutfin	ABRAHAM FIXES BIKES LLC	97217	
Erica Swartz		97214	
David Sweet	Portland For Everyone	97218	
Tony Tapay	Owner of Framebuilder Supply	97206	Freeway expansion does not work. We are at a crossroads and need to be thinking of solutions for a sustainable future. Freeway expansion is not the future.
Andrew Taylor		97222	We need to fully support greener transportation infrastructure! Invest in a sustainable future, not our fossil fuel-addicted past. Our taxpayers deserve better!
Michelle Teveliet		97221	Subsidizing public transportation does a lot more to decongest motorways plus it helps low-income people and shows a better commitment to the environment and public health. I think we should give it a shot.
Karen Teveliet		97221	
Quinn Thereaux	Nanny, Human, Life	97211	Freeway expansion will only serve the continued poisoning of our air and killing of our planet. We all deserve better, our kids most especially. This will be their home longer than it will be ours.
Chris Thomas	Parent, attorney	97211	
Benjamin Thomas		97206	



Joseph Totten	Student	97201	
Charles Townsend		97212	I live in the Eliot neighborhood and freeway expansion will directly impact air quality where I live. Freeway expansion does nothing to ease congestion as vehicles will just fill in any additional bandwidth created by the expansion. No good will be done by expanding the freeway.
Mark Uhrich	Home owner in NE Portland	97212	Stop freeway expansion, put our tax dollars towards cleaning our air, and stiffer regulations and penalties on polluters. TriMet must lead the way with more hybrid buses, the diesel fumes from buses and construction vehicles are killing us. No more development until we fix our air first.
Nikolai Ursin	Overlook Neighborhood Resident	97217	Decongestion pricing is the only viable solution to reducing traffic. Please make this a priority!
Melody Valdini	Parent and employee of Portland State University	97202	We need to create incentives for people to drive less. Why? Because the climate is changing, the emissions from cars are destructive to health, and we need to prioritize our community. I am not an activist- I usually don't get involved with this sort of thing- but the fires last summer really scared me and my family. We need to slow down climate change- the weather is getting more extreme, and so there will be more fires, more bad air days, more records broken. We need to start making changes so that our kids still have the beautiful Oregon that we grew up with. Give us good and cheap public transportation! We don't want more freeways!
Andrew Valdini	Small business owner	97202	I don't want more freeways. People shouldn't drive so much- there's just too much pollution these days. Give us more public transport! Our residents and the tourists love public transportation, especially when it's clean, safe, and not too expensive (and for tourists, the not expensive part isn't too important). And the small businesses of Portland benefit when the tourists are happy in our city, tell their friends, and then come back!
Nestor Valenzuela		97216	
Martha Van Dyke		97209	More roads bring more vehicular use - why are we destroying the planet?
Charlotte VanCleve		97202	
Kelsi Villarreal		97005	
Claire Vlach		97214	
Allen Vogt		97206	
Paula Wade	Fed up human	97217	
Kate Walker		97216	
Bjorn Warloe		97218	We should see how much things change with congestion pricing fubding more frequent transit before expanding the freeways.
Leann Warren		97229	
Jessica weinberger		97216	
Peter Weltè		97007	
Jill Wieseneck	Parent of incoming Harriet Tubman student and neighbor to	97212	



	Rose Quarter		
Eric Wilhelm		97219	We need comprehensive traffic pricing in the Portland metro region to keep roads useful for those who need to drive. We should direct most of the revenue toward providing free and convenient options besides driving. Building a connected network of protected bikeways and giving bus traffic priority are the least we could do to allow people to choose more efficient ways to travel. Fareless transit should also be part of the conversation. We need to move freight, tradespeople, and other traffic where time is money.
Charles Williams		97227	My neighborhood already suffers worse than most because of freeway pollution. It's going to shorten my life as is and I don't want it to get worse. Decongestion of vehicles would improve the quality and expectancy of life for me and everyone in the world.
Andrew Williamson		97219	Decongestion Pricing is the best solution for balancing our transportation system. Implementing such a system helps by internalizing just one of the major externalities caused by unpriced driving (extreme traffic congestion) and would help to provide dedicated funding streams that could provide a huge boost to alternative transportation methods, which are traditionally underfunded and overpriced (in terms of both time and monetary cost). The privately owned automobile has, for too long, remained supreme and while not only the future of our city and indeed the planet hangs in the balance, Oregon and Portland have a chance to stand out as a model once more in supporting the creation of a truly balanced system, much more favorable to the environment, and flexible enough to meet the needs of all users. I strongly support the implementation of full congestion pricing as a means to work towards this goal.
David Wilson		97239	
Michael Wolfe		97202	
Garlynn Woodsong	Woodsong Partners	97211	We should be focusing on reducing GHG emissions, cleaning up our air, and building out our transit, pedestrian and bicycling networks to provide real mobility options to driving. Decongestion pricing represents one of our best opportunities to reduce congestion while simultaneously raising the funds required to help build out the transit, pedestrian and bicycle networks regionally. I want to be able to pay a small fee in order to drive on a decongested freeway when I need to drive (which, as a general contractor and Realtor, I sometimes do), but I also want good, safe, reasonable alternatives to driving available to myself and others for when the trip does not need to be made by auto.
Jon Worley		97211	Decongestion pricing allows us to focus on building densely as well as invest in alternative transportation means
Andrew Yeoman	Parent	97214	Need to get serious about reducing carbon and improving air quality for all Portlanders!
Kathleen Youell	Parent of a developmentally delayed child	97202	Citizens of Oregon like my son, who will probably never get a driver's license, have a right to get where they are going safely and in a timely manner. Their rights do not come second to the person who lives in Gresham, Hillsboro, or Vancouver that woke up late and needs to get to work in Milwaukie or the Pearl District on time. Induced demand is a proven thing so stop pretending that you can fix the problem in the Rose Quarter by throwing money at the road; you might as well throw all that money in the road. Stop treating any business that needs to move freight as more important than the people that live here. We need congestion pricing to get more people out of their private vehicles and stronger regulations about the size of trucks in order to keep our city and our planet hospitable. Stop pretending otherwise.
A J Zelada	Gorge Pedal	97212	