

CONGESTION PRICING FOR I-5 AND I-205IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (Optional)	Email (Optional)
✓ PHILIP J. WOLFE	<del>618 NW Glisan</del> 97209	philip4Portland@gmail.com
✓ Douglas R. Allen	734 SE 47th Ave Portland 97215	dougallen@centurylink.net
✓ Gerik Krawsky	618 NW Glisan	gerik@thestreettrust.org
✓ Doug Klotz	1908 SE 35th Pl. 97214	dougurb@gmail.com
✓ JIM HOWELL	3325 NE 45TH AVE 97213	JIMHOWELL89@HOTMAIL.COM
✓ JOSHUA HETRICK	BROOKLYN, PORTLAND, 97202	
left ✓ J. Veronica Bernier	627 NW 18 <sup>th</sup> Ave Portland, Oregon 97209	Veronica_Melody@yahoo.com, P. H. A. C.
✓ MATT FERRIS-SMITH	3968 NE 6th Ave. Portland, OR 97212	mattfs@umich.edu
✓ JOE CORTRIGHT	1424 NE Thom St Portland	jcortright@gmail.com
✓ Brad Baker	2301 NE Rodney 97212	bradmbake@gmail.com
✓ Aaron Brown	4047 N Michigan Ave 97227	

Agenda Item 1276

TESTIMONY

2:00 PM TIME CERTAIN

**CONGESTION PRICING FOR I-5 AND I-205**IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ Chris Smith	2393 NW Polk Ave 97210	
✓ Angela Crowley-Koch	222 NW Davis, Ste 309 97209	angelac@oeconline.org
✓ Ron Buel		

Hello Mayor and commissioners. Thank you for having me here today. My name is Philip J. Wolfe. You all look very lovely today!

I would like to first thank you everybody for be willing to consider the congestion pricing in place before anything.

I lived here in Portland for 8 years. I have rented a moving truck, car, car to go, bike, boat, and have travelled on max to every station in Portland, took bus everywhere, and worked as a Uber driver. I also took bikes, motorcycles, rollerblades, and my own feet everywhere in Portland. I can go anywhere with my blindfold on, I remember every crack, pot holes and all that in Portland. I have travelled to other countries.

I keep seeing London as a possible model to look at. I would like you to take a look at Amsterdam, as it is the world famous bike city, and Portland as second.

(sorry my hands are freezing)

While other cities may be successful with their congestion pricing, and its infracturce it doesn't necessary means a solution for Portland because every city are different, however

in Amserdam, their pace is kinda slow, relaxed, where I saw everybody on bikes, walking, and all that with no cars in downtown.

With new tallest building in Portland will bring more cars, meaning more congestion. Parking spaces and buildings for parking brings more car in downtown. I encourage you to focus on the inner city first and spread it city wide by adding other althernatives means of public transportation where it would reduce congestion. Bringing cars in city is a half billion dollars mistake. We need to stragetize other alternatives means of transportation. I believe that Portland can raise bars if we address the possible of adding other transportaitons... I have visited several meetings ODOT has hosted, listened, and I asked if they have looked at other possible means of transportation, they claimed they did, 70 different lisitings but offered no data or any listings. So.. I would like to support the congestion pricing with an understanding we shall make a bold move on adding other means of transportation. I just wanted to take this on record. Thank you.



**Moore-Love, Karla**

---

**From:** Amy Ruiz <amyr@strategies360.com>  
**Sent:** Thursday, November 30, 2017 2:50 PM  
**To:** Grumm, Matt; Moore-Love, Karla  
**Cc:** Williams, Tia; Rena Davis  
**Subject:** Lyft testimony re value pricing  
**Attachments:** Lyft testimony re value pricing resolution.pdf

Matt & Karla —

I recognize the hearing has begun, but wanted to get this written testimony from Lyft to you regarding today's value pricing resolution.

best,  
Amy Ruiz



November 30, 2017

Mayor Ted Wheeler  
Portland City Council  
1221 SW 4th  
Portland, OR 97204

Dear Mayor Wheeler and Members of the Portland City Council:

Thank you for taking up the issue of congestion pricing for Portland's roads, a transportation innovation Lyft supports. We write to you to support today's Resolution directing PBOT to work with ODOT to implement value pricing on I-5 and I-405, and to offer ongoing input as congestion pricing may relate to shared transportation options such as Lyft.

As our founders John Zimmer and Logan Green noted in a January essay called *The End of Traffic*, "we build more highways, then more cars come, and we still can't move because we're all stuck in traffic. We have more and more infrastructure that takes us nowhere — enough is enough."

One solution is to encourage more efficient use of our current infrastructure by charging a market-based price for low-occupancy vehicles during peak hours. This system would encourage people to rethink how they get around the city and adopt transit positive actions which include taking trips at off-peak times, carpooling to create high-occupancy trips, or choosing alternative modes of transportation like walking, bicycling, and public transit.

We are glad that Portland is poised to research and evaluate best practices for congestion pricing strategies over the next year. There is much to consider, including times of day to utilize congestion pricing, where to implement demand management strategies, and how to price different occupancies of vehicles.

Lyft urges the City to apply congestion pricing to all vehicles, including personal vehicles, freight and delivery, and vehicles operated on ridesharing platforms such as Lyft.

We look forward to being a good partner with the City as PBOT, ODOT, and BPS look for solutions that encourage Portlanders to drive together, take single-occupancy cars off the road, reduce traffic significantly.

Sincerely,

Rena Davis  
Public Policy Manager

November 30, 2017

37334

Portland City Council  
1221 SW 4th Avenue  
Portland, OR 97204

Dear Mayor Wheeler, Commissioner Saltzman, and Members of the Council,

My name is Gerik Kransky and I'm here with The Street Trust. We advocate for healthy and thriving communities where it is safe and easy for people to bike, walk and ride public transit. I want to thank you for your work on congestion pricing and encourage you to support today's resolution while making sure Portland builds a successful new program.

Congestion pricing, or value pricing, holds promise as a powerful tool to improve Portland's transportation system. We'd like Portland to explore value pricing on our highways, as well as on our city streets, with the following goals in mind.

**Manage Demand**

First and foremost, value pricing must be designed to manage automobile demand for limited space on our streets. We encourage the City, in its dealings with the State and while exploring its own program, to maintain a focus on value pricing as a way to manage congestion. Additionally, we welcome pricing being implemented in advance of the upcoming project on Interstate 5 at the Rose Quarter in order to reduce congestion.

**Advance Equity**

The benefits and burdens of putting a price on driving during peak demand should clearly advance Portland's adopted equity goals. Based on meaningful community engagement we encourage you and City staff to build a program that results in low-income community members seeing an increase in their access to affordable transportation choices.

**Invest in Transportation Choices**

We believe that revenue raised from value pricing must be invested in projects and programs that increase transportation choices. Our region has underinvested in safe sidewalks in East Portland, transit, and protected bike lanes. This new program must make it easier and safer for people to travel without contributing to congestion and we encourage you to direct staff to firmly establish these goals for any new revenue.

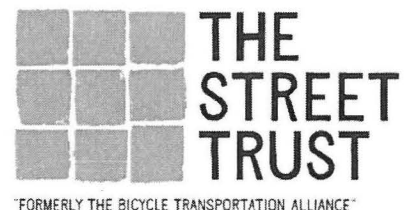
Thank you for the opportunity to comment on this issue. We look forward to working with the City during the implementation of any new value-pricing program.

Regards,



Gerik Kransky  
Policy Director

618 NW GLISAN.  
SUITE 401  
PORTLAND, OR 97209  
THESTREETTRUST.ORG  
(503) 226-0676



**Moore-Love, Karla**

---

37334

**From:** Catie Gould <catherine.e.gould@gmail.com>  
**Sent:** Thursday, November 30, 2017 11:50 AM  
**To:** Council Clerk – Testimony  
**Subject:** Resolution 1276 Testimony: I support Congestion Pricing

Congestion Pricing is part of Oregon's "Road to 2020" key actions to decrease our greenhouse gas emissions from transportation. It is past time for a comprehensive strategy of congestion pricing for our region, and should be implemented before expensive freeway expansion projects. In these fiscally tight time we need to implement solutions that have the best return on investment for our taxpayers and environment. I support this resolution.

Thank you,  
Catherine Gould  
97213



**Moore-Love, Karla**

---

**From:** Angela Crowley-Koch <angelac@oeonline.org>  
**Sent:** Thursday, November 30, 2017 12:37 PM  
**To:** Council Clerk – Testimony  
**Cc:** Edwards, Elizabeth; Eisenbeis, Dan  
**Subject:** Oregon Environmental Council's testimony for today's city council hearing  
**Attachments:** OEC on VP Portland City Council 11-30-17.pdf

Attached please find Oregon Environmental Council's testimony for today's hearing on value pricing.

Thank you,

Angela Crowley-Koch | Legislative Director  
Oregon Environmental Council  
222 NW Davis Street, Suite 309  
Portland, OR 97209-3900  
desk -503.222.1963 x103  
cell - 503.867.3378  
[angelac@oeonline.org](mailto:angelac@oeonline.org) | [oeonline.org](http://oeonline.org)

protect what you love. Join OEC today!



## **Remarks from Oregon Environmental Council on Value Pricing Resolution**

Portland City Council Agenda Item 1276  
November 30, 2017

Angela Crowley-Koch, Legislative Director  
Oregon Environmental Council

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

Oregon Environmental Council supports the resolution that directs the Portland Bureau of Transportation and Bureau of Environmental Services to work with ODOT to implement value pricing in the region as per direction from the Oregon Legislature.

OEC was among the key advocates for incorporating congestion pricing into House Bill 2017 and has long maintained that congestion pricing is the best and least cost method of improving transportation reliability in urban regions that experience heavy traffic. Rather than building more and wider roads, congestion pricing efficiently manages the road capacity we already have.

Adding new capacity simply doesn't work over the long run because it results in what's called "induced demand," where drivers who were taking transit or driving at a different time of day flock back to the freeway at rush hour, making it just as congested as before.

And road building is associated with a host of environmental and social problems. Stormwater runoff from roads contaminates water. Increased driving pollutes our air and harms our climate. Widened roads make it more difficult for pedestrians and bicyclists to get from place to place safely. And freeways tear neighborhoods apart.

OEC is serving on the Portland Region Value Pricing Policy Advisory Committee. We will be advocating for a well-designed congestion pricing system that reduces climate pollution and air pollution; advances equity and affordability; improves access and convenience of walking, biking, and taking transit; does not disproportionately divert traffic to local streets; and reduces congestion so that people and goods get where they need to go with less hassle and more reliability.

We thank you for drafting the resolution in front of you and support its adoption, and we look forward to working with the city to make sure that congestion pricing is implemented in a fair and effective manner.

**From:** No More Freeways PDX <[nomorefreewayspx@gmail.com](mailto:nomorefreewayspx@gmail.com)>  
**Sent:** Thursday, November 30, 2017 11:11 AM  
**To:** Wheeler, Ted; Eudaly, Chloe; Commissioner Fish; Saltzman, Dan; Fritz, Amanda  
**Cc:** [ValuePricingInfo@odot.state.or.us](mailto:ValuePricingInfo@odot.state.or.us); [megan.channell@odot.state.or.us](mailto:megan.channell@odot.state.or.us); [OTCAAdmin@odot.state.or.us](mailto:OTCAAdmin@odot.state.or.us)  
**Subject:** Additional Testimony on Congestion Pricing Resolution, Agenda Item 1276.  
**Attachments:** 113017 Portland City Council Congestion Pricing Resolution (2).pdf

Please find a second letter signed by an additional 115 community members attached.

On Wed, Nov 29, 2017 at 6:55 AM, No More Freeways PDX <[nomorefreewayspx@gmail.com](mailto:nomorefreewayspx@gmail.com)> wrote:  
Please find our letter in support of a stronger resolution in support of Congestion Pricing, agenda item 1276.  
Our letter has been signed by an additional 170 community members; their comments are included at the end of our letter.

Thanks for your time, consideration and public service.

Aaron Brown

- No More Freeway Expansions  
[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)

**Date:** Wednesday, November 30, 2017

**To:** Portland Mayor Ted Wheeler  
Portland City Commissioner Amanda Fritz  
Portland City Commissioner Dan Saltzman  
Portland City Commissioner Nick Fish  
Portland City Commissioner Chloe Eudaly

**CC:** Megan Channell, Project Manager, Oregon Department of Transportation  
Oregon Department of Transportation Portland Area Value Pricing Advisory Committee  
Oregon Transportation Commission

**From:** No More Freeway Expansions Coalition

Since our letter was sent to Portland City Council yesterday, an additional 115 community members reached out and asked to cosign our letter expressing concern with the lackluster congestion pricing resolution. Their names and comments are provided below:

Sergio	Acena	97217	
Douglas	Allen	97215	
Sara	Almeida	97214	
Nina	Amstutz	97212	
christine	ayer	97203	
Zachary	Benjamin	9711	As a local delivery driver for nearly a decade and a long time member of the less-than-median-income set, I strongly support congestion pricing.
Trevor	Bennett	97203	
joshua	berger	97208	let's work to reduce congestion not through expanded freeways, but through public transit. if a freeway is widened, it will be filled with cars.
Jeff	Beyer	97239	
Margot	Black	97219	
Elly	Blue	97227	I'm a small business owner and employer near the Rose Quarter. My employees and I all walk, bike, and take the bus to work daily. I implore you to implement congestion pricing as soon as possible in order to reduce this area's serious problems with car traffic, danger, noise, and pollution. You



			can't build your way out of these issues, but there's an win-win solution right at your fingertips, and it would be foolish not to implement it.
Seth	Blum	97217	
			<p>Please take a look at the Sightline.org article, "Should Portland Try Congestion Pricing?"  <a href="http://www.sightline.org/2017/11/28/should-portland-try-congestion-pricing/">http://www.sightline.org/2017/11/28/should-portland-try-congestion-pricing/</a></p> <p>It sums up many of my thoughts on the subject. Beyond that, I'd say let's compare this project on a cost-per-mile basis to construction of any other stretch of road we might build in the region. Someone's making out like a bandit and it's not the tax-paying public. It's crazy to pour so much money into freeway-building when as far as I can tell cities cause these stretches of interstate to malfunction and these stretches do damage to the parts of cities that surround them.</p> <p>Thank you very much for your time!</p>
Spencer	Boomhower	97215	-Spencer
Ed	Borasky	97007	
Elizabeth	Borte	97202	
Ovid	Boyd	97201	
Douglas	Brown	97202	
Spencer	Bushnell	97239	
Sarah	Cline	97211	
			To meet our climate goals, and just as a matter of good/smart policy, please push hard for congestion pricing BEFORE any freeway expansions or "improvements". Study after study (and real world experience proves that congestion pricing works and that freeway expansion does not.
Brendon	Constans	97217	
Meg	Cotner	97212	
			Portland has a fact based government. Live up to this reputation and implement congestion pricing that works and stop freeway expansion that does not work.
William	Crawford	97202	
Simone	Crowe	97239	
Jake	Davis	97212	
		97211-29	
Brock	Dittus	69	
Clinton	Doxsee	97203	
		97213-31	
Adin	Eichler	41	

KC	Eisenberg	97211	
Suzy	Elbow	97209	
Santiago	Espinosa Wild	97214	
Matt	Ferris-Smith	97212	
Charles	Finks	97206	
Sage	Fisher	97202	
Gerald	Fittipaldi	97211	Many cities have seen drastic decreases in peak hour demand shortly after congestion pricing is launched. This impact counters the perceived need to add lanes.
Shelly	Garteiz	97232	Sometimes the right thing to do is not the easy thing to do. Because traffic is a contentious issue in our city, we all rely on you to make the tough decisions that will benefit the future for generations to come. Freeway expansion is not the answer. Please implement congestion pricing (and while you're at it, increase the cost of parking in the central city) so we can actually reduce the number of people who drive when instead they can walk, bike, or take transit. Thank you.
Caton	Gates	97211	Portland
Daniel	Gebhart	97206	
Jacob	Gellman	97214	
Shirley	Gibbons	97232	More roads mean more cars. Not a solution!
Barbara	Gicking	97229	
Erinne	Goodell	97211	It only makes sense to try out congestion pricing before an expensive and tiny freeway expansion-which will soon be moot from increased traffic- goes forward.
Jonathan	Gordon	97206	
Blake	Goud	97217	
Carl	Hall	97203	
Patrick	Halley	97202	Thank you for considering each of our voices!
Heather	Hamilton	97216	
Marsha	Hanchrow	97214	Putting a grassy cap over some of this construction may restore some of the grid that was destroyed by the original freeway building, but it will do nothing to restore the neighborhoods. If this benefits bicyclists at all, it does not do so enough for that argument to use us to justify the expense.
Craig	Harlow	97217	

Krista	Harper	97202	I've lived in other cities, like Toronto, that just kept adding more freeways and lanes to freeways. There was still endless congestion, and freeways 8 lanes wide each direction. If you build it, they will come. Don't encourage driving, incentivize smarter transit modes like buses, light rail and biking.
Noah	Hatz	97206	Expanding freeways in Portland will not reduce traffic times but will increase the amount of cars on the road, pollutants emitted within the city, and harm efforts to increase sustainable transit by misallocating transit money away from the citizens of the city towards single user trips.
Lee	Haugen	97212	
Jaron	Heard	97211	
William	Henderson	97202	
Wendy	Hoffman	97218	Please promote mindfulness in driving before more pavement.
Sabolch	Horvat	97218	
Mont Chris	Hubbard	97211	
Meghan	Humphreys	97206	
Soren	Impey	97214	Please take our equity, climate, and transportation goals seriously and prioritize proven solutions to congestion instead of discredited 1950s era approaches. Please insist that ODOT give value price a try before committing hundreds of millions to an unneeded freeway mega-project.
Paul	Jeffery	97214	
Avery	Johnson	97215	
Stephen	Judkins	97227	Now's the time for real political leadership! It won't be easy to resist the political pressure of ODOT, its contractors, and the state, but it's important to do the right thing for Portland.
David	Kennedy	97211	Portland needs to live up to its "green" billing, and spending gobs of money on freeway expansion is the absolutely wrong way to do that.
Doug	Klotz	97214	Congestion pricing is the only proven way to address congestion. ODOT and PBOT have admitted that the expansion at the Rose Quarter will not solve "recurring congestion". Let's try pricing first.
jennifer	laster	97214	Build for the future, not the past.
Gregg	Lavender	97211	
Adrienne	Leverette	97215	time to get serious instead of just throwing money at non-solutions
David	Levine	97227	

Andrew	Leyva	97202	Pursue bus Rapid Transit instead!
Jesse	Lopez	97232	Moving forward on construction of any highway infrastructure is effectively no different than supporting coal trains or oil pipelines in terms of the impacts on the environment and climate.
Patrick	Maloney	97214	
Kristen	Martin	97239	
Tim	McCann	97232	Enough lip service about reducing our carbon emissions. This planet is literally burning, and we're talking about making it easier for people to use cars? Take the money and invest it in public transportation and active transportation options. Please, show the courage, leadership, and vision that it's going to take to make a real difference toward addressing our climate challenges.
Daniel	McCarter	48104	I hope Portland builds on its legacy of environmental and urban planning leadership by implementing congestion pricing before hurting urban neighborhoods by expanding the freeway. As someone with asthma, I hope that we prioritize the welfare of the neighborhoods near the freeway by not making their air quality worse.
Lindsay	McClure	97212	
Chris	Mccraw	97211	
Michelle	McGrath	97216	
David	Meyer	97212	
Peter	Michaelson	97210	Making driving easier is inconsistent with so many Portland policies.
Jennifer	Mosbacher	97210	
Eric	Mullendore	98203	
Andrew	Neerman	97211	Control demand before wasteful expansion!
Margaret	Neerman	22044	
David	Neerman	22044	
Jason	Nolin	97217	Congestion pricing must be implemented before we expand capacity. This continued government subsidy of automobile-based sprawl is highly irresponsible. We must raise the price of driving into the city on busy roads like I-5 to better reflect the true costs on our infrastructure, the environment, and congestion. Please demand congestion pricing!
Luke	Norman	97232	



Kristy	Overton	97214	
Jason	Powers	97215	
Sarah	Radcliffe	97217	
			I actually do support improvements to the I-5/I-84 interchange and the rose quarter area, if there is a dedication to adding reparations into the redevelopment plan, and you first add congestion pricing for personal vehicles traveling into the city. Why is it that the city council that is supposed to represent the citizens of Portland spends all their time protecting wealthy commuters from other counties and states? I am tired of subsidizing the destruction of the planet and the livability of our community for people to live in McMansions in the suburbs and drive into the city. If they can afford gas, parking, and insurance, then they were not pushed out by high housing costs, that is a ridiculous assumption that you should not even consider. If you represent the people of Portland, then put Portland first. If Clark County cared about anyone but themselves, they would have approved light-rail in the 90s. They didn't because they are racist. Washington County is the wealthiest county in the state, let them pay \$5 or \$10 dollars even to cross into our city. You have a commitment to meet Climate Standards, you have a commitment to reserve funds for ending the housing crisis, tackling our mental health and substance dependency issues, for creating equity in the city, if people insist on commuting by themselves from the suburbs to the detriment of the planet, themselves, and society, make them pay for it.
Nicholas	Raethke	97202	
Nathan	Ramsey	97204	Congestion pricing is both more responsible and more effective than freeway expansion, try it first.
evan	reeves	97214	
Nathan	Roll	97217	
Eddy	Sackinger	97005	I-5 should be rerouted along I-405 and the east bank freeway should be removed.
Colin	Sanders-Estrada	97209	Why wouldn't we want to choose the prudent approach of testing congestion pricing before committing to adding lanes at a huge expense?
Ben	Schonberger	97212	I live in the catchment area for Tubman Middle School. Highway expansion will make the air quality for school children there even worse.
John	Slonecker	97217	
Derek	Smith	97217	

Dan	Sommerville	97201	
Viviannr	Sowa	97227	
Jeremy	Spencer	97211	
Guthrie	Straw	97211	
Anthony	Szabo	97212	
Mike	Tate	97212	
Benjamin	Thomas	97206	
Melody	Valdini	97202	
Nicholas	Verbon	97206	No more freeway please; it's not 1950 anymore.
Evan	Ward	97206	
Bjorn	Warloe	97218	
Leann	Warren	97229	
Matthew	Williams	97206	
Derek	Wilson	97227	
Philip	Wolfe	97209	
Taylor	Woods	97212	
Bryan	Zancanella	97266	
A J	Zelada	97212	

**Moore-Love, Karla**

---

**From:** Lisa G Wright <writingweb@gmail.com>  
**Sent:** Wednesday, November 29, 2017 7:49 AM  
**To:** Commissioner Fritz; Commissioner Eudaly; Commissioner Saltzman; Moore-Love, Karla; Commissioner Fish; Wheeler, Mayor  
**Subject:** Support #1276: Congestion pricing before highway widening

Dear Mayor and Commissioners,

I am writing to urge you to support developing and implementing a congestion pricing plan to reduce the number of cars clogging our highways and streets, outlined in the proposed resolution being discussed on Thursday. The resolution lays out many arguments in favor of implementing congestion pricing. Critical points include:

- Widening the highway at the Rose Quarter to enable more traffic goes against the city's goals of reducing carbon emissions.
- Congestion pricing is a proven method that works to reduce traffic congestion.
- Congestion pricing can fund transportation infrastructure maintenance and transit projects for a host of transportation methods.

It is imperative that we stop building and expanding freeways. We have critical seismic upgrades, basic human needs such as shelter and education, and the urgent necessity of reducing carbon emissions to slow down global warming. We also must prepare for the fact that the Portland area will continue to grow, and it is simply impossible (and undesirable) to build enough highway lanes to meet the transportation needs of all those people.

I look forward to seeing your affirmative vote in support of a congestion pricing plan.

Sincerely,  
Lisa Wright

**From:** No More Freeways PDX <nomorefreewayspx@gmail.com>  
**Sent:** Wednesday, November 29, 2017 6:55 AM  
**To:** Wheeler, Ted; Eudaly, Chloe; Commissioner Fish; Saltzman, Dan; Fritz, Amanda  
**Cc:** ValuePricingInfo@odot.state.or.us; info@i5rosequarter.org;  
megan.channell@odot.state.or.us; OTCAdmin@odot.state.or.us  
**Subject:** Testimony on Congestion Pricing Resolution, Agenda Item 1276.  
**Attachments:** 112917 Portland City Council Congestion Pricing Resolution (1).pdf

Please find our letter in support of a stronger resolution in support of Congestion Pricing, agenda item 1276. Our letter has been signed by an additional 170 community members; their comments are included at the end of our letter.

Thanks for your time, consideration and public service.

Aaron Brown

- No More Freeway Expansions  
[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)





37334

**Date:** Wednesday, November 29, 2017

**To:** Portland Mayor Ted Wheeler  
Portland City Commissioner Amanda Fritz  
Portland City Commissioner Dan Saltzman  
Portland City Commissioner Nick Fish  
Portland City Commissioner Chloe Eudaly

**CC:** Megan Channell, Project Manager, Oregon Department of Transportation  
Oregon Department of Transportation Portland Area Value Pricing Advisory Committee  
Oregon Transportation Commission

**From:** No More Freeway Expansions Coalition

The No More Freeway Expansions Coalition is writing to express our concerns about the Resolution before Portland City Council introduced by Commissioner Dan Saltzman on November 30, 2017, Agenda Item 1276.

**Congestion Pricing is a Cost-Effective, Healthy, Green, and (if Implemented Successfully) Equitable Answer to Portland's Traffic Woes**

We first wish to thank Portland's City Council for their ongoing support of congestion pricing as a useful, cost-effective, sustainable, and (if implemented correctly) equitable policy initiative to address the myriad of concerns associated with increasing regional gridlock on our region's freeways, from the formation of HB 2017 through Thursday's Resolution. Pricing our roads during peak travel times to encourage usage of mass transit, carpooling, and alternative travel times is an effective public policy tool that accomplishes a litany of preferred policy outcomes. Congestion pricing is the only policy initiative empirically proven to reduce traffic gridlock, for commuters and freight and buses alike, and we welcome Portland City Council's continued willingness to support this new policy tool.

**Congestion Pricing Resolution Doesn't Go Far Enough**

Our coalition is concerned Thursday's resolution doesn't go far enough in ensuring that the Portland Region fully gains the litany of positive benefits from congestion pricing implementation. We are most concerned that the resolution says nothing about the significant impacts that massive freeway expansion, such as the proposed \$450 million freeway expansion through the Rose Quarter, will have on the potential positive benefits of congestion pricing.



On September 1st, Commissioner Dan Saltzman provided draft language of today's amendment to [bikeportland.org](http://bikeportland.org)<sup>1</sup>. As Jonathan Maus reported, Saltzman's amendment included language that specifically directed the Oregon Department of Transportation (ODOT) to implement congestion pricing before freeway expansion continued:

*"Include congestion/value pricing before the project breaks ground to ensure maximum congestion relief and overall environmental benefits"*

Thursday's resolution in support of congestion pricing contains no language about prioritizing congestion pricing over freeway expansion. It is our Coalition's position that congestion pricing should be implemented on any stretch of freeway within Portland's Urban Growth Boundary before any lane mile expansion is considered. Our reasoning for this is predicated on the following:

### **1 - Congestion Pricing Implementation Will Significantly Alter Freeway Traffic Patterns - It's Foolish to Move Forward with Freeway Expansion Plans without Knowing Traffic Impact**

Pricing streets to discourage peak commute congestion is a policy that has successfully countered traffic congestion in cities and on freeways across the planet. It's evident that implementation of congestion pricing on I-5 will significantly impact existing traffic patterns through the Rose Quarter. It's so evident, in fact, it calls into question why Portland's leaders insist that we move forward with a \$450 million freeway expansion without studying the impacts of congestion pricing first.

If a tolling mechanism instituted on I-5 is effective enough to alleviate traffic congestion for an estimated cost of \$5-10 million, why should we continue with pursuit of this half-billion freeway expansion based on soon-to-be-outdated existing condition traffic studies? It's fiscally prudent to hold off on continued planning of the freeway expansion until we're certain that congestion pricing alone isn't capable of solving the gridlock through the corridor, at an exorbitantly lower price tag (with numerous secondary positive externalities to society writ large).<sup>2</sup>

### **2- Freeway Expansion Dramatically Impacts Potential Equity Benefits of Congestion Pricing Policy**

---

<sup>1</sup> "Saltzman wants congestion pricing of I-5 before widening project starts" [BikePortland.org](http://BikePortland.org); 9/1/17 [bikeportland.org/2017/09/01/commissioner-saltzman-will-demand-congestion-pricing-of-i-5-before-widening-project-starts-241190](http://bikeportland.org/2017/09/01/commissioner-saltzman-will-demand-congestion-pricing-of-i-5-before-widening-project-starts-241190)

<sup>2</sup> Congestion pricing has been implemented in significantly different ways, with different technologies and different prioritized policy outcomes (ie, congestion mitigation vs revenue vs air quality) across the country. Trey Baker, an ODOT-hired transportation consultant, gave a presentation to the Value Pricing Advisory Committee on Nov 20 highlighting the potential new technologies available for the region. The wide variation of the physical infrastructure and economic tolling schemes proposed will also have significant impact on how any freeway expansion would need to be designed for efficient flow of traffic - all the more reason to finalize congestion pricing before moving forward with any planning for freeway expansion. Presentation available here: <https://youtu.be/SeYFFO5u5II?t=1h26m38s>





Congestion Pricing imposes a fee on commuters who choose (or are left without choice but) to drive an automobile during peak travel hours. Many economic justice advocates have rightly noted the necessity of designing congestion pricing policies so that communities of concern do not bear an oversized burden of the costs of implementation.<sup>3</sup>

Our coalition believes the best way to mitigate the potential equity concerns of congestion pricing is to prioritize robust investment in transportation alternatives so that more commuters have options besides waiting for an infrequent bus or paying a toll they can't afford. The \$450 million freeway expansion represents a significant opportunity cost, in that the half-billion dollars required to construct this poorly-conceived boondoggle would see significantly higher return-on-investment to the public if instead spent on increasing transit headways, improving intersections and surface streets for transit prioritization, investment in Portland's Vision Zero initiatives, and/or biking/walking improvements.

Spending \$450 million on a freeway expansion also is of little benefit to the growing number of Oregonians with mobility needs but unable to drive due to age, ability, citizenship status, and/or ability to afford an automobile. Given that automobiles are the second largest expenditure to the typical Oregon family, depreciate substantially immediately upon purchase, and require heavy recurring investment in insurance, maintenance and gasoline, any government investment in infrastructure that makes it more necessary (as opposed to less necessary) to own an automobile to access jobs, education, and shopping has significant consequences for mobility options and for asset accumulation for low income communities. This freeway expansion robs us of the opportunity to begin investing in reliable, healthy transportation options that serve people rather than vehicles, and locks in decades of future generations to pay high tolls to drive on I-5 without providing viable meaningful alternatives.

We believe that to avoid the regressive consequences of congestion pricing, it's imperative to invest scarce infrastructure dollars in the necessary light-rail, bus, biking and walking facilities

---

<sup>3</sup> Adult residents in the Portland, OR, area who travel during peak hours in single-occupant vehicles, approximately 3 percent are low-income commuters. Of all Portland-area commuters, 38 percent travel during peak hours in single-occupant vehicles and have relatively high incomes." Svadlenak, J., & Jones, B. (1998). Congestion pricing and ability to pay: Income levels and poverty rates of peak-hour, single-occupant vehicle commuters in Portland, Oregon. Northwest Journal of Business and Economics.

More recent research conducted by *City Observatory* suggests that the commuters most likely to travel by automobile on the I-5 corridors and incur any potential tolls are wealthier than the regional median, and that nationally, peak hour car commuters have incomes almost double those who travel by transit, bike and foot. More research is needed to appropriately understand the socioeconomic and geographic distribution of costs and benefits of any congestion pricing scheme. "Transportation equity: Why peak period road pricing is fair" Joe Cortright, *City Observatory*, September 27, 2017 <http://cityobservatory.org/transportation-equity/>

Nonetheless, more robust research is needed to study how the burdens and benefits of congestion pricing will be implemented implement equitable congestion pricing. We encourage the City to listen to and support equity partners including representatives from Verde, OPAL Environmental Justice Oregon, and Community Alliance of Tenants in their recommendations to the Value Pricing Advisory Committee to ensure congestion pricing is instituted equitably.



that allow commuters more viable alternative of avoiding the newly imposed pricing on the roads or the extensive costs of automobile ownership. By avoiding a “wait and see” approach to freeway expansion proposals, Portland loses the opportunity to instead invest these funds in infrastructure that will provide the options necessary to make alternatives to peak-hour usage of the freeway more alluring for all road users.

Our coalition is eager to support efforts to ensure congestion pricing policy empowers low-income communities by providing a wider range of reliable mobility options so that every Oregonian and Southwest Washingtonian can choose between reliable transportation options including transit, carpool, or driving, with pricing schemes that adequately fund expansion and maintenance of an equitable, climate-smart, efficient regional transportation regional system. Freeway expansion makes these goals of congestion pricing initiatives notably more difficult and expensive to achieve.

### **Holding ODOT accountable to Congestion Pricing Mandate from Legislature**

The Oregon Department of Transportation has been asked by different government agencies numerous times in the past two decades to study options for implementation of congestion pricing in the Portland Region, including most recently in 2009 by the Oregon Legislature<sup>4</sup>. Whether through lack of political will or institutional resistance, ODOT has failed to implement congestion pricing despite its numerous obvious benefits to public health, transportation efficiency, and carbon emission mitigation.

Additionally, it's hardly certain that ODOT's Portland Region Value Pricing Advisory Committee will ultimately adopt a unified stance in support of aggressive congestion pricing that adequately captures our concerns for equity, sustainability and public health, or that the Committee will recommend pricing this stretch (or, ultimately, any stretch) of I-5. Portland has an opportunity to be a regional leader in climate-smart, cost-effective and healthy transportation policy and set the standard that freeway expansion should only be considered after congestion pricing has been implemented first. Asking ODOT to ensure congestion pricing is implemented before entering into discussions about any potential freeway expansion is an appropriate move for a city often embattled in a cold war with the state's transportation department to articulate the seriousness with which it intends to combat climate change and congestion through cost-effective, empirically-proven methods of transportation planning. Language that doesn't explicitly demand congestion pricing implementation before freeway expansion risks letting ODOT once again shrug off their responsibility to enact the legislature's request to implement cost-effective, sustainable, healthy, equitable approaches to congestion mitigation.

### **Suggested Amendment Language**

---

<sup>4</sup> A full list of these efforts, and their outcomes, is available here, in a document submitted to the Legislature during debate for HB 2017: <https://olis.leg.state.or.us/liz/2017R1/Downloads/CommitteeMeetingDocument/100577>





The No More Freeway Expansions Coalition proposes the following language as a potential amendment to the Congestion Pricing Resolution to be introduced on November 30, Agenda Item 1276:

*"The City of Portland does not support moving forward with planning, design or construction of the I-5 Rose Quarter project or any freeway expansion within city limits until after congestion pricing has been implemented and its effects evaluated."*

Our coalition is convinced in the profound shortcomings of this proposed freeway expansion mega-project to bring congestion relief, traffic safety or any other benefits to aggravated regional commuters. With that said, we believe even a sympathetic supporter of the Rose Quarter Expansion proposal would have to see the benefit in the City of Portland adopting a "pricing before expansion" policy as a fiscally-responsible, equitable, and climate-smart approach to addressing congestion on this corridor and throughout the region. There's no reason to let ODOT continue to advance a solution that requires \$450 million of Oregonians' tax dollars and compromise on our climate, air quality, public health, affordable housing and equity goals when there's an alternative that is orders-of-magnitude cheaper and demonstrably proven to actually have success addressing congestion. Political leadership can provide the one thing that freeway expansion cannot: a greener, cost-effective transportation system with less gridlock.

We ask that you please consider our amendment to Agenda Item 1276.

No More Freeway Expansions Portland

[nomorefreewayspx@gmail.com](mailto:nomorefreewayspx@gmail.com)

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)

The following 165 community members signed our petition in the past two weeks asking Portland City Council to consider congestion pricing before freeway expansion; their comments are included. These signatures join the additional 460 community members and 33 organizations and small businesses that signed our letter to City Council on September 7th, and 160 comments in opposition to this project sent to ODOT's Public Comment Period on October 6th.

Sergio	Acena	97217
Roger	Airo	97211
Spencer	Alan	97201



Seth	Alford	97225	And it's not like you would approve the expansion and the next day there is another lane. No, instead it'll be 2 years of construction, and lane closures of the existing lanes.
Maureen	Andersen	97213	
Isabel Rosa	Araujo	97221	
Jim	Ashley-Walker	97206	
Christine	Ayer	97203	
Brad	Baker	97212	
Jeff	Barna	97214	
Stephanie	Bateman	97006	No new freeways! I-5 Tolling, please! Safer bike infrastructure!
John	Beaston	97217	
Brian	Belica	97209	
Laura	Berg	97222	
Jeff	Beyer	97239	Let's lead the way on this! Let's set an example of why Portland is the center for Urban Planning in the US. We can't fall prey to antiquated transportation policy.
Jody	Bleyle	97215	
Ovid	Boyd	97201	
Steve	Bozzone	97211	
Noah	Brimhall	97217	
Nitya	Brorson	97206	Please don't expand our freeways! It's not aligned with Portland's green values, we need to reduce carbon emissions, not encourage more of them. Instate congestion pricing, and invest in public transportation instead.
Aaron	Brown	97227	
Reed	Buterbaugh	97217	Los Angeles just sunk 100s of millions to expand their highways and it did nothing but make the problem worse. Please have the political courage to do the right thing not just for our people now but for future generations. Toll the interstates, work with the legislature so you can use some of that money for increased freight mobility and discounted fares on public transit for low-income Oregonians.
Stephanie	Byrd	97239	
Nathaniel	Canfield	97206	
John	Carter	97206	
Aaron	Choate	97202	



Ana	Cloud	97213	A developed city is not a city where both the rich and the poor drive cars but where everyone uses public transport.
Scott	Cohen	97217	Congestion pricing is the smart way to begin managing congestion and meeting our climate and livability goals.
Mark	Colman	97203	
Brendon	Constans	97217	
Melinda	Conti	97212	
Philip	Cooper	97212	
Nancy	Coscione	97203	
			The last thing our region or our planet needs is a massive, expensive construction project that will encourage more driving. But that's exactly what the proposed Rose Quarter freeway expansion will do. Congestion pricing is proven to reduce driving AND congestion. Expanding freeways is proven to do the opposite. Visionary cities around the world are making plans to phase out cars—Portland should join them. This is the best next step in that effort.
Jay	Cosnett	97202	
Bill	Crawford	97202	
David	Cushman	97219	
		97211296	
Brock	Dittus	9	
Stone	Doggett	97212	We need your leadership now. Please don't leave this for others to take care of in the future. Thank you.
		97212-51	
Daniel	Drebing	52	
Tom	Durkin	97232	
Peter	Dydo	97214	
Nick	Egan	97202	
Clayton L	Elzinga	97222	
			If you're still unconvinced of the efficacy of congestion pricing, why not try it on city-jurisdiction roads (perhaps in the Central City) for a trial period and see what the response is like? Other cities have found that--much like with open streets designs like Ankeny Plaza--voices of dissent quickly turn to approval once the change is implemented and the benefits realized.
Jessica	Engelman	97214	





			The future of our city depends on you. I ask you to first reduce the number of automobiles on our road and encourage people to use alternative methods of transportation. By first expanding a free way, the city of portland is going against their climate action goals. Please consider congestion pricing first and encourage people to stop relying on vehicles for small trips.
Alex	Fallenstedt	97201	
Naomi	Fast	97006	
lise	ferguson	97214	
Ellen	Finneran	97213	
E.J.	Finneran	97213	
Andrew Hewus	Fresh	97217	
Darrell	Fuhriman	97203	
Kate	Fulford	97211	Please don't add toxic fumes to an already hazardously placed school. Keep the kids at Tubman safe!
Bill	Gallagher	97219	
Nona	Gamel	97209	
Nona	Gamel	97209	
Monique	Gaskins	97212	
Caton	Gates	97211	Portland
Barbara	Gicking	97229	
matthew	glidden	97217	
David	Goodyke	97227	
David	Goodyke	97227	
Jonathan	Gordon	97206	
Blake	Goud	97217	Even those who support freeway widening have an interest in seeing if congestion pricing can provide a more cost-effective and climate change friendly solution to congestion before spending millions on a massive project which will introduce delays during its construction that may not even be necessary if road use is appropriately priced. By using congestion pricing first, it will also be possible to generate revenues needed to more fairly distribute the public resources that are used for transportation.
Jon	Gove	97202	I drive for TriMet and more lanes is not the answer. Congestion pricing has been proven to work all over the world and should be implemented with full force in Portland Metro area asap.



Christian	Grand	97214	Please, please do not add another freeway.
Kristin	Gross	97218	
Jed	Hafner	97206	Congestion pricing on highways in other U.S. cities has increased speeds AND daily throughputs by cutting down on discretionary trips (made mostly by those who can more easily afford discretionary trips). This improves travel times for everyone, rich or poor, while, hopefully, creating a pool of funds that can be used to make our transportation systems even better! Please try congestion pricing!
Marsha	Hanchrow	97214	We can prove ODOT's assumptions wrong by doing congestion pricing right. In addition, were there a life safety problem, it would not be solved by removing a shoulder/breakdown lane.
Michael	Hanna	97232	
Kelly	hansen	97220	Please be sensible!
ethan	harrison	97212	Comissioners and Mayor, expanding highways is a solution of the past. We need robust expansion of public transit and alternatives to vehicle transit. This is not the time for "both and" as we face the terror of climste collapse due to the very fossil fuels that will be increased by this project. Please listen to civic advocates and support congestion pricing and not this bridge to nowhere.
Tony	Hawke	97214	
Jen	Hayes	97212	
Christopher	Henness	97222	Continuing to prioritize and incentivize motor transport will end up with Portland becoming the newest victim of the trap that caught Seattle and Los Angeles. Look to Europe and their vibrant, beautiful cities. The common theme? A lack of cars, accomplished through congestion pricing.
Josh	Hetrick	97202	Congestion pricing is the only known solution to urban freeway congestion! It's critical that we focus on congestion pricing first and evaluate its effects before looking at other changes to the roadway.
Jonathan	Hinkle	97201	
Wendy	Hoffman	97218	
Ned	Holbrook	97202	
sabolch	horvat	97218	
Eric	Iverson	97206	Freeway expansions have never solved traffic. Portland needs to spend the money instead on bus rapid transit, and making cycling more attractive and driving more costly



37334

Dan	Jaffee	97211	
Joanne	James	97231	
Paul	Jeffery	97214	
Avery	Johnson	97215	
Bryan	Johnson	97217	The research is clear, adding more lanes only adds more traffic and that is certainly not the way to increase livability in this city. Adding congestion pricing and investing in serious public transportation and bicycle infrastructure is the best and easiest way to solve the congestion problem.
Love	Jonson	97214	
rick	kappler	97225	Congestion pricing is needed along with protected bike lanes and a reroute for TriMet bus 56 to Washington Park.
Mike	Kinnunen	97232	
Taylor	Klar	97209	
Zach	Klonoski	97203	This is common sense. Congestion pricing before spending tens of millions for expansion that may not be necessary.
Doug	Klotz	97214	If Portland is going to honor it's Climate Action commitments, we need to explore all alternatives to freeway widening, which is known to not solve congestion, and only brings more traffic, Greenhouses gases and other pollution.
Scott	Kocher	97204	
Jim	Kogler	97214	This is cheap and fast. Waiting for new construction is not.
Joy	Lansing	97201	If we're going to be a forward-thinking, sustainable city, we need to look for, and try, other solutions before resorting to expansion of SOV infrastructure.
John	Lansing	97201	Please remember that we elected you not as politicians but as skilled technocrats for our transformative sustained city. There is sufficient empirical evidence supporting the effectiveness of congestion pricing. This will create a proportional response to the single-occupancy vehicle crisis and incentivize public transportation, carpooling and biking. Thank you for your leadership in Portland.
Gregg	Lavender	97211	
Peter	Lee	97239	
Paul	Leitman	97213	
David	Levine	97227	





97334

Scott	Lieuallen	97215	In spite of logic and evidence to the contrary, the city seems determined to spend hundreds of millions of dollars for "congestion relief". The best "relief" you can hope for will be short lived after which we'll be out all that money and have nothing to show for it.
Eric	Lindsay	97202	
Clyde Alan	Locklear	97221	
			Portland was once a leader in putting citizens before automobiles. It was the loud voices of those citizens who made government see freeways were not the answer and led to the creation of our MAX light rail system - a system recognized for its success and used as an example for other cities. Let us be a leader and an example again now by creating 21st century solutions to 20th century problems. Freeway expansion belongs in the past when we were ignorant of the environmental, health, and human costs of decimating neighborhoods to satisfy our greed. Study after study shows freeway expansion does not improve congestion, and in fact only leads to increased driving. The health of residents and schoolchildren near the freeway, and indeed the health of our entire environment, is more important than providing more lanes automobiles.
Joakim	Lord	97201	
armando	luna	97213	
Jeff	Lynott	97206	
Dustin	M	97202	
Mark	Martin	97219	
			Portland is a city that values being different - we were leaders in bike infrastructure and street cars and light rail. Let's be leaders again. Instead of building more lanes and increasing congestion, please prioritize congestion pricing first. Together, we can create an equitable pricing scheme that helps our city be better together.
Lizzie	Martinez	97214	
Lake	mctighe	97214	
Tom	McTighe	97202	
Matt	Meskill	97209	



			<p>ODOT's proposed widening of I-5 in the Rose Quarter will transparently increase GHG emissions by encouraging more people to attempt long-distance auto commutes. It will consume, for the foreseeable future, the state-level transportation funding that would be needed to make the city's most dangerous streets—82nd Ave, Powell Blvd, and Barbur Blvd—any safer.</p> <p>It is utterly reasonable that the city insist upon implementation of congestion pricing, the only policy proven to have any impact on urban traffic congestion, before pursuing such a disastrous project. Indeed, it is the only course of action, if the city's purported commitments to reducing GHG emissions and traffic violence are to mean anything.</p> <p>I expect that Portland will continue to be a city whose actions utterly contradict the lofty goals enunciated by our elected representatives. But I would love for you to prove me wrong.</p> <p>Please stop prioritizing single-occupancy vehicles over our neighborhoods, mass transit and community health.</p>
Esme D.	Miller	97206	
Ryan	Mosier	97202	
Wesley	Mueller	97266	
Rob	Mumford	97202	
Michal	Naka	97217	
Meghan	O'Neil	97212	
Brian	O'Grady	97202	
Nathan	ODonnell	97217	
Sarah	Page	97215	
Phil	Patton	97219	
Seth	Pellegrino	97202	
Alexis	Peterka	97212	
Nicholas	Raethke	97202	
			<p>Expanding I5 does not solve our traffic congestion problem. It also runs counter to vision zero, and is a shameful effort in comparison to improving the safety of 82nd. AFAICT all support for 5 is based on either ignorance or greed. Stop. Congestion pricing OTOH actually advances all of the city's goals. The choice is obvious.</p>
Nathan	Ramsey	97204	
marilyn	redwine	97218	
Paul	Richards	97201	Don't expand the hwy
Adam	Robins	97203	You cannot build your way out of traffic congestion.



37334

Quinn	Rohlf	97227	I live extremely close to the I5 rose quarter project proposed location and use that part of I5 almost any time I have to drive. I firmly support congestion pricing before expansion.
Nathan	Roll	97217	I own a home and a business in Portland, and I oppose freeway expansion.
Brian	Rousseau	97203	
Allan	Rudwick	97212	
Max	S.	11249	
Melelani	Sax-Barnett	97222	
Amye	Scavarda	97214	
Shelby	Schroeder	97203	
Shelby	Schroeder	97203	
Samantha	Schurter	97218	Building larger freeways will not reduce traffic and will only increase pollution and further bisect the city.
Alisa	Scudamore	97212	
Richard	Sheperd	97227	
Howard	Silverman	97214	
Khris	Soden	97214	
David	Stabler	97202	
Lucy	Stone	97202	
Guthrie	Straw	97211	
Abraham	Sutfin	97217	
David	Sweet	97218	
Benjamin	Thomas	97206284 1	
Chris	Thomas	97211	
Rick	Till	97206	
Charles	Tso	97209	I strongly support implementing congestion pricing before funding any portion of the I-5 Expansion in Portland. If our City Council truly cares about providing equitable and efficient mobility to Portlanders, ensuring clean air for children going to schools near I-5, and improving traffic safety on high-crash corridors, City Council cannot allow I-5 Expansion to be invested with public money before implementing congestion pricing.
William	Vanlue	97202	
Paula	wade	97217	





Kate	Walker	97216	
Joanne	Walters	97217	
Evan	Ward	97206	Congestion pricing is the only way to reduce congestion.
Leann	Warren	97229	
Peter	Welte	97007	
Mike	Westling	97211	
Eric	Wilhelm	97219	<p>ODOT claims to have no money for deadly state highways through Portland (Barbur, Powell, 82nd, Macadam, etc.)</p> <p>Please examine the possibility of a bus only lane down I-5 through the City of Portland or at the very least a bus only lane through OR-99E. Congestion pricing and public transit are the best options available to keep the system flowing efficiently. Alternative transit options such as bus service from Trimet and C-Tran need to offer additional incentives to the public to effectively reduce single occupant motor vehicle usage. Implement bus only lanes across the bridges and</p>
Matthew	Williams	97206	<p>introduce congestion pricing and tolling.</p> <p>My family moved to Oregon City specifically to be near my wife's work, especially given the congestion with commuting from Portland. Moving is a huge hassle. We would rather not want to move again when jobs change. However, if you make decisions that play to our individual desire to have an easy commute without moving, you'll be enabling the same for everyone else. What is good for each individual or family is horrible for everyone in aggregate. We would rather deal with moving, carpooling, paying congestion tolls, etc. as needed than to live in a place with all the horrors and congestion that inevitably come up when we attempt the impossible task of trying to satisfy everyone's desire to have an easy, cheap commute in a private car while living far from work. Please use all the other tools like HOV lanes and congestion pricing instead of kicking the can down the road with expensive and</p>
Aaron	Wolf	97045	<p>futile highway expansion.</p> <p>Expanding highways will do nothing to improve traffic and will only increase pollution. We can't simultaneously try to reduce carbon emissions and put more trucks and cars on the road. The highway dollars should go to bridge seismic upgrades and deferred maintenance.</p>
Lisa	Wright	97212	
Jeffrey	Yasskin	97214	

**Parsons, Susan**

---

**From:** Iain Mackenzie <i.f.mackenzie@gmail.com>  
**Sent:** Tuesday, November 28, 2017 6:09 PM  
**To:** Council Clerk – Testimony  
**Cc:** Wheeler, Mayor; Commissioner Fritz; Commissioner Eudaly; Commissioner Saltzman; Commissioner Fish  
**Subject:** 1271 - 2017 Portland Historic Landmarks Commission State of the City Preservation Report  
**Attachments:** Docomomo Letter To Portland City Council.pdf

Please find attached Docomomo Oregon testimony on the Agenda item #1271, the 2017 Portland Historic Landmarks Commission State of the City Preservation Report.

Regards,

Iain MacKenzie



DoCoMoMo U.S./Oregon Chapter  
Portland, OR  
[www.docomomo-oregon.org](http://www.docomomo-oregon.org)

November 28, 2017

Portland City Council  
1221 SW 4th Avenue  
Portland, OR  
97204

**Portland Historic Landmarks Commission State of the City Preservation Report**

To the Members of the Portland City Council—

Docomomo Oregon is a chapter of an international organization that advocates for the preservation of modern architecture. We are writing in support of the Portland Historic Landmarks Commission's request for the City to fund an update to the Historic Resource Inventory (HRI).

In 1984 Portland conducted a citywide survey of 5,000 potentially significant historic resources, and documented them in the Historic Resource Inventory. 33 years later this inventory is in need of an update. According to the city's own description, the HRI "is not a designation, but an evaluation of historic significance and likely eligibility for future designation."<sup>1</sup> Without an understanding of what significant resources exist, it is impossible to plan for how to preserve those resources.

Buildings completed before 1967 are now 50 years old, the general age at which buildings can be considered historic. In 1984 these buildings would have been relatively new. Some modern era buildings are in fact included in the HRI, however it is likely that many more were overlooked due to their youth.

Perhaps most significantly, the 1984 survey was conducted before East Portland was annexed to the city. As a consequence, a large part of our city that grew rapidly in the middle of the century is not documented in the HRI. While selected neighborhoods were surveyed as part of the 2011 *Modern Historic Resources of East Portland*, a more comprehensive survey is needed to determine what significant resources exist east of 82<sup>nd</sup> Ave.

---

<sup>1</sup> <https://www.portlandoregon.gov/bps/article/133692>



In summary, we urge the city to plan for and fund an update to the Historic Resources Inventory. An update can build on the great work done in 1984, and broaden our understanding of our recent built heritage.

Signed,



Iain MacKenzie, AIA  
DoCoMoMo Oregon President

**About DoCoMoMo:**

DoCoMoMo stands for the *DO*cumentation and *CO*nservation of buildings, sites and neighborhoods of the *MO*dern *MO*vement. DoCoMoMo U.S./Oregon Chapter is a regional chapter of an international organization called DoCoMoMo International, which promotes the study, interpretation and protection of the architecture, landscape and urban design of the Modern Movement.



# Oregon

Kate Brown, Governor

37334

## Department of Transportation

Region 1 Headquarters  
123 SW Flanders Street  
Portland, OR 97209-4012  
Phone: (503) 731-8200  
Fax: (503) 731-8259

FILE CODE:

November 29, 2017

AUDITOR 12/01/17 PM12:25

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204

Dear Mayor Wheeler and Commissioners:

I am writing in support of the resolution under consideration this week directing the Portland Bureau of Transportation to work with the Oregon Department of Transportation to implement the requirements of HB 2017 relating to congestion pricing on I-5 and I-205. I appreciate the City of Portland's partnership in this endeavor and look forward to a productive process for ODOT's Value Pricing Policy Advisory Committee.

The Portland region is growing rapidly in both population and economy, and increases in employment and economic activity have led to commensurate increases in congestion. According to the Oregon Employment Department, the region added 161,500 new jobs between 2010 and 2016, twice as many jobs as the other six Oregon metro areas combined. According to 2014 Economic Impacts of Congestion in Oregon study, by 2040 the average Portland-area household can expect to spend 69 hours in congestion each year.

Commute delays and lack of travel time reliability cost Oregonians in time, dollars and quality of life. Thank you for taking this important step in supporting ODOT's work to inform a congestion pricing proposal that will provide our region a valuable tool in managing congestion on the freeway system.

Sincerely,

Rian Windsheimer  
ODOT Region 1 Manager



37334

27 November 2017

Dear Mayor Wheeler,

It was with great pleasure that we received a letter from Noah Siegel requesting our views on the proposed City Council resolution in Portland to follow a congestion pricing strategy. This news is exciting to us because it represents the strong leadership that is required to solve the issue of air pollution – an issue which the World Health Organization classifies as the single greatest environmental health issue on the planet, causing over 20,000 deaths every day around the globe.

Our NGO specialises in public mobilization to solve environmental issues – working in partnership with the United Nations and the largest cities in the UK. As we are not a policy organisation, and not experts on the cause of air pollution and carbon emissions in Portland, our response to the specific intervention proposed in this case in Portland is to defer to your local staff team in the City Council. They will have the best insight in to the causes and solutions to pollution in Portland's case. We can add some perspective on the role of elected leaders and city authorities in solving air pollution.

Clean air is a benefit to every member of the public. That polluted air is a detriment to public health is not in question. Most questions are about just how many health issues are exacerbated by pollution. The medical community is clear that heart and lung conditions are exacerbated, and in high pollution situations, actually caused by air pollution. It is also clear that children are affected most (including unborn children) as respiratory systems continue to develop well in to teenage years. Pollution has in recent years also become linked to issues like dementia. Such connections are being explored, but the impact of pollution on our health is only in danger of being upgraded as our scientific understanding becomes clearer. The need to act, and to act swiftly is evident.

On the question of what to do to tackle pollution, we can speak on behalf of the public, having surveyed and spoken with thousands of people as a part of the Clean Air Day initiative ([www.cleanairday.org.uk](http://www.cleanairday.org.uk)). The public can help to cut pollution levels themselves (such as by driving less). They can't control vehicle standards, protect certain city areas from commercial or construction traffic, or determine the emissions levels from public transport. Business clearly has a role, but forward-thinking city authorities have a great opportunity to improve the health of its population. Authorities can make it easier for people to leave the car at home by boosting public transport or cycling infrastructure. They can discourage commercial or public drivers from certain areas. And they can set ever tougher standards on the major causes of pollution: vehicle standards, building heating systems and public transportation.

In summary, we support your mayoral decision to intervene significantly and recommend leaders in the City Council and PBOT show the same courage. We must act, act now, and act for 0 to 16 year-olds who cannot vote and do not drive, but suffer the most from air pollution.

Yours sincerely,

Chris Large, Senior Partner, Global Action Plan

**GLOBAL ACTION PLAN**

9-13 Kean Street London WC2B 4AY Telephone 020 7420 4444

Charity registered in England and Wales No. 1026148, in Scotland No. SC041260.  
Registered company in England and Wales No. 2838296. VAT No. 625 994 009.