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Good afternoon. I am Phil Selinger, a Northwest Portland resident, retired TriMet planner, and participant on BPOT's Transportation Expert Group that wrapped up its work last week. I compliment the PBOT staff for a lot of hard work and responsiveness to input ~~provided by the TEG.~~

I fully support the written TEG comments, but am testifying today on my own with ~~emphasize on four topics:~~

- [Portland is a world-class city in part reflecting innovative solutions to transportation needs.... a legacy set in motion in the 1970s] The TSP is a complex administrative document with many moving parts, but it fails to invoke a **vision** that fulfills this <sup>city's</sup> legacy of successful innovation. As a 20-year plan, it needs to anticipate technological changes and new opportunities [car and ride sharing, autonomous cars, and drone delivery are obvious examples] Big ideas are missing. While the TSP cannot predict these things, it should to consider the City's ability to respond to changing needs and opportunities.
- Transportation Demand Management is an essential transportation strategy that can meet the needs of a wide range of residents - of all incomes and abilities. The great advantage of Portland's compact urban form is the range of options for using walking, cycling, transit and shared modes in combinations, tailored to diverse neighborhoods, lifestyles and needs - with reduced reliance on the automobile. Portland has missed the boat in taking a leadership role in TDM. We need to promote creative and cost-effective programs based on clearly defined standards. The application of TDM standards for campuses, institutions and office and residential development presented in Section 14 is a good start that can hopefully be expanded over time voluntarily and through development code revisions. [Like recycling, TDM and its benefits need to be more widely understood and applied]
- The City and TriMet have a long history of collaboration [that began with TriMet's creation in 1969] That collaboration continues, but the TSP largely omits its plan for developing and promoting transit strategies. There needs to be a stronger reference to the collaborative transit planning effort and an outline of an assertive transit development role for the City.
- Our region is widely noted for its coordination among jurisdictions. The TSP update needs to express this collaboration and more specifically reference the Regional Transportation Plan. The TSP analyses, transportation strategies and performance targets need to acknowledge the limited ability of the City to influence the large percentage of trips originating or ending outside of Portland.

Thank you for this opportunity to testify [and thank you for the long hours you have put into considering all this important work]

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