

SMART AUTONOMOUS VEHICLE INITIATIVE

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓	Noah Segel		
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Smart Autonomous Vehicle Initiative Implementation

Portland City Council Agenda Item 694

June 14, 2017

William Henderson, Business for a Better Portland

My name is William Henderson, and I'm the founder of a technology company called Ride Report. We work collaboratively with city governments, including Portland, to help them leverage smartphone, sensor and machine learning for transportation planning.

I'm also a founding board member of Business for a Better Portland. BBPDX believes that when business thrives, Portland thrives. We've met with many of you individually, and have made our voices heard on a range of issues, particularly those pertaining to workplace inclusivity, housing affordability and transportation.

Many of our member businesses are tech focused, so it's natural for us to be interested in shaping Portland's policies on autonomous vehicles. As someone who tracks transportation choices and behaviors for a living, I can tell you that we are at the beginning of a period of incredible disruption. There will be enormous opportunities and equally enormous risks. I want to focus on one of the biggest risks, and that is an explosion in traffic congestion.

BBPDX businesses, like most businesses, are extremely concerned about congestion. Besides being bad for our emissions goals, our air and our quality of life, the economic drain of congestion on our nation's economy is hundreds of billions of dollars every year. With Portland's historically low unemployment, the problem has grown even worse. Meanwhile, our housing crisis is displacing people to areas ever further from where they work.

As many as 25% of trips made during rush hour are discretionary¹. If these trips happened at a different time of day, we could add 25% more capacity for goods to get to market and people to drive to work. Again, that's just by shifting the time of these driving trips. We can get even further gains when people choose to walk, bike or take transit instead.

Why do people choose to make discretionary driving trips during rush hour? People might not like waiting in traffic, but if they don't need to be somewhere at a certain time that's usually acceptable. Because driving is often the cheapest way for them to make their trip. Instead, they pay for the trip with their time, but so does every truck loaded with goods and every bus loaded with people.

¹ National Center for Policy Analysis

Now consider a world with AVs. AVs will make people even less sensitive to traffic. How many more folks will be willing to make these discretionary peak-hour trips if they can work or watch a movie while they wait in traffic? Moreover, how many unoccupied autonomous vehicles will be clogging up the roads, going to pick up passengers or circling the neighborhood while their owners get a haircut?

If AVs don't pay a price for road usage, there's no incentive to discourage discretionary or zero-occupancy trips. Driving round and round the block will be even cheaper than parking. Many of these vehicles will be electric, so they won't pay a gas tax either. They'll be congesting our streets, increasing emissions and slowing economically necessary trips – and yet they won't be paying a dime. In fact, they'll probably be *making* money from the congestion using their surge pricing algorithms. It is deeply ironic that Uber and others are profiting from the congestion they help create without offering a dime to pay for the infrastructure they use.

AVs make it more urgent than ever that we begin pricing congestion, especially during peak hours. After implementing cordons and pricing access to the city, congestion in Stockholm declined 15%, London 15%, and Singapore 45%. With a congestion fee on bridges and tunnels, NY and New Jersey came down 7%. These systems also reduced carbon emissions by 14-20%.

This is our chance to get it right, to start fixing congestion instead of seeing it explode. Let's use this initiative to make sure market signals work for us and not against us. Let's ease the constant economic drain of congestion, while capturing the profits instead of letting giant technology companies take them for us. Congestion pricing is better for business and it's better for Portland.

IMPRESA

ECONOMICS

June 14, 2017

Portland City Council
City Hall
Portland, Oregon

Testimony on Autonomous Vehicle Policy

Dear Mayor Wheeler and Councilors:

As the city considers a policy for the likely advent of autonomous vehicles, I strongly urge you to use this as an opportunity to fundamentally re-think our policy for pricing and paying for city streets and roadways.

Just as Oregon had to innovate radically when the automobile came on the scene a century ago, we will have to innovate again. It's important to remember that prior to the automobile, roads were not financed by a tax on the hay consumed by horses, and wagons and buggies and their operators did not have to be licensed. We took the dramatic step of taxing fuel and licensing vehicles and drivers as a means to pay for the much expanded, and more expensive roadway system, and to assure that vehicle owners and operators were accountable for their use of the system.

The same principle applies today. With modern electronics, and especially with autonomous vehicles, position and speed is monitored with great precision. There is no reason why they should not pay for exactly the amount of roadway that they use. And we know that the cost of the city's roadway varies substantially across space and over time. Use of road capacity in less dense neighborhoods at off-peak hours imposes nominal costs on the city's road budget. In contrast, peak hour use of city streets and arterials, particularly in and near the city center, imposes huge costs on the city and its residents. Those who use the system at peak hours in congested locations should pay the costs associated with creating, maintaining, and where necessary expanding that infrastructure.

Ride-hailing companies like Lyft and Uber are already applying this principal through surge pricing. This enables them to capture the value (what economists call "economic rents") associated with the highly valuable roadway capacity they are using. The city should insist that a portion of these rents be shared with the city to cover the costs of the scarce and expensive infrastructure they are using. Representatives of both Uber and Lyft have already expressed support for real-time, dynamic road pricing. The same principle should be applied to fleets of autonomous vehicles, and eventually to all road users.

There is a high likelihood that fleets of autonomous vehicles could dramatically exacerbate urban traffic congestion, especially if roads are not priced appropriately. Studies of ride-hailing services in both New York and San Francisco have shown that these services disproportionately concentrate their vehicles in dense urban settings. Ride-hailed vehicles now account for 25 percent of traffic in downtown San Francisco. The growth of ride-hailed vehicles in New York has caused greater congestion and slower travel speeds. Autonomous vehicles, which would have lower operating costs would be likely to flood high demand locations, and could easily worsen city traffic congestion.

I strongly urge you to make real-time dynamic road-pricing a core component of the city's strategy for dealing with autonomous vehicles.

This technological transition represents a roughly once-in-a century opportunity to fundamentally change the way we pay for and price roads. Just as we innovated our road finance system to accommodate the automobile 100 years ago, we should innovate our road finance system to incorporate this new technology today.

Cordially,

A handwritten signature in black ink, appearing to read 'Joseph Cortright', with a long horizontal flourish extending to the right.

Joseph Cortright

Smart Autonomous Vehicle Initiative Implementation

Portland City Council Agenda Item 694
June 14, 2017

Noah Siegel, MSH Strategy

I am here today representing an interesting coalition that is working to advance congestion pricing in the 2017 Oregon Legislative session and beyond. This group includes the Port of Portland, Metro Regional Government, Oregon Environmental Council, and The Nature Conservancy.

The group came together after the release of the Oregon Business Leader's GHG Emission Reduction 2016 Task Force. The task force co-chairs were Merritt Paulson of the Timbers and John Carter of Schnitzer Steel. The number one recommendation of the Task Force was to implement a system of congestion pricing, paired with transit investments, to bring down GHG emissions.

I would like to commend the Mayor for his leadership in getting out in front on the promise and revolutionary potential of autonomous vehicles. The policy categories that PBOT has laid out, and process for engaging our community, is excellent. AVs are coming, whether we are ready or not, so I would much prefer that we be ready.

And to be ready, we need to be clear about the policy outcomes we are looking for. Once we give something away, like street parking or telecommunications bandwidth, it's much harder to price it later. In this case, what needs pricing is congestion or, to be more exact, road usage. In the early days of roads and bridges, it was commonplace to pay for passage. With the advent of our automobile culture and interstate freeways, people became accustomed to free travel. When things are free, everyone wants to use them and that's how we end up with congestion. The road is free, but we pay in time, fuel, air quality, and high blood pressure.

Our coalition is backing tolling on I-5 and I-205 as a first step towards true congestion pricing of our system. But autonomous vehicles represent a once-in-a-generation opportunity to change our transportation system. Oregon already has a voluntary program for a road user charge (RUC) called OReGO, that allows drivers to pay for the roads through vehicle miles traveled instead of gas taxes. It is lightly subscribed and has many flaws, but the technology exists.

We strongly recommend that City Council consider an ordinance through this initiative that will require all AVs to be outfitted with RUC technology as a requirement for operating in the city. This will provide certainty in the market, and avoid future free-rider issues.

The only long-term way to relieve congestion is to price the roads—especially during peak hours. Congestion pricing creates incentives to drive at less crowded times, or use

We strongly recommend that City Council consider an ordinance through this initiative that will require all AVs to be outfitted with RUC technology as a requirement for operating in the city. This will provide certainty in the market, and avoid future free-rider issues.

The only long-term way to relieve congestion is to price the roads—especially during peak hours. Congestion pricing creates incentives to drive at less crowded times, or use alternate modes of transportation. If we don't create market signals for AVs that govern these behaviors, then we will have taken the cure for the wrong disease. It is very hard politically to impose tolls and fees on our current system, even though many other cities are now doing it. The transition to AVs is a golden opportunity to get it right the first time. We urge you to give it strong consideration as part of this important initiative.



Oregon

Kate Brown, Governor

37298

Department of Transportation

Director's Office

355 Capitol St NE

Salem, OR 97301

DATE: June 14, 2017

TO: Portland City Council

FROM: Jenna Adams-Kalloch, Policy Counsel
Oregon Department of Transportation

SUBJECT: Smart Autonomous Vehicle Initiative

Mayor Wheeler and Commissioners,

Good afternoon. I am Jenna Adams-Kalloch representing the Oregon Department of Transportation (ODOT) and I am here to comment on the autonomous vehicle resolution.

Firstly, I want to thank your colleagues at the Portland Bureau of Transportation (PBOT) who have been incredibly knowledgeable and collaborative as we take on this complex policy issue. Automated vehicle technology has the potential to improve our transportation systems dramatically, especially with thoughtful preparation and planning as seen in this resolution.

ODOT shares many of the goals outlined in this resolution, most notably increasing safety. More than 400 people died in crashes on Oregon roads in 2015, which is unacceptable. We must continue to be vigilant and think creatively on how we can reduce crashes including looking to technology. ODOT also recognizes the potential for increased mobility with the deployment of automated vehicles that will benefit Portland residents connecting to transit, rural Oregonians with limited transportation choices and everyone in between. Lastly, the connection between automated vehicle use and greenhouse gas emissions must be monitored closely as industry matures.

With the automated vehicle field expanding rapidly, ODOT has been taking steps to strategically prepare for these vehicles to safely operate on our roadways throughout the state. ODOT has an internal Connected and Automated Vehicle Steering Team, including Region One representatives, which have been coordinating within the agency on these issues for almost two years. We are also actively engaged in a state legislative workgroup currently examining potential regulation.

I want to provide federal context before jumping into the current state role. In September 2016, the National Highway Traffic Safety Administration (NHTSA) issued policy guidance for states exploring regulatory options for automated vehicle testing. The NHTSA policy is meant to promote a unified and consistent approach to automated vehicle testing across jurisdictions. ODOT has found this policy guidance helpful and believes implementing many of its guiding principles would be beneficial for all of Oregon.

The NHTSA guidance suggests that each state establish a lead state agency responsible for overseeing automated vehicle testing within the state. Given our statewide leadership role in transportation safety, mobility, and licensing, ODOT is seeking the role as designated lead state

agency. This authority could be used to create a regulatory framework to oversee automated vehicle testing across the state.

Until regulatory authority is established, ODOT can neither sanction nor prohibit any automated vehicle testing in the state while a licensed driver is operating the vehicle following traffic laws.

Currently, ODOT has a voluntary notification process where automated vehicle companies can inform ODOT of their testing plans, facilitating the information exchange between the agency and automated vehicle companies. This is not mandatory for automated vehicle companies, but has been helpful for our agency to understand the scope of testing currently occurring in Oregon.

ODOT looks forward to following the progress of the recently released automated vehicle RFI and working closely with the City of Portland as we develop regulations for full-scale deployment. ODOT is interested in a policy that maximizes safety and benefits for all Oregonians and does not create an unduly restrictive patchwork of regulations for the automated vehicle industry to thrive in Oregon.

Thank you again for your vision to improve safety and mobility in Portland. ODOT supports the goals of this resolution and urges Council to approve the resolution.



Real Possibilities in

Oregon

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37296

June 14, 2017

AARP Oregon Comments Regarding Portland Smart Autonomous Vehicles Initiative

AARP is the nation's largest nonprofit, nonpartisan organization dedicated to empowering Americans 50 and older to choose how they live as they age. We have over 38 million members nationwide and over ½ million ages 50+ in Oregon. AARP works to strengthen communities and advocate for what matters most to families with a focus on health security, financial stability and personal fulfillment. AARP also works for individuals in the marketplace by sparking new solutions and allowing carefully chosen, high-quality products and services to carry the AARP name.

We appreciate the opportunity to offer some insights regarding the opportunities and challenges presented by Autonomous Vehicles, especially as they relate to those otherwise isolated and at risk.

- **Just as the introduction of the gasoline-powered automobile profoundly changed America's landscape and lifestyle, the introduction of autonomous vehicles will be equally "disruptive". If done properly, with attention to safety and community livability, the introduction of autonomous vehicles could be groundbreaking.**
- Highly autonomous vehicles (HAVs) have the potential to save thousands of lives by removing human driver error, which contributes to the vast majority of roadway fatalities.
- **AARP believes that policymakers should ensure that the implementation of HAVs create a more equitable transportation system improving mobility for all, especially for people with disabilities, older adults with limited mobility and people with low incomes.**

- As these vehicles are deployed, the transportation landscape will be significantly transformed, affecting road infrastructure, commuting patterns, land use, congestion, parking, and employment.
 - **Unknown is how the autonomous vehicles will affect the level of congestion and livability within and around our cities. By doing smart planning now, we can help ensure that AVs promote livability and reduce congestion.**
 - **This disruptive technology offers an opportunity to correct some of the issues facing the current US transportation system, which often requires people to own and operate their own personal vehicles for mobility. This has led to problems for the one-third of people living in the US who do not drive and those living in communities that lack robust public transportation options. Moving forward, shared-use mobility—such as car-sharing, ride-sharing, ride-sourcing, ride-splitting—may be a tool to influence development patterns and individual travel choices.¹**
- HAVs could also help solve the continual problem of connecting non-drivers who are older or have disabilities with jobs, health care, shopping and family and community.
- As research continues, technology matures, and greater consensus develops regarding uniform standards, National Highway Traffic Safety Administration (NHTSA) intends to promulgate new Federal Motor Vehicle Safety Standards. The policy will be updated annually to reflect changing research developments and public input. AARP urges NHTSA to place safety considerations at the forefront of these decisions on how to use its regulatory authority.
 - AARP supports the NHTSA's deployment of a robust research agenda that prioritizes public safety and consumer protection. This will be particularly important for the successful transition of the vehicle fleet from the one that has existed for more than a century to one that until recently was conceived only as a futurist's dream.
 - Nevada was the first state to authorize the operation of autonomous vehicles in 2011. Since then, seven other states—California, Florida, Louisiana, Michigan, North Dakota, Tennessee, and Utah—along with the District of Columbia have passed legislation related to autonomous vehicles. Arizona's

¹ Car-sharing: think Car-2-Go or Zipcar

Ride-sharing: think traditional carpooling

Ride-sourcing: think Uber and Lyft

Ride-splitting: think Uber Pool and Lyft Line (also a form of ride-sharing)

governor issued an executive order on this technology. Each state establishes its own specific regulation for testing.

- For the Federal Automated Vehicles Policy Report, visit:
https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/federal_automated_vehicle_s_policy.pdf
- **Safety is critically important to older road users. AARP believes that safety for all road users, including pedestrians and bicyclists, should guide the development of policy regarding autonomous vehicles.**
 - **AARP believes that policymakers should bar the use of partially automated vehicles on non-controlled access roads, such as city streets.**
- AARP believes that the results of HAV testing should be transparent and fully available to the public. The current NHTSA guidance is not explicit on this point, and we would urge that the guidance be amended to reflect this greater need for transparency. We do, however, appreciate and support the important provisions in the guidance regarding privacy and security of the data collected by HAVs.
 - Federal policymakers should establish standards for thorough testing of autonomous vehicles prior to their deployment and require manufacturers to publish the results of such testing.
- NHTSA recognized that consumer education and training are critical to ensuring safe deployment of HAVs. AARP agrees with the recommendation that manufacturers and other entities should conduct programs to educate and train consumers on using the new technologies safely and efficiently.
 - AARP has long been invested in driver education and training. AARP Driver Safety has established a partnership with The Hartford to jointly develop Smart DriverTEK, an innovative vehicle technology education program. The program helps drivers understand current and evolving vehicle safety technologies and how to use them; recognize how technologies might enhance their driving safety and extend safe driving years; and, choose the technologies that best suit their needs.
 - For more information please visit www.aarp.org/findaworkshop
- One thing we don't know is who will own the AVs. Will individuals own them, as car ownership is now, or will we move more to a fleet system where most if not all are owned by fleets and you just order up a car to pick you up and drop you off. Many think it will be the latter, though never underestimate an American's desire to own a car! Either way will have pitfalls.

- If it's individual ownership, it could mean more cars on the road and more congestion. Fleets, like individual ownership, will raise questions of who has access to the technology, but also could see the demise of public transportation since "everyone has access to the fleet", which of course won't necessarily be true, just like people don't have access to Uber/Lyft now, or public transit.
- It could also mean more transit as people use AVs for that first and last mile to get to a transit stop. Maybe, maybe not.
- As a precursor to that, who will be developing the technology? GM is pushing legislation that would basically give them a stranglehold on testing – leaving it to car manufacturers to do it. That's not just a problem for Google, for instance, who is testing, but other auto manufacturers who have partnerships.
- As the technology develops, another issue we all have to face is broadband. It's essential to vehicle to vehicle and vehicle to infrastructure communications. We need to do something to roll out that technology in this country, and not just in urban areas – AVs are going to need to go everywhere. We need it for other reasons too, but this will be crucial.
 - That leads to data privacy and security (including cybersecurity issues).
 - The data will be crucial to analyze to best figure out how to design the streets of tomorrow. There will be a lot of it. Cities, especially small cities, won't have the ability to do it. So how do we capture it (and store it) effectively? Might mean partnerships with educational institutions.
- There are transition issues. For quite some time AVs will share the road with you and me behind the wheel. We can't forget that as we figure out the rules of the road and protocols of, for instance, reporting crashes.
 - There are liability issues that need to be addressed.
- **There are built environment questions. Everyone will want to be dropped off at the front door. Our streets aren't designed for that kind of traffic. That's more like departures/arrivals at the airport. What will we do about that?**
 - **Parking will be an issue – not just where you park them, but what to do with all the now useless parking garages.**
 - **The AVs may be in continuous use, if they are fleet, but where do they go between rides? Do we need to redesign streets for this? How?**
 - **We can narrow lanes, which may mean more bike lanes or drop off lanes.**

- **Speaking of bikes, will this mean more or less biking/walking? It could go either way because the ease and ubiquity of AVs may mean people ride instead of bike. Or, we could free up space to walk/bike and people do.**
 - **That also has some environmental aspects to it, as well as public health. And, back to transit, what impact will it have? Will we see AV transit, or just no transit, or maybe something akin to what we have now?**
 - **If people use AVs it might lessen the need for transit, which means less of it for people who need it. Millennials are moving back into cities, but will AVs lead us back to more sprawl – if I can work while I’m riding, will I simply move farther out!**
- In addition to changes in parking, it will have an impact on auto body repair – no crashes (theoretically) mean no need for auto body repair, or less anyway.
 - Might change the nature of offices/building design too. No need for parking garages as parts of structures.
- Then there is the cargo hauling industry: Will AVs change the way we truck? Possibly. If AVs are whisking people to and fro, and AVs can haul freight, we might change our rules. We need long haul truckers to be working the day shift now. But if it’s all AVs, maybe we only allow long haul at night. It might change our delivery schedule too.
- This has budget and tax implications. Parking enforcement – maybe not needed. Traffic cops – nope. Revenue from tickets – maybe not. On the other hand, will the sensors in AVs be our first clue to the need for road repair? It might save us money by identifying problems quicker.
- A report from the National League of Cities that is basic, but kind of helpful: <http://www.nlc.org/article/new-autonomous-vehicle-guide-helps-cities-prepare-for-a-driverless-future> . Especially check out the classifications of AVs so you understand the levels of automation, page 4. Some of us feel level 4 is dangerous – it will take too long for drivers to reengage themselves to the situation. Level 5 may be the ultimate goal.

June 14, 2017

Portland City Council

Re: SAVI Policy – Invited Testimony

Thank you for the opportunity to provide testimony here today. My name is Nico Larco and I am an Associate Professor at the University of Oregon – living and working here in Portland – and am the Co-Director of the Sustainable Cities Initiative (SCI).

Over the last two years, SCI has taken on a nation-wide initiative we call ‘Urbanism Next’ that focuses on how emerging technologies such as autonomous vehicles, e-commerce, and the sharing economy are affecting urban form, design and development. This initiative is bringing together experts around the country from the private, public and academic sectors to address these concerns.

In this work, we have found that most of the conversation around the country on the topic of autonomous vehicles has been around how to accommodate these vehicles and not on their secondary effects on cities or on how to leverage this technology to help attain community goals.

It is an important distinction and one that I am heartened to see the city of Portland addressing as you put community goals first in your discussions. I encourage the council to aggressively pursue the piloting and testing of these vehicles but to do so in a way that is not only focused

on testing the technology, but also on testing their secondary impacts on cities and on how this technology can be leveraged to achieve the outcomes we want.

Autonomous vehicles are not a transportation issue – or not only a transportation issue. AVs will affect land use, land valuation, our labor force (there are currently 4 million driving jobs in this country) and the organization of our cities. AVs will cause shifts in how people travel that could dramatically challenge the viability of transit as we know it and could tremendously increase sprawl. Studies are also showing dramatic increases in traffic and congestion if vehicles are not shared or managed in fleets. This will all affect equity concerns, sustainability concerns and will undoubtedly create challenges to quality of life.

We are currently completing a study on the potential effects of AVs on municipal budgets that shows this technology having disruptive if not detrimental effects on municipal revenues and expenses. For instance, AVs have been projected to reduce parking needs by as much as 90%. As parking revenue dwindles this will challenge not only incoming municipal revenue, but also the financial viability of many parking structures that are backed by municipal bonds. As driving related jobs are reduced, there will be a need for labor re-distribution and training. Potential rises in unemployment could increase the city's need for workforce development services and housing assistance.

There are definitely plus sides to this technology – safety being highest among them, but also the opportunity to reshape cities without the need for parking which will increase the development potential of properties and increase the feasibility of housing construction.

I am convinced there is no greater threat – or also potential opportunity – within our lifetime to affect a range of issues we hold dear such as equity, sustainability, and quality of life. We are convinced this will be as transformational as the advent of automobiles was when they were first introduced.

This could go in a positive or negative direction, but only if we are prepared, have forethought, and create policies that keep people and communities first, address secondary effects and are proactive and not reactive.

We at SCI and UO look forward to helping with this effort.

Submitted on behalf of SCI by:

Nico Larco

Co-Director

Sustainable Cities Initiative

University of Oregon

nlarco@uoregon.edu

TriMet Testimony to Portland City Council in Support of the Smart Autonomous Vehicle Initiative (SAVI)

June 14, 2017

Presented by Eric Hesse,
Strategic Planning Coordinator

TriMet applauds the City of Portland's recent launch of the Smart Autonomous Vehicles Initiative (SAVI). The initiative's four-pronged approach is a well-conceived and holistic strategy that will support the development of the strong policy framework needed to ensure that emerging transportation innovation and technology serves our community livability goals and enhances the safety of our residents. We specifically applaud the City's decision to squarely define a preference for the FAVES model of fleets of autonomous vehicles that are electric and shared, which we believe will be essential if these new technologies are to be supportive of the City and regions' existing transportation and land use policies. By setting terms of engagement through policy direction while also creating clear opportunities for learning through partnership, SAVI will play a key role in advancing the city's and the region's understanding of and strategy for how best to harness these emerging technologies to help achieve our desired outcomes. It is a natural complement to the work that Metro is undertaking as part of the 2018 Regional Transportation Plan update.

Transit plays a critical role in mobility and community building, helping manage congestion, and helping keep our air clean in a space-efficient way that supports the region's land-use policies. Transit is also affordable and provides access to jobs, school, and community services, especially for those who are low-income and communities of color. TriMet sees the opportunity for emerging technologies, such as autonomous vehicle technology, to complement our transit system, including options for first and last mile transit access or for other trips to extend the reach and accessibility of our regional transit system. The technology also holds the promise to help make transit even safer through operator assistance.

As we partner on building AV policy locally and nationally, we need to ensure that the evolution in technology and the emergence of potential new service models support the essential role that transit plays in serving and shaping our communities. Space on our roadways is limited, as is the room for transportation infrastructure that connect and serve centers and corridors, including the curb space where people and goods are picked up and delivered. Transit remains essential to achieving the region's goals, and TriMet looks forward to continuing to work with our partners, both public and private, to use all of the latest tools to help all of the people in our community meet their needs, while easing congestion and reducing air pollution — making our region a better place to live.

From: Benjamin Kerensa <bkerensa@gmail.com>
Sent: Tuesday, June 13, 2017 2:37 AM
To: Moore-Love, Karla
Cc: Council Clerk – Testimony
Subject: Item 694 Testimony
Attachments: AutonomousVehicleInitiativeTestimonyItem694.pdf

Please find the attached letter in support of Item 694.

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Benjamin Kerensa

37296

Dear City Council,

I am writing to you today to strongly support the Smart Autonomous Vehicle Initiative. I also implore you to lobby legislators now so that they might consider welcoming Autonomous Vehicles to all Oregon roads in the next session.

Autonomous Vehicles are the future and that future isn't far away and it will bring with it reduced road congestion, reduce accidents and host of other benefits. The City and State will also need to ensure that Autonomous Vehicles as they become more widely adopted do not eliminate good paying jobs in Portland.

Best,

Benjamin Kerensa
Southeast Portland

Moore-Love, Karla

From: msturbois@comcast.net
Sent: Wednesday, June 14, 2017 10:52 AM
To: Council Clerk – Testimony
Subject: Item 694
Attachments: ITEM 694.docx

Sorry to be so late. Just saw the agenda this morning

Mark Sturbois
1512 S E Hawthorne #2
Portland Oregon 97214
503-201-9919
msturbois@comcast.net

ITEM 694

Mayor Wheeler and Commissioners:

My name is Mark Sturbois. I am a proud member of Communications Workers of America 7901. I would like to urge you to think carefully before making our City a test ground for Driverless Vehicles. While there are some benefits, the negative consequences far outweigh them.

This City needs blue collar jobs. The major funders of driverless vehicles have a long term goal of reduction in work force. [truck drivers, deliver drivers, taxis, even TNC companies cannibalizing their own work force.]

How do you make a City affordable when you set the stage to eliminate jobs that are already lagging behind the inflation curve?

While there are some benefits to special needs transportation, I believe the same results could be achieved by holding TNC companies to the same standard as taxis. Leasing already established providers does not increase service and it was another example of the not level playing field that has decimated the taxi industry.

Mark Sturbois

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