

**From:** [Terry Parker](#)  
**To:** [Council Clerk – Testimony](#); [City Auditor, Mary Hull Caballero](#)  
**Cc:** [Warner, Chris](#)  
**Subject:** Testimony on October 13, 2021 council agenda items 742 Equitable Mobility and 749 The Way to Go Plan  
**Date:** Sunday, October 10, 2021 2:24:00 PM

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To Members of the Portland City Council;

Adopting the POEM report is nothing less than an authoritarian decree for a Robin Hood style program of social engineering in an attempt to dictate travel choices and supposedly reduce traffic congestion by stealing dollars from working class and retiree motorists to support the freeloading and under-charged alternative transport mode users. This all comes at a time when the car-hater brass bobble heads that oversee PBOT are actually spending millions of dollars creating more congestion, and then spending even more dollars in an attempt to mitigate it.

PBOT fails to own up and take responsibility for the fact that by adding bus only rose lanes, bike lanes and curb extensions that reduce the number of full service through travel lanes and/or require buses to stop in travel lanes to board passengers on major arterials and neighborhood collector streets creates more traffic congestion which is then followed by more cut through traffic. Narrowing traffic lanes to only ten feet wide also creates more congestion. The mirrors of large trucks and buses don't even fit within the lane width. Having followed TriMet busses, semi-trucks and even Portland fire engines (not responding to a call) on streets where the lanes have been narrowed, the drivers of all of these vehicles almost always have trouble keeping their tires within the white lines which also creates a safety concern. Furthermore, PBOT refuses to admit that all this PBOT created congestion adds to fuel consumption and emissions as drivers slow down, stop and idle, and then accelerate as opposed to traveling at a steady cruising pace.

Instead of sanctioning yet another car-hater inspired socialist program targeted at drivers where proportional motorist representation is always left out of the public and decision making process where the results almost always include more traffic congestion, fuel consumption and emissions, PBOT needs to add back space for cars, including parking, and not further reduce the space for cars. How much more congestion and cut through traffic will be created if PBOT follows through with their current plans for Sandy Boulevard and 122nd? Is it even in the small print?

The bottom line here is that "Equitable Mobility" must require that the users of ALL modes pay their share for the infrastructure being utilized with NO FREELOADERS while also maintaining the constitutional mandate for the use of taxes generated by motor vehicles. This must include freeloading adult bicyclists paying their own way for specialized and privileged infrastructure such as bike lanes and curb space, and transit passengers paying for costly bus only infrastructure and a larger portion of the nearly ten dollar true cost of an individual transit ride.

Respectively submitted,

Terry Parker  
Northeast Portland

Terry Parker  
Northeast Portland

**From:** [PRIOR Gareth](#)  
**To:** [Zolan, Ness](#); [Wheeler, Mayor](#); [Commissioner Rubio](#); [Lujan Valerio, Rico](#); [Commissioner Mapps](#); [Carney, Shannon](#); [Commissioner Hardesty](#); [Bradley, Derek](#); [Commissioner Ryan Office](#); [Bond, Mark](#); [Council Clerk – Testimony](#); [Cohen, Shoshana](#); [Sagor, Emma](#)  
**Cc:** [WILLIAMS Tia](#); [FINN Brendan C](#); [MOSIER Della D](#); [BROUSSARD Lucinda](#); [PUTNEY Mandy](#)  
**Subject:** ODOT support and thanks for POEM  
**Date:** Monday, October 11, 2021 9:51:10 AM  
**Attachments:** [POEM Tolling Letter Signatures.pdf](#)

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Dear Mayor Wheeler and members of the Portland City Council,

On behalf of ODOT's Urban Mobility Office, we want to express our appreciation for Portland's ongoing work to explore pricing strategies and ways to advance equitable mobility. For your meeting this Wednesday, we want to submit the attached letter to give thanks to the community members and staff that put many hours into the Pricing Options for Equitable Mobility (POEM) task force.

A special shout out to PBOT staff, Shoshana Cohen and Emma Sagor, who have been excellent and open collaborators in supporting conversations between our agencies. We have learned much from POEM's work in supporting the Equity and Mobility Advisory Committee (EMAC), which is crafting ODOT's development of an equitable toll/congestion pricing program.

Thank you,

**Garet S. Prior, AICP** (*he/him/his*)

Toll Policy Manager

Oregon Department of Transportation

Urban Mobility Office

Matthew L. Garrett Building

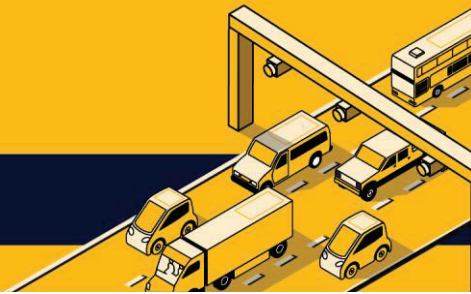
123 NW Flanders St., Portland, OR 97209

[Garet.Prior@odot.state.or.us](mailto:Garet.Prior@odot.state.or.us)

Cell: 503.396.2588

Note: This email and related attachments and any response may be subject to public disclosure under state law.

# Oregon Toll Program



October 13, 2021

Mayor Wheeler and members of the Portland City Council,

**The Oregon Department of Transportation wishes to express its appreciation for Portland's ongoing work to explore pricing strategies and ways to advance equitable mobility.** ODOT shares your goal of advancing congestion pricing in the Portland-metro area in a way that builds a better community for everyone and tackles some of the biggest challenges of our time, including climate change. Together, we will build a network that serves the needs of Oregonians and all those who depend on our roads.

**The recommendations of the Pricing Options for Equitable Mobility (POEM) Task Force provide important and valuable steps forward for the ODOT portion of this work.** The work of POEM brings us closer to what we need to address equity, safety, congestion and climate change needs in the Portland metro region, which has impacts throughout the state.

**In particular, we want to highlight your recommendations related to ODOT's work on the Regional Mobility Pricing Program.** Guided by our statutory obligations from House Bill 2017 (2017), ODOT embarked on an effort to develop a program that would help reduce congestion and provide funding for transportation infrastructure improvements throughout our region. It is our goal to build a system that supports the economic success of Oregon while also improving the livability of our region.

Furthermore, ODOT has convened the Equitable Mobility Advisory Committee (EMAC) to help inform and shape the work we do in the region, because, like you, we believe that no Oregonian should be disproportionately impacted by tolling, especially BIPOC Oregonians who have, too often, been harmed by transportation projects.

**Similar recommendations from EMAC and POEM that are being implemented by ODOT include:**

- Establishing an Equity Framework for the Oregon Toll Program

- Establishing an equitable, income-based toll rate
- Pursuing interoperability between ODOT's congestion pricing system and other mobility services (e.g. Portland Golden Transportation Wallet)
- Recognizing that to create an equitable system it is not enough to simply mitigate burdens to historically and currently marginalized communities, but to ask what would advance equity

**We know that the work we do on the region's interstates must also be coupled with innovative strategies elsewhere in the transportation network if we are to achieve our shared goals of reduced congestion and progress on climate change.**

We thank you for your continued feedback and interest in engaging on this critically important project. ODOT hopes to continue working, hand-in-hand, with the City of Portland and the POEM Task Force as this project advances.

Sincerely,



Lucinda Broussard  
Toll Program Director

Brendan Finn  
Urban Mobility Office Director

**From:** [Dave Ganslein](#)  
**To:** [Council Clerk – Testimony](#); [Mapps, Mingus](#); [Mingus Mapps for Portland City Council](#)  
**Subject:** Wednesday October 13th 2021 City Council Meeting Agenda Items 742 & 749  
**Date:** Monday, October 11, 2021 3:42:45 PM

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Please know that I oppose implementation of agenda items 742 & 749.

I had no idea that operation of a motor vehicle in the City of Portland makes me a racist.  
I self-identify as a differently-abled person.

Bicycles & transit do not work for me.

With the exorbitant cost-of-living in Portland, many persons cannot afford increased transportation costs or the inconvenience of riding public transportation occupied largely by gang members, drug traffickers, the unhoused and the mentally ill.

Many of my neighbors have spoken of unpleasant encounters with members of these communities while using Trimet or MAX. They feel unsafe on public transportation especially in times of a deadly pandemic.

As with all PBOT proposals, only environmental activists & members of pressure groups testimony is considered.

The average citizen / driver is not considered. We are all subject to the tyranny of the activist minority.

In a city that prides itself on inclusion, diversity, tolerance & equity are supposed to be the norm, why are drivers held in such contempt by city council?

Why does one pedestrian or bicyclist have so much more social-credit than a thousand drivers using the same road? Isn't that discrimination by default?

Thank You,

Dave Ganslein  
9009 NE Emerson St  
Portland, OR 97220

**From:** [Bj Marleau](#)  
**To:** [Clerk General](#)  
**Subject:** 10/13 council meeting POEM and WtG plan agenda feedback/concerns  
**Date:** Tuesday, October 12, 2021 2:14:39 PM

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To Whom It May Concern,

As a single individual who lives alone, drives alone most of the time, and pays taxes as a single individual, I think these plans begin to restrict my freedom of movement by adding another tax that I cannot reasonably avoid. There is a unique punishment of the single individual inherent in what I understand about these proposals. I already work to keep my miles driven to 6-7k per year by working remotely and ensuring any trips I do take combine as many stops in as efficient of a route as possible. When traveling distances for recreational activities, I make efforts to car pool with friends when possible. I walk most places within Portland proper. These plans seems do not acknowledge the efforts some individuals make to be respectful consumers and users of traffic related services. I wish efforts were more focused on efficiently using tax dollars already collected across all streams and approved bonds to address current needs like houselessness, public safety, public cleanliness, and public works maintenance versus paying folks to generate proposals that charge individuals to exercise their freedom of movement. Portland bureaucracy seems more focused on burning dollars and resources to assess problems versus fixing them.

Sincerely,  
Frustrated Taxpayer

**From:** [Kari Schlosshauer](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Testimony in support of Item 742  
**Date:** Tuesday, October 12, 2021 3:57:53 PM  
**Attachments:** [COP\\_POEM\\_letter.pdf](#)

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Please find my testimony attached, thank you.

With gratitude,  
Kari



**Kari Schlosshauer (she/her)**

Senior Policy Manager

503-734-0813

Portland, OR

[www.saferoutespartnership.org](http://www.saferoutespartnership.org)

[Facebook](#) | [Twitter](#)

**[Learn & Take Action for Mobility Justice](#)**



October 13, 2021

**RE: Support Pricing Options for Equitable Mobility Recommendations & Implementation Planning**

Dear Mayor Wheeler, Commissioner Hardesty, Commissioner Rubio, and Portland City Council:

The Safe Routes Partnership is a national non-profit that works to advance safe walking and bicycling to and from schools and other essential destinations, to improve the health and wellbeing of kids of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone. Through our work on transportation, housing, and affordability policy in the Pacific Northwest, we serve as a catalyst for the creation of safe, active, equitable, and healthy communities.

We appreciate and support the strong focus on achieving equitable outcomes through the principles recommended by the POEM Task Force. In order to see the greatest success and benefit to our community, our transportation system, and the climate, we recommend support of this agenda item, and focus our comments on three key points:

- Past transportation decisions and historic disinvestment continue to disproportionately harm Black, Indigenous, Latine, Asian and Pacific Islander communities, individuals living on low incomes, youth, older adults, and persons with disabilities. This has resulted in demolition of neighborhoods, gentrification, longer travel times, unequal access to transportation options, increased traffic, and personal safety risks. The status quo is not working for people right now.
- The transportation sector contributes more than 40% of greenhouse gas emissions in the Portland region. Meeting our climate goals will require intentionally and significantly boosting public transit, walking, and bicycling trips; shifting trips that remain on the roads to electric vehicles or cleaner fuels; and planning and building connected communities. The creation of an implementation plan for these actions are intersectional and will also meet our racial equity and safety goals; more importantly, getting to work on near-term recommendations also has the benefit of strengthening our communities, especially for those struggling right now, including youth, houseless folks, small businesses, and those experiencing community violence.
- Pricing strategies hold promise to help move people and goods in a more efficient, climate-friendly, healthy, safe, and equitable way if they are designed, implemented and adjusted with intention. Even in the mythical storybook version of Portland, our transportation system today over-prioritizes cars. This can end with this Council's vote of support and action on this item.

We ask that City Council accept the POEM final report, and direct Portland Bureau of Transportation and the Bureau of Planning and Sustainability to develop an implementation plan for a suite of equitable mobility fees and investments based on the near-term strategies elevated in the POEM Task force recommendations. Thank you for moving this essential and exciting project forward.

Sincerely,

*Kari Schlosshauer*

Senior Policy Manager, Safe Routes Partnership



**From:** [Elizabeth Mros-O'Hara](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Andre Bealer](#); [Margi Bradway](#); [Alex Oreschak](#); [Cohen, Shoshana](#); [Sagor, Emma](#)  
**Subject:** Metro Council Support of the POEM Task Force Efforts  
**Date:** Tuesday, October 12, 2021 5:16:12 PM  
**Attachments:** [10-12-2021 POEM Letter of Support.docx](#)

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Good afternoon:

Attached please find a letter of support from the Metro Council for the POEM Task Force efforts that are coming before the Portland City Council tomorrow.

Thank you.

*Elizabeth Mros-O'Hara (she/her)*

Investment Areas Project Manager  
Metro  
600 NE Grand Avenue  
Portland, OR 97232  
503-708-9020 (cell)

*Due to health considerations, I am working from out of the office right now. The best way to reach me is by email or my mobile phone.*



# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
[oregonmetro.gov](http://oregonmetro.gov)

**Council President Lynn Peterson**

October 12, 2021

Portland City Council  
Mayor Ted Wheeler, Commissioner Hardesty, Commissioner Rubio,  
Commissioner Mapps, and Commissioner Ryan  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

Dear Portland City Councilors:

As the Metropolitan Planning Organization for the Portland, Oregon region, Metro is pleased to provide a letter of support for the City of Portland's Pricing Options for Equitable Mobility (POEM) task force.

Specifically, we appreciate the efforts by the POEM to develop an Equitable Mobility Framework through which different pricing mechanisms were evaluated. Centering equity in a new way to understand how the City can improve transportation provides lessons for our entire region. We also appreciated the in-depth review, discussion, reflection by a diverse set of perspectives, and analysis of five different types of pricing. We also appreciate the POEM team's detailed recommendations to consider as pricing projects advance in the region.

POEM's work complements and expands upon the high-level overview and modeling analysis undertaken as part of Metro's Regional Congestion Pricing Study (RCPS), which was accepted by Metro Council on September 30, 2021 and which will inform the 2023 update to the Regional Transportation Plan. Throughout the POEM and RCPS work, Metro staff has valued the partnership and coordination of City staff, including their willingness to incorporate feedback into the POEM process from Metro and our work on RCPS. We look forward to continuing that partnership as both agencies build upon the efforts of these two studies, and as various proposals for congestion pricing move forward in the region.

Sincerely,

A handwritten signature in black ink that reads "Lynn Peterson".

Lynn Peterson, Metro Council President  
On behalf of Metro Council

**From:** [Stampe, Elizabeth](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Eaken, Amanda](#)  
**Subject:** Support: testimony on 10/13 Council agenda item 742, POEM recommendations  
**Date:** Tuesday, October 12, 2021 6:13:33 PM  
**Attachments:** [NRDC Portland POEM recommendations testimony 10-13-2021.pdf](#)

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Dear Councilmembers and Council Clerk,

Please find NRDC's testimony pasted below and attached.

Thank you for your consideration.

**ELIZABETH STAMPE**

(SHE/HER)

*City Strategist, American Cities Climate Challenge  
Healthy People & Thriving Communities Program*  
NATURAL RESOURCES DEFENSE COUNCIL  
SAN FRANCISCO

October 12, 2021

To: Portland City Council

Re: Agenda item 742;

Pricing Options for Equitable Mobility Task Force Recommendations & Implementation Plan

Dear Mayor Wheeler, Commissioner Hardesty, Commissioner Rubio,  
Commissioner Mapps, and Commissioner Ryan:

The Natural Resources Defense Council (NRDC) is writing in **strong support of the Pricing Options for Equitable Mobility (POEM) task force resolution and recommendations now before you; we urge their passage and rapid implementation.**

These recommendations will greatly benefit the city of Portland and its residents by reducing vehicle miles traveled, creating safe streets for community members, improving air quality, providing a funding source for improved transit, and much more. **Swift action is needed now to realize this potential, and cities across the nation are looking to Portland to lead.**

The resolution would direct the Portland Bureau of Transportation (PBOT) and the Portland Bureau of Planning and Sustainability (BPS) to develop an implementation plan based on the POEM Task Force recommendations. **The recommendations from the POEM Task Force can reduce driving, create safe streets, improve air quality, and provide a funding source for improved transit.**

In Portland, transportation accounts for 43 percent of the region's total emissions. With population growth, projected at 600,000 new residents by 2040, congestion on Portland roads will get worse and worse without immediate action. What's more, the current transportation system disproportionately impacts Black, indigenous and people of color (BIPOC) communities, low-income residents, and people living with disabilities. The impacts include longer travel times, unsafe road conditions, unhealthy air quality, and worsening climate conditions.

That's why many American cities have begun to study and begin implementing road pricing programs: to combat climate change and congestion, address longstanding inequities, and expand and improve transportation options.

Portland is among the cohort of leading cities that is part of the American Cities Climate Challenge, which NRDC supports. Portland has committed to equitable road pricing as a climate action, and over the last two years, the leading cities also pursuing this strategy have looked to Portland as a model of thoughtful stakeholder engagement that centers equity.

Portland's dedicated POEM Task Force of 19 community members, representing diverse perspectives, interests, and expertise, has dedicated over a year and a half to develop advice for the City. We applaud the Task Force's time, thought, and effort, along with the results: recommendations of new pricing strategies to improve mobility, climate, health, safety, and economic outcomes.

Portland can truly be a national leader by adopting these recommendations and passing the resulting policies. As the Task Force's recommendations state, "With intention, pricing can be a strategy to move people and goods in a more efficient, climate-friendly, and equitable way."

The pricing strategies addressed by the Task Force include:

- Parking
- Vehicle-based commercial services (e.g., private for-hire trips and urban delivery)
- Highway tolling
- Cordons or area pricing
- Road usage or per-mile charges

**We support all these strategies and urge you to begin passing policies to implement them, with all possible speed, in the next few months.**

Failure to act will exacerbate the climate crisis and the deep inequities in today's transportation system, affecting people's lives every day.

NRDC urges you to act swiftly, and to lead in making meaningful change.

Thank you.

Sincerely,

Elizabeth Stampe  
City Strategist for Portland  
American Cities Climate Challenge  
Natural Resources Defense Council



October 12, 2021

To: Portland City Council

Re: Agenda item 742;

Pricing Options for Equitable Mobility Task Force Recommendations & Implementation Plan

Dear Mayor Wheeler, Commissioner Hardesty, Commissioner Rubio, Commissioner Mapps, and Commissioner Ryan:

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These recommendations will greatly benefit the city of Portland and its residents by reducing vehicle miles traveled, creating safe streets for community members, improving air quality, providing a funding source for improved transit, and much more. **Swift action is needed now to realize this potential, and cities across the nation are looking to Portland to lead.**

The resolution would direct the Portland Bureau of Transportation (PBOT) and the Portland Bureau of Planning and Sustainability (BPS) to develop an implementation plan based on the POEM Task Force recommendations. **The recommendations from the POEM Task Force can reduce driving, create safe streets, improve air quality, and provide a funding source for improved transit.**

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**NATURAL RESOURCES DEFENSE COUNCIL**

40 W 20TH STREET | NEW YORK, NY | 10011 | T 212.727.2700 | F 212.727.1773 | NRDC.ORG

Portland can truly be a national leader by adopting these recommendations and passing the resulting policies. As the Task Force's recommendations state, "With intention, pricing can be a strategy to move people and goods in a more efficient, climate-friendly, and equitable way."

The pricing strategies addressed by the Task Force include:

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NRDC urges you to act swiftly, and to lead in making meaningful change.

Thank you.

Sincerely,

Elizabeth Stampe  
City Strategist for Portland  
American Cities Climate Challenge  
Natural Resources Defense Council

**From:** [André Lightsey-Walker](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Testimony (742) - The Street Trust  
**Date:** Tuesday, October 12, 2021 7:02:19 PM  
**Attachments:** [TST Portland City Council Testimony 10.13.21 .pdf](#)

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Good evening,

You'll find written testimony for tomorrow's council meeting attached.  
Please let me know if you have any difficulties accessing the document.

Best,

André Lightsey-Walker

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**André Lightsey-Walker** (he/him)  
**Policy Transformation Manager, The Street Trust**  
618 NW Glisan St., #203, Portland, OR 97209  
[www.thestreettrust.org](http://www.thestreettrust.org) | Cell: (503) 307-5262



October 13, 2021

To: City of Portland Transportation Commissioner Jo Ann Hardesty  
Mayor Ted Wheeler  
Commissioner Mingus Mapps  
Commissioner Dan Ryan  
Commissioner Carmen Rubio

Re: Testimony in support of directing Portland Bureau of Transportation and Bureau of Planning and Sustainability to develop an implementation plan for a suite of equitable mobility fees and investments based on principles recommended by the Pricing Options for Equitable Mobility Task Force

Dear Mayor Wheeler and City Council Members:

My name is André Lightsey-Walker I am the Policy Transformation Manager at the Street Trust, a multimodal advocacy organization and registered lobbying entity with the City of Portland.

Today is a day to celebrate! I'm happy to share both my excitement and appreciation of the work the Taskforce has brought forward and I want to commend not only their outcomes but also - and perhaps more importantly - the groundwork and processes that have led to their final recommendations.

The Street Trust supports the Pricing Options for Equitable Mobility (POEM) Taskforce recommendations and encourages City Council to formally adopt these recommendations and to move quickly towards an implementation plan.

We are here today to support you as you navigate potential points of contention surrounding these recommendations and align your bureaus to ensure that they are implemented equitably, directed to do so with requisite urgency, and from a position of leadership both regionally and nationally.

As a regional advocacy organization, The Street Trust has identified equitable pricing as a strategic priority (and opportunity) to achieve greater mobility, equity and climate goals across the greater Portland metro area. We ask that The City of Portland not



only support but lead implementation demand management of our transportation system by forwarding the POEM Task Force's [recommendations](#) from your seat at the table in ODOT tolling discussions. You have the opportunity to set precedent at a pivotal point in the region's history, where conversations of pricing are coming up at the local, regional, and state levels. Let's work collectively to reestablish Portland as a global transportation leader and use our influence and successes as a model for how urban areas can do pricing right.

These are highly uncertain times in which you're leading, and when discussing pricing options it may be tempting to center your priorities on revenue generation. It's going to be important in this pivotal moment that you **remember to prioritize changing travel behavior as opposed to generating revenue**. The decisions you are making surrounding the POEM recommendations have the potential to positively transform our city and establish a tangible dedication to achieving the safety and climate outcomes we hope to achieve.

I encourage you all to remember that the primary goal of these recommendations is **to reduce traffic demand and support congestion relief**. Potential revenue should be looked at as an opportunity and tool to double down on your impact, by using the generated funds to continue to help reduce said demand and improve equitable outcomes in our transportation system.

When facing pushback to POEM recommendations, we must understand that the bulk of opposition stems from a perspective of Portland residents, old and new, who have traveled along and experienced city streets where policies and investments have prioritized the movement of automobiles over people... often, quite literally right over them. As long as we continue to prioritize drive-alone trips in our policies and investments, we will continue to see the creeping pollution, traffic violence, climate deterioration, and preventable death in our streets associated with those choices.

Many people, not unsurprisingly, are angered by the prospect of paying for something they've cognitively established as free. Whether it's plastic bags, parking in their neighborhood, or crossing a bridge, and response to this change is natural. As leaders in our community, you have the opportunity to play a key role in helping people better understand that the things they've perceived as free have actually been quite costly, causing harm to our most vulnerable communities for decades. And they will continue to do so without urgent, strategic and innovative intervention.

Data from the [National Highway Traffic Safety Administration](#) shows there is a national trend in traffic fatalities EVEN amidst the decrease in VMT associated with the pandemic. The City of Portland is no different: our streets are deadly, and we've already lost at least 51 lives to traffic violence in 2021. The Street Trust echoes PBOT's proclamation that one death in our streets is too many, so we must collectively

upend our auto-centric paradigm and prioritize the mobility of our most vulnerable street users first. We still have a unique opportunity to implement changes before returning to normal travel patterns. The Street Trust believes quick action on these recommendations will lead to more significant impacts and better outcomes for our community.

**I ask for your continued leadership as we move forward in showing Portland and beyond, that designing streets for people is justice in action.**

Thank you for your time and consideration,

*A. Lightsey-Walker*

**André Lightsey-Walker**

Policy Transformation Manager, The Street Trust

[andre@thestreettrust.org](mailto:andre@thestreettrust.org)

**From:** [Kira Atwood-Youngstrom](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Plan  
**Date:** Tuesday, October 12, 2021 7:09:52 PM

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I hope that whatever changes you make that you consider the needs of the disabled and the elderly. Not everyone can ride a bike. Then you have scooters, which are dangerous due to their lack of regulation re helmets, riding on sidewalks, and parking to leave sidewalks open for pedestrians. If we're going to center bicyclists how about mandatory helmet rules? Bike registrations? They contribute to traffic and road decline as well, EVERYONE should be held accountable. Also, if you want to center the needs of those with less please consider refraining from limiting bus routes and instead invest in a new generation of bus drivers.

Thank you for your time.

Sent from my iPad

**From:** [kneely@pdx.edu](mailto:kneely@pdx.edu)  
**To:** [Clerk General](#)  
**Cc:** [Harrison, Michael](#)  
**Subject:** Testimony on item #742 - POEM  
**Date:** Wednesday, October 13, 2021 9:06:31 AM  
**Attachments:** [POEM Testimony FINAL \(1\).pdf](#)

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See attached joint testimony from OHSU and PSU. Thanks.

Kevin Neely  
University Relations  
Portland State University  
503-320-9487 (m)



October 12, 2021

Dear Portland City Council,

Portland State University and Oregon Health and Science University would like to express our appreciation for the hard work of the Pricing Options for Equitable Mobility Task Force and offer our support for their efforts to produce the POEM final report. Now, more than ever, the twin challenges of climate change and equity need to be addressed through the administration of the city's largest public asset: our transportation network.

OHSU and PSU each have a long history of innovation and investment in managing transportation demand, limiting the use of single-occupancy vehicles, and supporting sustainable commute options. For both institutions, careful management of off-street parking supply and end-user pricing has made it possible to generate millions of dollars that have been re-invested into transit programs, bicycle programs, carshare and carpooling systems, and sustainable transportation infrastructure.

We continue to explore and experiment with these best practices, serving as laboratories for our city. As some of the largest trip-generators in the city, we are proud of our track record of implementing many of the same strategies proposed by the POEM task force. We wish to offer our data, our expertise, and our commitment to PBOT as they move into the next phase of planning and implementation of the task force recommendations.

The final report and resolution before you today represent a bold commitment to change. And while all may not agree on every point or recommendation, we see a path forward that will take great steps towards a city that is safer, more sustainable, and more just in the application of its resources.

Warmest regards,

Jason Franklin  
Interim Associate Vice President for  
Planning, Construction and Real Estate  
Portland State University

Skai Dancey  
Associate Vice President,  
Facilities and Transportation  
Oregon Health and Science University

**From:** [Darin Campbell](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Agenda item 742  
**Date:** Wednesday, October 13, 2021 10:08:39 AM  
**Attachments:** [Agenda item 742.docx](#)

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**Darin F Campbell**  
**Director of Marketing, Media and Government Affairs**



1613 NW Kearney St  
Portland, OR 97209  
Cell: 503-250-2820  
Work: 503-205-3317  
Fax: 503-274-0143

10-13-2021

Good morning, Mayor Wheeler and elected members of Council, My name is Darin Campbell and I am the Director of Government Affairs for Radio Cab Company. I am also the only registered taxi lobbyist in the state of Oregon. I am writing comment today regarding item 742, the Pricing Options for Equitable Mobility Task Force Recommendations.

Firstly, I am certain that a great amount of time and effort went into this task force to get to this stage, these projects always take a great deal of effort. POEM, forming in 2019, met and came up with the recommendations before you today and the entire Private for Hire transportation industry found out about this task force 2 weeks ago. This is months after their final meeting, being that some of their recommendations include our industry I'm curious how they could definitively arrive at an accurate recommendation without ever hearing from someone in the Taxi industry, a TNC representative, a shuttle driver or a NEMT provider? The simple answer is they cannot. POEM has the desire to solve climate change issues as well as provide better services to disenfranchised members of the BIPOC community. Increased road usage fees have been brought up but those will be passed on to the end user and thus furthering the cost to those of the BIPOC community they are attempting to help.

Our industry is moving into a time that we will see demand for NEMT transportation become far greater than we have ever seen. The baby boomer generation are becoming more dependent on others due to failing physical health. We do not have enough wheelchair vans operating now. We need to squeeze every mile we can out of currently operating vans. Wheelchair vans are the most expensive mode of transportation to invest in and the most essential for transporting our most vulnerable citizens. Hybrid versions of these vans, where available, are extremely expensive to acquire. We need a program that incentivizes companies to purchase these vehicles. POEM Presenting ideas that would increase these costs with the mindset of "price them off the streets" is a one-dimensional view of how to curb congestion. We live in a time when there is no limit on the number of Uber or Lyft vehicles on our roads, You may see 3 or 4 amazon deliveries on your street every day and we allow fleets of vehicles run wild in our neighborhoods in an effort to get the public the non-essential things they want at a snap of the finger. Several years ago this council authorized a study to be done to investigate road usage by private for hire and delivery services among other things. This study made it to a contractor selection and never further. We need this study to be able make decisions such as those the POEM Task Force is attempting to tackle. Further delay in producing this study may contribute to the City of Portland going down a path of good intention with dramatically false outcomes.

I could go on and on but my main point is to encourage the POEM Task Force to not move forward without including all stakeholders to become as informed as possible. As always I am always available and look forward to a robust dialogue regarding Agenda Item 742.

**From:** [Damon Motz-Storey](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [David De La Torre](#); [Kelly Campbell](#)  
**Subject:** Testimony in support of the Pricing Options for Equitable Mobility  
**Date:** Wednesday, October 13, 2021 10:13:43 AM  
**Attachments:** [Oregon PSR Testimony in Support of Pricing Options for Equitable Mobility - Portland City Council 10.13.2021.docx](#)

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Dear Council Clerk,

Please see attached for testimony from Oregon Physicians for Social Responsibility in support of today's Council agenda item 742, "Direct Portland Bureau of Transportation and Bureau of Planning and Sustainability to develop an implementation plan for a suite of equitable mobility fees and investments based on principles recommended by the Pricing Options for Equitable Mobility Task Force (Resolution)"

Thank you,  
Damon

--

Damon Motz-Storey

Healthy Climate Program Advisor, [Oregon Physicians for Social Responsibility](#)

**\*\*My last day on staff is October 31st, after which I will be transitioning into a volunteer role with Oregon PSR. You can reach our new Healthy Climate Program Director, David De La Torre, at [David@oregonpsr.org](mailto:David@oregonpsr.org).**

**My personal email address is [dmotzstorey@gmail.com](mailto:dmotzstorey@gmail.com).**

(303)-913-5634 (cell)

Pronouns: [they/them/theirs](#)

We live on stolen land.

The place we call Portland sits on the traditional village sites of the Multnomah, Kathlamet, and Clackamas bands of the Chinook, Tualatin Kalapuya, Molalla and many other Tribes that made their homes along the Columbia River. Today, many descendants are part of the [Confederated Tribes of Grand Ronde](#), the [Confederated Tribes of Siletz Indians](#), as well as the [Chinook Nation](#) and [Cowlitz Nation](#).

[Read Oregon PSR's Land Acknowledgment](#) and [learn whose land you inhabit](#).





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Wednesday, October 13th, 2021

To: Mayor Ted Wheeler, Portland City Commissioners Jo Ann Hardesty, Carmen Rubio, Dan Ryan, and Mingus Mapps

Re: Support for Implementation of Pricing Options for Equitable Mobility

From: Oregon Physicians for Social Responsibility

Dear Mayor Wheeler and Portland City Commissioners Hardesty, Rubio, Ryan, and Mapps,

Guided by the values and expertise of healthcare and public health, Oregon PSR works to protect human life from the gravest threats to health and survival by striving to protect our climate, end the nuclear threat, promote peace, and advance justice. With over 2,600 members statewide, this year we are celebrating our 40th anniversary of public health advocacy.

We write to you today in support of directing the Portland Bureau of Transportation and Bureau of Planning and Sustainability to develop an implementation plan for a suite of equitable mobility fees and investments based on principles recommended by the Pricing Options for Equitable Mobility Task Force. Currently there are a wide range of transportation challenges facing Portland: we are experiencing an epidemic of traffic injuries and fatalities as well as diesel pollution causing and exacerbating respiratory ailments, especially for communities that receive high doses of pollution from living alongside high-traffic corridors. Transportation is also Oregon's largest aggregate polluter of greenhouse gas emissions (more than 40% of the state's emissions), leading to the public health and safety disasters of climate change-fueled heat waves, droughts, and megafires. It is increasingly urgent to relieve the pressure of our transportation system on Portlanders and seek better ways forward.

Past transportation decisions and historic disinvestment have disproportionately harmed Black, Indigenous, Latine, Asian and Pacific Islander communities, individuals living on low incomes, and persons with disabilities. Many times, these are the same Portlanders who have no other option but to live in the areas most impacted by pollution from internal combustion vehicles driving on our roads. Discriminatory transportation policy has resulted in demolition of neighborhoods, gentrification, longer travel times, unequal access to transportation options and increased traffic, and personal safety risks. In order to achieve a more equitable system, we must prioritize improving outcomes for these communities first. This includes outcomes related not only to multimodal mobility, but also climate, health, safety, and economic opportunity. We also must make our transportation planning processes more inclusive and accountable.



Oregon Physicians for Social Responsibility

*The US affiliate of International Physicians for the Prevention of Nuclear War, Recipient of the 1985 Nobel Peace Prize*

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Our current system prioritizes cars to the exclusion of those who do not have the physical, legal, or financial means to drive a personal vehicle. Therefore as we consider transportation problems and solutions in the time of climate change, we must think bigger than simply electrifying personal cars. For example, finding ways to expand frequency and service of public transportation as well as incentivizing more efficient modes of delivery of goods such as bicycle and e-bike freight.

Metro's 2018 Regional Transportation Plan shows in models that by 2027, almost one-third of the region's roads will be congested or severely congested. People and goods sitting in traffic negatively impacts quality of life and our local economy. But building more roads is not an option -- it leads to an induced demand of increased driving (and therefore pollution) and space in the city is limited. As health professionals, we look to science and evidence for solutions, and pricing strategies have been shown to be effective in actually creating meaningful congestion reductions. Cities around the world have demonstrated that pricing strategies can help reduce single-occupancy vehicle trips and support more efficient, sustainable and equitable transportation modes. In Portland, our Pricing Options for Equitable Mobility task force has worked hard on an Equity Framework that can help us pursue options for reducing congestion while centering equity and justice for those who have been historically excluded and are currency disproportionately harmed by our transportation systems. We would do well to follow the guidance from this hardworking group of Portlanders who have studied the most effective, proven strategies that can reduce congestion, climate emissions, and cost from our transportation system.

For all of these reasons and more, we urge you to accept the report generated by the hard work of the Pricing Options for Equitable Mobility task force and move this important policy making work forward. More community engagement and data collection will help shape our concrete plans for pricing frameworks. We look forward to the next updates on strategies and implementation planning from PBOT and BPS within the next 9 months. Thank you for the opportunity to testify in support of this important work.

Sincerely,



Damon Motz-Storey  
Oregon Physicians for Social Responsibility



**City Council Meeting - Wednesday, October 13, 2021 9:30 a.m.**

<b>Agenda No.</b>	<b>First Name</b>	<b>Last Name</b>	<b>Zip Code</b>
742.01	Victoria	Paykar	97202
742.02	Elizabeth	Stampe	94103
742.03	Paxton	Rothwell	97212
742.04	Owen	Christofferson	97239
742.05	André	Lightsey-Walker	97210
742.06	Anna	Kemper	97211
742.07	Ariadna	Falcon Gonzalez	97213
742.08	Franklin	Jones	97214
742.09	Doug	Klotz	97214
742.10	Indigo	Namkoong	97212
742.11	Sean	Sweat	97209
742.12	Cathy	Tuttle	97209
742.13	Aaron	Brown	97203