

**From:** [Stampe, Elizabeth](#)  
**To:** [Council Clerk – Testimony](#); [Wheeler, Mayor](#)  
**Cc:** [Commissioner Hardesty](#); [Commissioner Rubio](#); [Zolan, Ness](#); [Schwartz, Mona](#); [Bradley, Derek](#); [Sagor, Emma](#); [Cohen, Shoshana](#); [Eaken, Amanda](#); [Elkotbeid, Sarah](#)  
**Subject:** NRDC: SUPPORT Resolution 139 - PBOT Revenue strategy  
**Date:** Friday, February 18, 2022 12:29:07 PM

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Dear Commissioners and Mayor Wheeler,

**On behalf of NRDC, the Natural Resources Defense Council, I am writing to applaud PBOT's proposed revenue strategy -- Resolution 139 -- and support its passage at Council next Wednesday.** This a critical next step to deliver on the recommendations you passed in October 2021 on Pricing Options for Equitable Mobility (POEM).

Portland's work on this has been a model of thoughtful stakeholder engagement in climate action, which we have shared as a national model. Now, the revenue strategy, and specifically the parking pricing proposals that PBOT is moving forward for your consideration, offers you the moment as leaders to respond to what you have heard from stakeholders in the POEM process.

**This is Portland's opportunity to act to meet the climate emergency in a way that puts equity first.**

The resolution on PBOT's revenue strategy is only the beginning of implementing the POEM recommendations, but is crucial to achieving its goals, as it will:

- Take an exciting first step with the **climate and equitable mobility transaction fee** to deliver on the POEM recommendations. This will capture part of the true cost of driving—the impact on climate and communities—and put those funds directly in service of climate and equity, providing residents of affordable housing with passes for public transit, bike-share, and many other transportation options.
- **Stabilize transportation revenues** lost in the pandemic that are critically needed to offer better transportation options, especially to those who need them most. This is a core need both for climate action -- to reduce Portland's largest source of greenhouse gas emissions, from the transportation sector -- and for bringing more equitable transportation service to residents, as this is key to access and opportunity.
- **Transition away from relying on revenue from fossil fuels** to a more sustainable model.

**We support the revenue strategy as laid out in Resolution 139 before Council next Wednesday. We urge its passage and rapid implementation.**

This is a critical first step to capture the true cost of driving and invest in greener transportation options. With this step, Portland will continue its leadership in delivering on

climate and equity goals.

NRDC looks forward to sharing and celebrating Portland's action with national audiences -- we recognize that it has not been easy to move ahead on climate and equity initiatives during the pandemic, and applaud your commitment to moving this critical work forward.

**We also look forward to further action in the coming months on the POEM**

**recommendations.** The City should continue to be bold on applying transportation pricing strategies to capture the true costs of driving and reduce single-occupancy car trips, while generating funds to reinvest in multimodal alternatives. Reducing VMT and expanding greener options is critical to meeting climate goals. Portland has declared a climate emergency -- and emergency demands action.

Thank you for your commitment to climate and equity-centered leadership.

ELIZABETH STAMPE

(SHE/HER)

*City Strategist, American Cities Climate Challenge  
People & Communities Program*

NATURAL RESOURCES DEFENSE COUNCIL

**From:** [Terry Parker](#)  
**To:** [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Mapps](#); [Ryan, Dan](#); [Commissioner Rubio](#); [Commissioner Hardesty](#); [City Auditor, Mary Hull Caballero](#)  
**Subject:** Testimony on City Council Agenda Item 139, the Bureau of Transportation's revenue strategy to achieve budget stabilization, February 23, 2022  
**Date:** Sunday, February 20, 2022 12:50:37 PM

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To Members of the Portland City Council,

In Portland, Oregon and elsewhere, politicians keep saying government boards, commissions and citizen committees should look like the population. In spite of this, while nearly 80% of the trips in Portland are by motor vehicle, the seats at the table on Portland Bureau of Transportation citizen advisory committees are for the most part filled with special interest representatives who more than likely are anti-car or even car haters.

With the population of the Portland-Metro area rapidly increasing and creating more demand for roadway space, what the public receives from this lopsided and bias representation is a reduction of motor vehicle capacity, the narrowing of travel lanes where the mirrors of buses and large trucks hang over the white lines, large concrete crash taunting road hazard barriers placed in the middle of the right of way for a slow streets program, plastic candlestick bollards popping up everywhere and immediately getting broken off, and an over abundance of privileged infrastructure for bicyclists and transit riders which **they do not pay for.**

With little to no representative seats at the table for the drivers who actually pay the taxes for the streets and roads, **equity is totally absent.** Additionally, all the negativity towards the automobile coupled with all the extra obstacles in the roadways makes navigating the streets more difficult, more confusing and therefore less safe for both drivers and other roadway users. It also creates more traffic congestion which in turn increases fuel consumption, emissions and cut through traffic on residential streets. **What PBOT seems to do best is waste motorist paid taxpayer dollars.**

Add in the Oregon Legislature which is now considering Senate Bill 1510 which limits the ability of law enforcement to stop drivers for a defective headlight and/or no brake or tail lights. This proposed legislation is to please a small segment of the population so they can get away with illegal activities while at the same time compromising the safety of the streets and roads for all users thereby replacing any thought of Vision Zero with zero vision!

**History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. It is time to end the dictatorial anti-car social engineering ways of government, require equitable financial accountability from the alternative transport mode users and give law enforcement the tools and resources to combat crime instead of accepting it.**

Respectively submitted,

Terry Parker  
Northeast Portland

**From:** [Sarah Iannarone](#)  
**To:** [Wheeler, Ted](#); [Mapps, Mingus](#); [Commissioner Hardesty](#); [Commissioner Rubio](#); [Commissioner Ryan Office](#)  
**Cc:** [Clerk General](#); [Warner, Chris](#)  
**Subject:** PBOT's Parking Climate and Equitable Mobility Transaction Fee  
**Date:** Wednesday, February 23, 2022 12:37:27 PM  
**Attachments:** [The Street Trust Letter on Parking Climate and Equitable Mobility Transaction Fee.pdf](#)

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Dear Mayor and City Council,  
In advance of this afternoon's City Council hearing on the topic, please accept our written testimony.

Thank you,  
Sarah

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**Sarah Iannarone, Executive Director** (she/her/hers)  
**The Street Trust and The Street Trust Action Fund**

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[www.thestreettrust.org](http://www.thestreettrust.org) | Cell: 503-975-0240





2/23/2021

To: City of Portland Council

Re: PBOT's Parking Climate and Equitable Mobility Transaction Fee

Dear Mayor and Commissioners:

The Street Trust supports the Pricing Options for Equitable Mobility (POEM) Task Force Recommendations on pricing strategies to advance climate, equity and mobility goals in the City of Portland. We believe that this process and its outcomes are a model for how cities should be thinking about pricing the transportation system. It is important that Portland implement the POEM pricing recommendations as swiftly and widely as possible, with the highest commitment to climate action, racial equity, and transportation justice. This is particularly important in the context of regional conversations about tolling, congestion pricing, and the future of transportation infrastructure revenue and spending in Oregon and nationwide.

The Parking Climate and Equitable Mobility Transaction Fee under consideration today is a step - albeit a baby step - in the right direction toward advancing that policy goal. In particular, we appreciate PBOT's commitment to managing demand for drive-alone trips by more accurately pricing the right-of-way and directing that revenue toward providing safe transportation options to driving alone through tools like the transportation wallet.

Portland is experiencing an epidemic of traffic fatalities at 30-year highs and last year, 70% of the people killed in traffic while walking were experiencing homelessness at the time of their death (see attached, below). The most vulnerable people in our city are paying with their lives for our inability to get transportation policy right. The connection between parking prices and safety might not seem clear, but transportation demand management (TDM) of which parking pricing is one tool, has a direct connection to the vehicle miles traveled (VMT), and reducing VMT saves lives along with saving money and greenhouse gas emissions.

According to [research](#) released in June 2021 from the Victoria Transport Policy Institute, parking pricing reforms done the way POEM recommends, have large benefits for safety, pollution reduction, fitness, and system access while reducing congestion and generating revenue. And even Secretary Buttigieg in his recent National Roadway Safety Strategy (NRSS) drew a throughline from the lack of investments in safe streets to our inability to move the needle on getting people to adopt low-carbon modes like walking, biking, and transit to meet our climate goals.

The Street Trust supports the work of our Partners at the Parking Reform Network in emphasizing that we will never meet our climate or safety goals if we continue the ad hoc politicization of basic transportation policy like parking pricing. City Council needs to stop setting parking rates and vest the authority with PBOT to implement the Performance Based Parking Management policy, which council approved in 2018.

To that end, and with the understanding that the COVID-19 pandemic has wreaked havoc on our transportation system (along with all others), we offer our support of the transaction fee. This support today comes with the caveat that we can't come back again in support of another 'baby step' toward POEM implementation. Our funders, members, and community partners demand a more rapid transition off the fossil fuel economy, and citywide access to safe, affordable transportation options for people walking, rolling, and riding transit.

Sincerely,

A handwritten signature in black ink, appearing to read "Sane" or "Sarah", with a long horizontal flourish extending to the right.

Sarah Iannarone, Executive Director  
The Street Trust and The Street Trust Action Fund

Attached below: "We must act now to reduce traffic fatalities in Oregon."

## We must act now to reduce Traffic Fatalities in Oregon

*It's time for Oregon's leaders to reject the old—dangerous and deadly—normal and to create a safer mobility system.*

“We want to welcome you to our WeBike ride, a monthly program to empower women, transgender, and non-binary people to safely ride...”

CRASH!!! BANG!!!

We had just kicked off our event outside Hacienda CDC, at the corner of NE Killingsworth and Cully in Portland. The plan for the day was to tour the neighborhood and explore ways that the City of Portland (PBOT) could improve safety not just for people on walking or riding bicycles, but all street users, even those driving. We'd barely finished our introductions when we heard the boom of a crash next to us on the street. A car had slammed into the utility pole right next to the [BIKETOWN](#) station where just five minutes earlier several of us had stood in a group to unlock the shared bicycles for our event.<sup>1</sup>

You don't need to be a daily sidewalk or bike lane user to feel how close to home the epidemic of traffic violence is hitting - we're all feeling it daily, regardless of our travel mode. This week, the *New York Times* [reported](#) per capita vehicle fatalities in the U.S. increased 17.5% between summer of 2019 and the same time in 2020 - the largest two-year increase since World War II. Oregon is, sadly, outpacing the national trend, with statewide fatalities [up 22%](#) in the same period. And Portland has [posted](#) its highest fatalities in three decades.

As we round the bend into a third year defined by COVID-19, we know too well the extent to which the pandemic has exacerbated existing social problems and inequality. This is evident when considered alongside the recent report from our partners at [Oregon Walks](#) who found that “people who identify as Black, who are experiencing homelessness, who are Older Adults or who are Persons with Disabilities are all at a disproportionately high risk of being killed in collisions.” The intensification of vulnerability during the pandemic is reinforced by a recent [announcement](#) that 70% of pedestrians killed in Portland last year were people experiencing homelessness; many were living along streets identified in the city's “[high crash network](#).”

As the reports of these rising fatalities sound alarms, there's no shortage of attempts to explain away the problem. The NYT analysis referenced above blames “erratic behavior.” For the [Portland mayor](#), homeless camps located near busy streets are the problem. Oregon's Department of Transportation (ODOT) [chalks it up](#) to reckless driving, too few cars on the road, and too few officers to police them. To me, this feels a lot like blaming a toddler

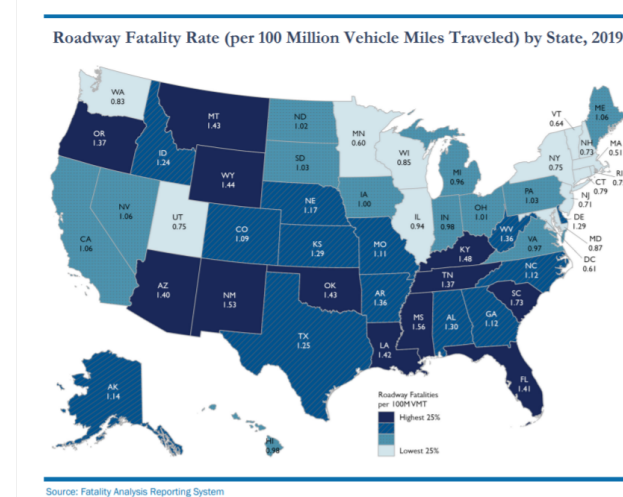
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<sup>1</sup> Thank you for your support, BIKETOWN. <https://www.biketownpdx.com/homepage>

for being cranky all day because they ate birthday cake for breakfast – is it the cake that’s to blame or the fact that it ended up on their plate in the first place?

Let’s be clear: crashes are a function of vehicle speed and volume. People are dying - on bikes, on motorcycles, on sidewalks, and, yes, inside autos - because drivers are going too damn fast. And they’re able to drive that way because our streets have been designed for frictionless driving, not human health and safety.

We’re glad to see U.S. Department of Transportation Secretary Pete Buttigieg acknowledge the traffic fatality crisis and attempt to address it via his recently released [National Roadway Safety Strategy](#) (NRSS). This Strategy marks an important display of leadership in the right direction. Systemic responses to epidemics are warranted, and we’re happy to see Buttigieg draw a throughline from the lack of safe streets to our inability to shift away from drive-alone trips toward low-carbon modes like walking, biking, and transit. We hope that the guidance issued in his roadmap trickles down quickly (along with adequate funding) to state and local governments.



But we can’t wait for Secretary Pete to come to our rescue: we need to rethink our streets - and our relationship to the streets - rapidly and locally. We can and must take swift action informed by best practices to reduce traffic fatalities immediately.

Oregon is in the [top quartile](#) of deadliest states for traffic crashes in the nation and the deadliest on the West Coast. This is a preventable tragedy that can be addressed by investing in a system that’s not as

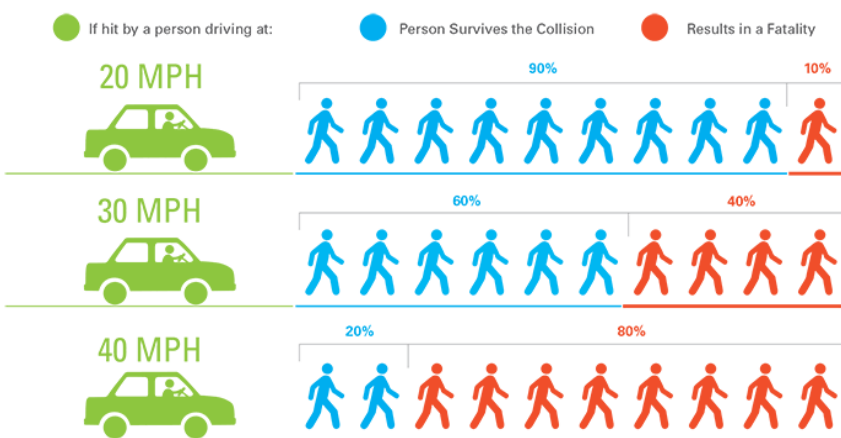
dominated by cars. When you improve the multimodal system and allow people to shift trips from vehicles, you not only reduce the number of vehicle miles traveled, you improve the safety of the transportation system.

A few state-level fixes we could make this month? The Oregon Legislature is considering a bill to authorize civilian review of traffic violations citations initiated by fixed photo radar, photo red light, and dual function cameras. Passing this will reduce costs for local police departments. (Currently in Portland, 100 percent of this review occurs on police over-time!) And more importantly, the Oregon Transportation Commission will soon be directing ODOT how to allocate its one-time windfall from Biden’s infrastructure package. OTC needs to address the traffic epidemic by steering these resources away from a funding mix that prioritizes drive-alone trips toward active transportation, public transit, and Safe Routes to



School infrastructure, education, and safety programs, prioritizing those interventions and investments with the greatest climate and equity impacts. This is no time to undersign the deadly status quo by directing these funds to roadway expansions in conflict with our safety goals.

The City of Portland, ostensibly a global leader in transportation innovation, could also act swiftly to reduce its traffic fatalities. Instead of sweeping vulnerable people off streets by emergency declaration, it could by the same authority (and with the same money) reduce vehicle speeds, clear intersection corners, and improve lighting in high-crash areas. (Reducing speeds from 40 to 20 MPH increases the likelihood that a vulnerable street user survives a crash by 70%.)



Portland needs to rethink its public safety budget, beginning with reallocating funding set aside to hire police officers toward completing [unfunded and shovel-ready](#) projects in PBOT's High Crash Network. Expediting implementation of the "Nearer Term Recommendations" from the Pricing for Equitable

Mobility Task Force would generate revenue to enhance investments in programs like the ["Transportation Wallet"](#) that encourages travel modes other than driving alone.

And finally, back to NE Killingsworth where this story started. PBOT is currently rushing through a paving project on that street which would leave that community with minimal protection from crashes just like the one we witnessed. Instead, project managers need to slow down and meaningfully engage residents to achieve the highest standard of protection for this already marginalized community – protection that could have possibly stopped that car this past Saturday from making it onto the sidewalk at all.

Making our streets safer is not going to be easy, but failing to act now will only continue the deadly trends, exacerbating disparities in communities with historical underinvestment. Investments in safe routes to school, pedestrian improvements, and safe ways to bike and access transit help strengthen the entire transportation network by reducing traffic fatalities and congestion, as well as improving public health. But sufficient funding is critical to provide these enhancements to the network.

It's time for Oregon's leaders to reject the old—dangerous and deadly—normal and re-imagine a new mobility system and safe streets that keep our people safe and moving in the right direction.

*This piece first appeared in [The Oregon Way Substack on February 21, 2021](#). Sarah Iannarone, Executive Director, The Street Trust - a nonprofit that advocates for a complete, safe, low-carbon, multimodal transportation system that contributes to equity in access, opportunity, health, and prosperity for people and communities across the Portland Metro Region and beyond. You can order a free Oregon Friendly Driver Class or Bike Commute Clinic for your workplace or community at [events@thestreettrust.org](mailto:events@thestreettrust.org).*

**City Council Meeting - Wednesday, February 23, 2022 2:00 p.m.**

<b>Agenda No.</b>	<b>First Name</b>	<b>Last Name</b>	<b>Zip Code</b>
139.1	Sarah	Iannarone	97209
139.2	Tony	Jordan	97215
139.3	Vivian	Satterfield	97218
139.4	Sara	Wright	97214
139.5	Reza	Farhoodi	97209
139.6	Ariadna	Falcon Gonzalez	97213