

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Dan Saltzman Commissioner **Leah Treat** Director

February 12, 2018

Chair McLain
House Committee on Transportation Policy
900 Court Street NE, HR D
Salem, OR 97301

Chair McLain and Members of the Committee:

Thank you for your work considering how best to advance Oregon's shared goals through automated vehicles (AVs) and other new mobility technologies.

Automated vehicles have the potential to benefit our communities by reducing crashes, improving first and last mile connections for transit users, and reducing the high cost of owning a private vehicle. AVs also have the potential to significantly increase traffic congestion, vehicle miles travelled, and climate pollution. The protections and rules of the road adopted by state and local governments will substantially determine how much benefit and how much burden we experience.

Over the past 18 months, the City of Portland, Oregon Metro, and TriMet have made significant progress establishing a solid policy foundation and collaborative framework for testing automated vehicles and other new mobility technologies. In collaboration with ODOT and our private sector partners, we have multiple initiatives underway:

- Testing automated vehicle technologies at Portland International Raceway;
- Developing a microtransit pilot project;
- Testing pedestrian safety and air quality sensors at three locations in east Portland;
- Developing a common data platform;
- Adoption of a connected and automated vehicle policy focused on advancing economic, environmental, and equity outcomes.

For over 100 years, cities and counties have managed vehicle operations on local streets. In collaboration with ODOT, we will ensure that AV operations are effectively managed on both state and local roads.

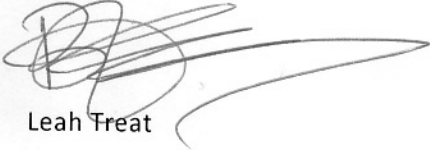


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We support continuing the conversation begun in the AV workgroup, ensuring representation from Portland, Metro, TriMet, and others with experience with automated vehicle testing and new mobility technologies. We welcome participation from representatives of both the private and non-profit sectors, including representatives from traditionally underserved communities, such as environmental justice organizations.

We look forward to continuing our progress in 2018 to inform a 2019 conversation on AV legislation.

Sincerely,

A handwritten signature in black ink, appearing to be 'Leah Treat', with a long, sweeping horizontal stroke extending to the right.

Leah Treat