

Hello,

I would like to submit written testimony regarding Rose Quarter tolling. **I strongly support** variable rate tolling of I-5 to manage traffic congestion, **divert drivers to more sustainable travel modes, fund safe and complete streets, and support mass transit.**

Tolling for the purpose of funding highway expansions **I strongly oppose.** History, quantitative analyses, and the research literature are clear: increasing road capacity does not solve congestion. It creates higher vehicle miles traveled (VMT), negating any perceived short-term benefits. As average vehicle size continues to grow, and average vehicle age continues to increase, improve gas efficiency improvements are generally negated. More VMT (sometimes framed as 'VMT per capita decreases') is not sustainable, is not cost effective, and is not equitable.

We need road pricing and we need to use the proceeds to fund street infrastructure improvements for active mobility and to improve transit frequency. Additional money for capital projects and ballooning administration is not nearly as beneficial as effective, dense transit networks operated cleanly and safely. Tolling proceeds must be used for complementary investments in transit operations and maintenance. People need a alternative to tolled roads, but waiting for a perfect substitute creates a chicken-and-egg problem where road-pricing will be delayed in a never-ending cycle.

Beyond sustainability and urban design benefits, the economic benefits of mobility forms other than the personal automobile are well documented. Fear should not stop implementation of a positive policy, that if crafted well can benefit everyone regardless of any minor short-term pains.

Thanks,
Dan O'Neil