

Thanks again for listening to my testimony (I've attached a copy for the record). I wish to provide the Subcommittee with the following information to include in the record.

- Congestion Pricing / Demand Management
 - The “Regional Mobility Pricing Project Options: Modeled Findings and Trade Offs Evaluation” states that implementation of the Regional Mobility Pricing Project will result in a Through Trip Travel Time Savings of 5-10 minutes on I-5 and 3-5 minutes on I-205. The RMPP is stated to only decrease Vehicle Miles Traveled in the region by 1-2%. (https://www.oregon.gov/odot/tolling/Documents/RMPP_covermemo_9-2023.pdf)
Does this subcommittee endorse the tradeoff of the expected safety impacts to local jurisdictions for up to 10 minutes of travel time savings?
 - While ODOT states tolling is not new, they also state it is unprecedented to toll all lanes of an existing facility. ODOT representatives often refer to examples in Seattle and other areas outside of Oregon where tolling is in place, but in many of their examples sufficient infrastructure and mode options are available for users to avoid paying additional fees.
 - New York City has recently moved forward with the first federally approved congestion pricing program that sets a cordon area around Manhattan. This program was established for the purposes of funding projects for the Metropolitan Transportation Authority to improve mass public transit. (<https://ny1.com/nyc/manhattan/transit/2023/10/02/what-to-know-about-congestion-pricing-in-new-york-city#:~:text=Congestion%20pricing%20is%20a%20policy,other%20alternative%20modes%20of%20travel>) **This is in stark contrast to ODOT, who has yet to disclose what tolling funds from the Regional Mobility Pricing Project would be utilized for.**
 - A person that drives on average 13,000 miles a year in a vehicle that gets 20 miles/gallon will pay \$260 a year in gas tax (assumed at the \$0.40/gallon). If this was to be converted to a vehicle miles traveled tax, it would be \$0.02 per mile. A program could be established to assess this fee at vehicle registration and subsidies can be provided for low-income or historically disadvantaged families.
- Diversion Mitigation
 - Per ODOT’s 2021 Crash Rate Table V for Fatal and Serious Injuries, Fatal & Serious Crash Rate on Interstate Highways in Urban Areas is reported at 1.98 per 100 million miles traveled compared to 10.23 per 100 million miles traveled. (https://www.oregon.gov/odot/Data/Documents/Crash_Rate_TableV_2021.pdf)
 - As far as I’ve seen, ODOT has not committed to funding any improvements needed to mitigate the safety impacts to streets within local jurisdictions. Additionally, much of the existing diversion through nearby cities is due to current congestion on the interstates. **ODOT should be responsible for mitigating the safety impacts of both existing diversion (such as adding the third lane to I-205) as well as any further diversion that may result from their tolling actions.**
 - Cities and Counties in Oregon must maintain a Transportation System Plan, which forecasts future traffic volumes and evaluates improvements needed to keep traffic flowing safely and efficiently. These plans are key to land-use decisions within their respective jurisdictions. The resulting diversion expected from tolling the interstate system was not accounted for in any of these plans, rendering many of the planned improvements misguided or ineffective. ODOT has requested the Department of Land

Conservation and Development to rule that tolling does not affect land use. **Would the Subcommittee agree with this?**

- Alternative Transportation Options
 - Only 4.5% of the roads in unincorporated Clackamas County have sidewalks on both sides of the street. **92.6%** of the roads in unincorporated Clackamas County do not have sidewalks on either side. (<https://dochub.clackamas.us/documents/drupal/3cb1d5a5-acc3-44b6-8a59-887493eb2354#page=11>)
 - Transit availability is spotty around the I-205 corridor in Clackamas County. For me to travel the 9 miles to work by bus, it would take me at least 51 minutes with one transfer in Oregon City and I would have to be on the bus at least 90 minutes prior to when I need to be at work. (<http://tinyurl.com/veyru3ht>) This amounts to 15 hours of commuting time per week if I chose public transit, in addition to my standard 40 hour work week.
- Mitigating Impacts on Low-Income Families
 - When Interstate 5 and Interstate 205 were constructed, they displaced homeowners, destroyed neighborhoods, divided cities, and disrupted the future plans of many areas. Since then, communities have regrown around the interstates, and now many are dependent on them to reach employment and vital services. **The tolling of the interstates will disproportionately impact many of those employed in Portland but unable to financially afford residence near where they work.**

To conclude, I want to thank the members of the subcommittee for fulfilling your appointed responsibility to ensure ODOT maintains transparency and creates a funding program worthy of the public.

Best regards,

Will Farley