

Dear Co-Chairs McLain and Gorsek, and JCT members,

My name is Tegan Valo, I'm a lifelong Portland resident currently living in the Brooklyn neighborhood, and I'm representing B-Line Urban Delivery.

We reject the narrative that says that the needs of the environment and local communities are at odds with the needs of the freight industry. There are far better ways to facilitate the efficient movement of freight through the urban core than adding vehicle capacity to our roads.

For almost five years, I've had the distinct pleasure of working somewhere where everyday I get to see a glimpse of what a better system of moving freight could look like. B-Line is a cycle-logistics and last-mile delivery company, where every day we move thousands of pounds of goods into the urban core on our electric freight tricycles. Our [impact reporting for 2023](#) showed that our little tricycles, with up to 700lbs per load, diverted 334,614 miles of travel that would have otherwise been driven by trucks, eliminating 548,368lbs of CO2 emissions.

B-Line believes that with a little creativity, it is possible to escape the cycle of endlessly expanding our roads in a futile effort to add capacity. The focus of any transportation funding moving forward should be on maintaining the infrastructure we currently have, while building out public transport and cycling infrastructure that will lower VMT. Investment in options to get around without driving will do far more per dollar for the efficiency of freight movement than equivalent spending on adding road capacity.

It is well documented that adding lanes to freeways does not alleviate congestion in any lasting way. If it did, Los Angeles would be famous for its world-class transportation system, and yet it is instead infamous for the countless hours that residents spend stuck in gridlock on 14 lane freeways. The cap on I5 will be a great step toward undoing some of the historical damage the freeway has done, but we mustn't allow ourselves to waste any more money on adding vehicle capacity.

With such a severe budget shortfall, it would be irresponsible to continue to push ineffective and costly projects like the I5RQ expansion, especially when the community it most directly affects is so firmly in opposition to it. We support measures to create more sustainable funding sources for ODOT, including the proposed tax on miles traveled, but it is our sincere hope that revenues raised will be used to fix our crumbling infrastructure and build sustainable and efficient options for moving about the region without driving.

Thank you for your time.

Tegan Valo
B-Line Urban Delivery