

**From:** Michelle Rakiec <[michellerakiec@yahoo.com](mailto:michellerakiec@yahoo.com)>  
**Sent:** Tuesday, October 1, 2019 11:11 AM  
**To:** CouncilAll <[councilall@bendoregon.gov](mailto:councilall@bendoregon.gov)>  
**Cc:** Eric King <[eking@bendoregon.gov](mailto:eking@bendoregon.gov)>; Susanna Julber <[sjulber@bendoregon.gov](mailto:sjulber@bendoregon.gov)>; Karen Swirsky <[kswirsky@bendoregon.gov](mailto:kswirsky@bendoregon.gov)>; Mike Riley <[mike@envirocenter.org](mailto:mike@envirocenter.org)>  
**Subject:** Transportation System Funding

Dear Council,

After attending Wednesday's Special Work Session on Transportation, it is evident that consideration is not being given to how funding sources impact transportation system usage. Empirical evidence shows that the financial tools used to fund a transportation system have significant impacts on how the system is used.

Bonds, utility fees, and sales taxes, for instance, do not link transportation system usage with funding. A multitude of empirical studies demonstrate that these types of funding increase driving, traffic congestion, and pollution; decrease safety; discourage walking and cycling; increase wear and tear on roads; and create ongoing funding shortages.

Causing drivers to pay for their usage of the transportation system, on the other hand, leads to substantially better outcomes. Scientific evidence shows that linking funding with usage decreases congestion by eliminating marginal VMTs, increases safety, encourages multimodal transportation, decreases fiscal regressiveness, makes funding sustainable, and is better for the environment.

Mechanisms that most effectively link transportation system usage with funding include: paid parking, VMT fees, fuel taxes, and vehicle registration fees. When used in concert, these tools can raise similar levels of funding over time as a bond. And, many cities across the country (and in Oregon) already successfully utilize many of these mechanisms, thereby providing a road map for implementation and for garnering public support.

If council wants to achieve its publicly stated goals, such as decreased VMTs per capita, reduced traffic congestion, improved multimodal transportation, and continued reliance upon "triple bottom line" considerations, then it must explicitly and quantitatively assess how funding sources impact the system.

Finally, if council wishes to achieve fossil fuel reductions of 40% by 2030 and 70% by 2050 as set forth in Resolution No. 3044 (Sec. 1.B), then it must recognize that endorsing funding sources that encourage driving (i.e., bonds, utility fees, and sales taxes) will substantially hinder Bend's ability to achieve its climate goals. Indeed, transportation emissions are scientifically proven to be among the top sources of greenhouse gas emissions. It would be irresponsible to support any sources of funding that promote - and, indeed, subsidize - more driving.

Detailed explanations of these concepts and the research underpinning them are available in the various Public Comments submitted to the CTAC and Funding Work Group by me and Steve Porter. Thank you for your consideration of these extremely important issues.

Michelle Porter