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Subject: Steering Committee Meeting Jan 30th 2019

I find it difficult to make a cogent argument in 3 minutes and, although the Mayor was both lenient and tolerant in time keeping, I would like to expand on my comments to the Steering Committee at its last meeting.

The proposition is very simple. A Transportation System is a utility, very similar to any other utility – Water, Sewer, Electricity, Gas. The demands on it can be managed by directly linking use to payment.

And managing demand is critical for Bend as Deschutes County suffers from the same laissez-faire approach to consumption of the transportation infrastructure as most of the country. It seems free to its users who consume it without a thought to the true costs, unlike their consumption of other utilities. At this point in the history of the County and particularly Bend, this attitude is pivotal to the future sustainability of our transportation system.

We have seen a steady increase in registrations of passenger cars in Deschutes County: about 9,000 p.a. 2015 thru 2017. Assuming that 2/3rds of these registrations lie within the Bend urban boundary*, only 250 driving days in any year, no more than 2.3 trips per day per vehicle and no more than 4 miles per trip (all of which are conservative assumptions and far lower than national averages) the **increase** in vehicle miles travelled (VMT) is 21,000,000 **each year** (14,000,000 in Bend). And, this takes no account of the increase in visitor traffic.

There is no way to absorb such an increase in VMT through roadway development or reconfiguration/reconstruction. We must pay attention to changing the behavior of consumers of the transportation system. We need more options for mobility, incentives to combine trips, better mass transit and ride-share services, disincentives to single occupancy trips (SOV) and, most importantly, to establish a clear link between use of the infrastructure and payment for it to avoid a steady deterioration in trip times, road safety and roadway condition.

There are indirect ways to charge for consumption – a gas tax, the registration fee, parking fees, road tolls, congestion charges – and they have been adopted variously in cities across North America, as across the world. These are all inexact in various ways and lack flexibility for fine tuning but technology now makes possible a direct connection between VMT and payment for use of the transportation system. As I cited at the meeting, an example is the ‘dongle’ used by [car insurance companies](#). Plugged into the diagnostics port of any modern car, this relays not only miles traveled but driving behavior (and much more). Other examples include [smartphone apps](#) – for all users of the transportation system; motorists, pedestrians, cyclists and all the various and innovative [micro-mobility products](#). OSU captures [license plate data](#) to police its parking lots as another example of technology that could be deployed on city streets.

Implementation of such technology, even the creation of a [Smart City](#), are eminently possible for Bend. Rather like a 3rd world country moving straight from pony express to cellphone wireless networks, Bend hasn’t had the means to follow the traditional path to develop the ‘supply side’ of its transportation

system and which so many cities have now reason to rue. We can incorporate 'demand side' management into our future and leapfrog straight into technology enabled solutions.

Making such 'demand side' solutions a core component of the TSP is really not optional. They are necessary for the sustainability of our transportation system. And, as a bonus, the data we will capture is almost priceless.

Lastly, many in our community looked with skepticism on the CTAC process. At >\$1m, I admit to some myself. I am now convinced of its value. For my part, I see your vision and conviction are being vindicated. Thank you.

Gavin Leslie

CTAC

*I haven't yet had the time to map and analyze registrations by zip code.