

To whom it may concern,

I wanted to reach out because I had a few questions and concerns about the transportation package being put forward. I am currently a resident in Portland, and this bill will have enormous effects on my city.

Has any analysis been conducted to determine the effects of the proposed projects on the environment and their resulting carbon emissions laid out by the bill? It would appear counterintuitive to double down on inefficient forms of transportation, widening freeways - encouraging use of single occupancy vehicles, considering a key takeaway from the [Oregon Global Warming Commission Biennial report](#) was "Rising transportation emissions are driving increases in statewide emissions".

I find it strange that light rail funding is explicitly prohibited considering the largest city in the state is preparing to construct a light rail line which will have regional benefits to the transportation network and will likely be looking to secure funding in the next couple of years. This project will also give many an alternative and competitive option to I-5. Why is light rail funding explicitly prohibited?

Why is there no funding to improve the Amtrak Cascades service? I am aware that there is currently an environmental impact analysis being conducted to determine incremental improvements for the service. I would be surprised if the study finds that not making improvements would be the best way to improve the service. It is also strange to ignore Amtrak Cascades considering the investment the state of Washington is currently making in the service. Approximately \$1B worth of improvement projects for Amtrak Cascades will be completed by September of this year in Washington. Oregon needs to step up and help improve this service which is very beneficial to the states economy and mobility. Why is improving Amtrak Cascades not a part of this transportation bill?

I am very happy to see funding going towards seismic upgrades for roads and bridges around the state. This is extremely important to help maintain resiliency within the existing transportation system. Thank you for addressing this long looming issue.

I am also happy to see congestion pricing and tolling being considered for highways. Congestion pricing is a proven way to help reduce congestion during peak hours while generating revenue to maintain the system. This will really help in a city like Portland where the traffic issues are largely a peak period issue. Although I do not believe it is wise to try to contain monies generated by tolling to be appropriated specifically for roadway projects. All transportation systems have an affect on one another, and those driving single occupancy vehicles are often the ones who can afford to do so and can therefore help subsidize more efficient alternatives. More money needs to be appropriated towards alternative, more efficient, modes of transportation within cities. Please consider tolling on all limited access highways entering the central city, not just I-5.

I look forward to hearing back, and thank you for your time.
Peter Dydo