

ODOT's most recent State Transportation Plan is aspirational, but has very generalized language throughout with few specifics in terms of measurable goals that could lead to accountability. An example being, by how much will ODOT aim to reduce per capita VMTs for passenger vehicles? The 20% reduction in emissions proposed by 2050 is too little, too late. Part of the vagueness in terms of measurable goals, may be because you come to the end of the plan and find that although there are many great ideas throughout, few will be accomplished due to funding gaps and a lack of sustainable funding that is not carbon-based. Work must be done to change the funding system and the state constitution so that gas taxes can be used more in line with a sustainable transportation plan for the future instead of just being a State "Highway" Fund. Until that can happen and to insure scarce funds can be equitably distributed statewide, we need the 2025 Transportation Package to insure right-sized projects that focus on street and road safety (such as earthquake bridge retrofits), public and regional transportation, reducing emissions, fostering multi-modal transportation goals, and adequate street and road maintenance. We should not spend vast sums on highway lane expansions and instead need a moratorium preventing projects that may increase VMTs or induce demand (e.g. do a right-sized Interstate River Crossing with earthquake retrofitting and public transit and a capped Rose Quarter both without adding multiple lanes ). In larger towns or rural regions, we need more efficient, low-cost, electrified public transportation as well as inter-city connections. The State Transportation Improvement fund should be increased and we need to better support passenger rail and better develop those networks for the future. Now is the time to be pivoting towards a creative look at the best global models for sustainable transportation and laying the groundwork for the future.

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