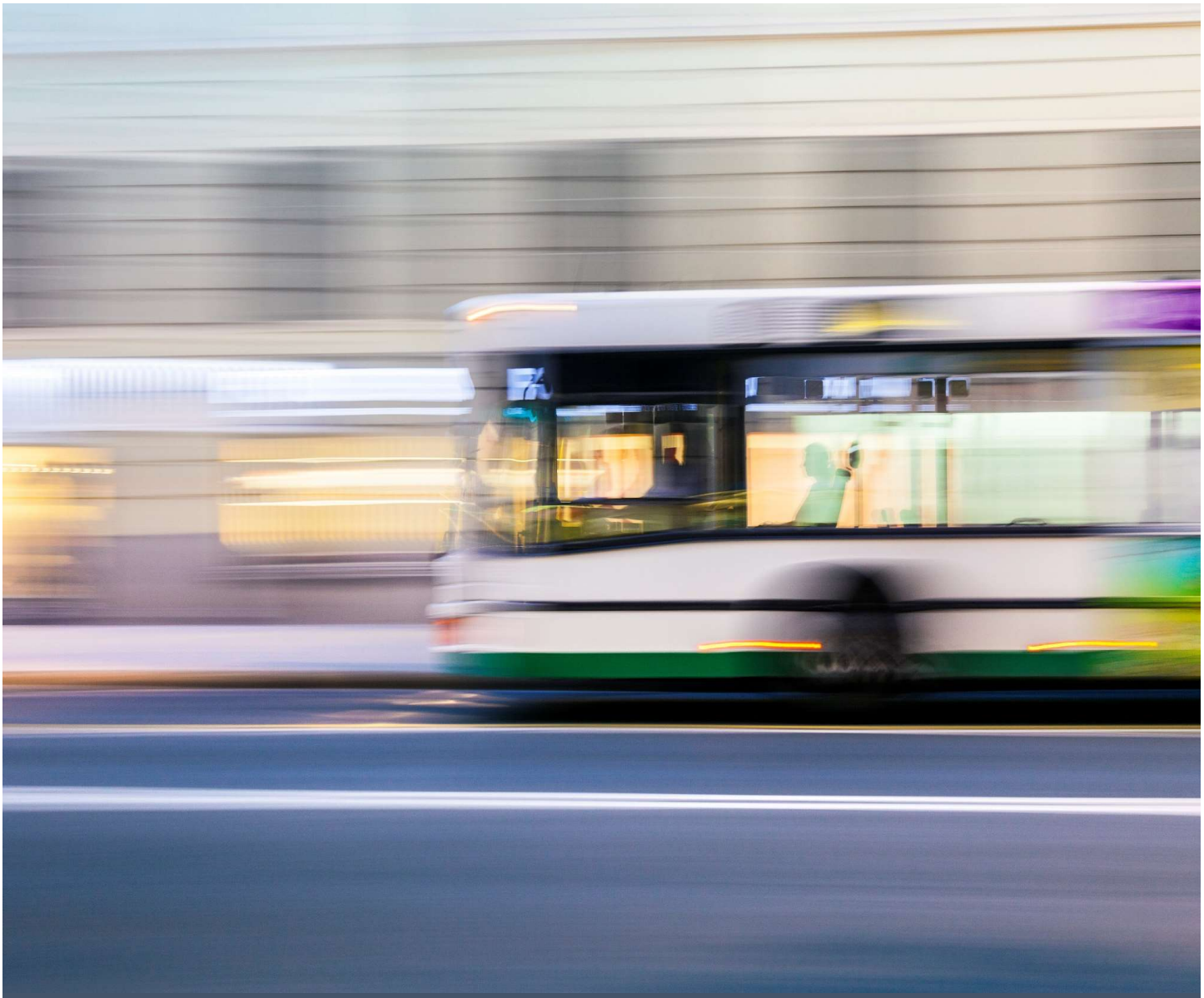


Public and Active Transit

Transportation Workgroup Two Report Out

Oregon State Legislature **January 2025**

Transportation Workgroup Two

Public and Active Transit

DATE: January 16, 2025

Contents

Overview

What is the Problem?

Public and active transit services are grappling with significantly increased operating and construction costs due to inflation. The revenue sources for these essential

services have consequently lost much of their purchasing power, adding to the long-standing struggle of establishing and maintaining a sustainable funding model for a multi-modal transportation system. This puts at risk maintaining current service levels as well as necessary, planned expansion for these services.

Public and active transit encompasses a wide range of services, including buses, passenger, and freight rail, as well as on-road and off-road facilities for pedestrians and bicyclists.

As Oregon's population continues to age and grow, it becomes increasingly important to provide sustainable ways for all Oregonians to access their needs and their community, especially for the estimated one-third of residents who cannot or do not drive. Investing in a multimodal transportation system is an investment in lower CO2 emissions, safety for pedestrians, access equity for all citizens and businesses, and a healthy, thriving Oregon.

The focus of Workgroup 2: Public Transit and Active Transit was to explore how to maintain and enhance vital public and active transit services in the face of record inflation and growing demand, ensuring a resilient and accessible transportation system for everyone.

The Workgroup Process

Transportation experts from various sectors gathered to form Workgroup 2 (membership listed in Appendix A), which focused on public and active transit.

The group met five times between October and December 2024. The objective was to build from the public comments that were heard through the transportation listening tours the spring and summer of 2024, and after a series of presentations and robust discussion, provide recommendations and insight into investments and associated funding mechanisms to the Joint Committee on Transportation**,** embedding the values of safety, environment, and equity.

At the end of the workgroup, workgroup members took a survey to identify the most important investments and rate revenue options (survey results in Appendix B). The survey findings and the workgroup presentations and discussions are the basis of this report.

Highlights of Workgroup Recommendations

The workgroup heard about the vital need of ensuring that rural and urban Oregonians and businesses have mobility options to get to jobs, schools, health appointments, and recreational areas. This includes transit and passenger/freight rail

timetables that work, safe crosswalks and sidewalks for people to use, and adequate off-road facilities to enhance the safety, equity, and environmental sustainability of the transportation system.

To increase **safety**, **equity** and protect the **environment**, below were common themes found in the workgroup survey:

- **For transit,** increase the Statewide Transportation Improvement Fund (STIF) to both maintain and enhance service levels to make transit frequent, fast, and reliable. Focus investments on placing lines where they do not already exist, increasing transit safety and security, increasing paratransit services, and expanding pass programs (like youth pass).

- **For rail**, enhance funding to continue to improve tracks so passenger and freight trains can travel at consistent speeds: reduce curves, eliminate vertical clearance restrictions, upgrade bridges from timber to steel, replace track that is over 100 years old, and implement track control technology. Invest in better timetables and reliable train performance, as well as safety features like train signals and grade separated crossings at problematic intersections.

- **For active transit**, build sidewalks and bike lanes, invest in barriers between vehicles and pedestrians, decrease vehicle speeds, provide marked and lit crossings, rapid flashing beacons at crosswalks, audible signals and streetlights at intersections, better roundabout designs, accessible transit stops and stations, and ADA accessibility. Continue to build out trails through the Oregon Community Paths program.

- **For multi-modal transportation**, invest in Great Streets, Safe Routes to School, All Roads Transportation Safety Program, Oregon Community Paths, jurisdictional transfer projects (also known as legacy highways or orphan highways) and completing Oregon's bike and pedestrian network.

The workgroup also heard several presentations on how transit, rail, and active transit are all funded. Part of the 2017 transportation package was to create revenue streams for transit, rail enhancements, on-road and off-road bike and pedestrian facilities. Most workgroup members recommended both building on existing revenue streams, and finding others that are not subjected to the State Highway Fund. This included tire tax, sales tax, studded tire tax, and rental car tax.

Values in Public and Active Transit

Safety

Traffic injury is the third leading cause of death in Multnomah County, and the first leading cause of death for younger people. The fatality rate for anybody hit by a car driven at 40 mph is 85 percent (it's 45 percent for 30 mph, and 5 percent for 20 mph), and taller cars and trucks are more dangerous for pedestrians.

Safety in the United States is not heading in a great direction: over 46,000 people are killed in traffic crashes annually. The key factors in pedestrian death are high speeds, DUII, distracted driving, increase of vehicle weight and profile, and unsafe streets. Low-income areas and non-white pedestrians have a far higher rate of pedestrian death. People without housing are also disproportionately affected by vehicle crashes.

Oregon is trending in the wrong direction as vehicular fatalities climb in our state. Oregon is the 5th highest in the US for DUII driving, and Portland ranks as the 50th (from highest) in the United States for traffic deaths.

Oregon needs to take a safe system approach to make roads safer: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. If we make safety investments, such as Great Streets or Safe Routes to School, it does more than just increase safety, it increases jobs, wages, brings people to live in our communities, and encourages community development.

Safety in Oregon's transportation system is not about dollar and cents, it is about lives. Behind every statistic is a valued and loved individual.

Equity

Transportation is essential for accessing opportunities, and one third of Oregonians do not own a car. If an Oregonian does not own or drive a car, lives in an area with limited sidewalks, transit options, or safe places to cross the street, lives near a freeway, freight corridor, or other busy roadway, or resides in a region more vulnerable to extreme weather—they will find it more challenging to reach jobs, schools, medical care, and other basic needs. Additionally, Black, Indigenous, and People of Color (BIPOC), low-income individuals, immigrants and refugees, disabled individuals, older adults, youth, and rural and coastal communities are more likely to face these challenges.

Policies that promote transportation equity might include:

- Completing transit and bike/pedestrian networks that at least 25 percent of Oregonians already depend on to access jobs, healthcare, and education.
- Investing in safer neighborhood streets for communities living near hazardous roads.
- Reducing the impacts of driving on climate, air quality, and public health.
- Alleviating the financial burden on low-income and fixed-income households by:
- Expanding affordable transportation options.
- Implementing progressive tools to generate revenue.

As one survey responder said:

> *A balanced multi-modal transportation system looks like a comprehensive approach that allows people to live full and productive lives without owning a private vehicle, which requires a very strong pivot away from car-centered investments. A system that supports transportation options for Oregonians for whom operating a private vehicle is not medically or physically an option.*

Environment Impacts

Climate changes matters in transportation, and transportation is the largest emissions sector of Carbon Dioxide:

- 53 percent comes from passenger vehicles,
- 28 percent from long haul or delivery trucks, and
- 19 percent from train, boat, or plane

Oregon has the opportunity to provide alternatives to driving-- buses, passenger and freight rail, and bike and pedestrian facilities. Further, Oregon can incentivize electrifying cars and other vehicles to lessen the impacts of climate change. As Oregon builds a transportation system that is not dependent on fossil fuels, it will improve general livability: fewer wildfires that threaten life and fill the air with smoke, improved air quality, reduced carbon dioxide, and safe systems that are not dependent on everybody owning their own vehicle.

Investing in climate action now saves the state and Oregonians money in the long term.

What We Learned: Background of Public and Active Transit

Public Transit

Public transit provides a reliable, and necessary travel option for Oregonians across the state: from the light rail and bus system in the Portland Metro region, to bus services in the rural parts of our state. Statewide, transit services provide:

- Traveling by transit is ten times **safer** than traveling by car and provides safe travel options during events and concerts.
- **Equitable** access to transportation for all individuals. Fare subsidy programs help make transit more affordable for those in need, while paratransit services offer specialized transportation for individuals with disabilities. Accessible vehicles enable wheelchair users to board and travel safely.
- Transit travel is much **less carbon-intensive** compared to car travel: shifting more people to transit is essential for meeting state climate goals and enhancing community resilience.

The challenges facing transit services include significantly rising costs to provide the current service levels: labor, fuel, and vehicle costs are all increasing. And even if the current service level was maintained, many Oregonians do not have adequate access to these services. Also, transit is much more than bus stops and buses: a transit traveler's journey starts when they walk out their door. So good, responsive transit systems include safe walking, biking, and rolling routes to access transit services.

Transit Safety

Transit is safer for Oregon than travelling by car:

- Transit travel has significantly lower fatality rates per mile compared to private vehicles (FTA).
- Public transit passengers have a substantially lower risk of injury or death compared to occupants of private vehicles.
- Communities with robust public transportation systems experiences lower per capita crash casualty rates compared to automobile-oriented communities (Bureau of Transportation).
- Increased use of public transit can lead to a reduction in motor vehicle crashes, injuries, and fatalities (CDC).

Furthermore, TriMet is putting more safety measures in place to make the bus and light rail system safe for all users, but more funding is needed. The below positions were created as part of TriMet's safety program.

Transit Police Division	Transit Security Officers	Customer Safety Supervisors
• Patrol the system and respond to serious incidents • Investigate and solve crimes happening on or near the transit system • Discourage inappropriate and illegal behavior	• Unarmed contracted security staff • Patrol the system and discourage illegal and inappropriate behavior • Assist riders and TriMet staff and call in serious incidents	• Enforce the rules for riding, including checking fares • Issue warnings, citations, and exclusions • Discourage illegal activity and intervene when appropriate
Customer Safety Officers	**On-Street Customer Service**	**Safety Response Team**
• Support our Customer Safety Supervisors • Educate riders on the rules • Discourage illegal activity and intervene when necessary	• Help riders plan their trips and educate rides about our service • Report suspicious or inappropriate behavior • Support operators and riders during vents and service disruptions	• Provide an additional safety presence • Conduct social and service outreach • Give referrals for housing, mental health, and addiction service

Rural Transit

Enhancing service levels through all regions in the state would help investments reach more vulnerable Oregonians that are reliant on this service. The workgroup heard from several smaller transit authorities that are providing vital services to local citizens.

The Gorge Transit System

The Gorge transit system developed a comprehensive program that serves a diverse range of individuals, including:

- Veterans programs
- Native American programs
- Youth programs
- High school programs

The service provides necessary (and for many people, the only) means of getting people to and from jobs, school, and other necessities. However, the backbone of this transit system is currently funded by the STIF discretionary program, and there are numerous demands on this funding. As a result, there is concern about maintaining a continuous and reliable funding stream to support and build upon these services.

Kayak

Kayak, operated by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), provides access to the CTUIR Ceded Territory. The current service area spans 100 miles east-west and is projected to expand to 110 miles with Boardman in 2024. It extends 55 miles north-south and will add 83 miles with Pasco by around 2027-2028. All services operate on fixed routes from Monday to Friday, with two additional Saturday routes, and remain fare-free.

Planned growth includes launching service in Boardman in 2024, implementing the first electric vehicle route for the Nixyáawii community in 2024, and receiving two grants to increase the frequency of existing routes. There is an ongoing study for service restoration to Tri-Cities, WA, and efforts to enhance on-demand transit feasibility with modern technology. Further collaboration with neighboring jurisdictions, transit agencies, and road owners is underway, along with initiatives to improve road safety with ODOT and Umatilla County. Additionally, there are regional efforts to restore the PDX – Boise – SLC National Train Service. Kayak built extensive and impressive partnerships, utilizing STIF funding from both the CTUIR's direct allocation as well as from multiple counties across the area it serves.

Like the Gorge Transit System, adequate funding is an issue to provide citizens what they need because the state's STIF funding is over-subscribed.

Rail

Freight and passenger rail are instrumental in the state's transportation system to efficiently move freight to port and passengers up and down the I-5 area. The majority of the track in Oregon is owned by Union Pacific, and freight trains and passenger rail cars often share the same railway.

Both freight and passenger rail have seen record growth in the last year alone. From 2019-2023, Union Pacific invested $430 million strengthening Oregon's transportation infrastructure. And between FY 2023 and FY 2024, Oregon's portion of the Cascades Amtrak service saw an increase in ridership by 41 percent and an increase in passenger miles by 39 precent.

Investing in Oregon's rail has several benefits:

- Rail, both passenger and freight, **offer a great alternative** to congested highways and overtaxed air travel network that will continue to struggle to meet transportation requirements on their own. Freight rail takes a significant amount of trucks off of the freeways.
- Rail **is sustainable**: Travel on passenger rail emits 55 percent fewer greenhouse gases than driving alone and up to 30 percent fewer than flying. Railroads are the most environmentally responsible way to ship freight by land.
- Rail is a **safe** transportation alternative, with a passenger death rate that is less than 6 percent of an automobile.

Recent investments in rail through Connect Oregon grants and federal investments have made remarkable impacts on Oregon's railway:

- Rebuilt Harrisburg Bridge on the Union Pacific mainline and increased max speeds from 30 mph to 70 mph for passenger trains, and 60 mph for freight.
- North Portland Junction and Peninsula Junction projects increased track speed from 10 mph to 25 mph and alleviated bottlenecks.
- Coos Bay Rail Line and Pacific Coast Intermodal Port upgrades will improve rail connections and capacity between Eugene Yard and Coos Bay direct-to-rail port.

However, like transit, rail has its own challenges. There is a lack of capital funds in the state specifically for rail that could provide a match for federal grants to improve Oregon's rail system, and ODOT's passenger rail operating funding is also limited as it lacks a sufficient dedicated funding source. Also, the infrastructure is privately owned and shared with freight (this is unlike our Eastern US counterparts). This can pose problems for reliable and suitable passenger and freight rail timetables and makes it difficult to increase service levels.

Funding Needs for Rail

Maintaining the current service is estimated to cost an additional $8.5 million per year by 2026. The cost drivers include new equipment, service cost increases,

inflation, and maintaining a state of good repair. To expand to six trips per day, an additional $140 million per year will be needed for 11 years (through 2035). After 2035, this amount drops to $45 million per year, following large infrastructure investments. This expansion requires a partnership to invest in privately owned rail infrastructure.

Connect Oregon supports freight rail, aviation, and marine investments. In the 2000s, the program received $100 million in lottery bonds per competitive cycle each biennium, but now it receives $45-50 million on a less frequent basis. With fewer funds, many improvement types are no longer possible as costs have risen while program dollars have decreased. For rail projects, Class I railroads require a higher match (50 percent vs. 30 percent). The program is currently oversubscribed by two to three times. To meet this demand, an additional $75 million would be needed annually.

Active Transportation

Active transportation is bike and pedestrian facilities that can either be next to or on the roadway (on-system) or be separate paved pathways (off-system).

On-system active transportation is funded by the State Highway Fund with local and federal support. Programs like Great Streets, jurisdictional transfers, and Safe Routes to School reframe how investments are made into transportation: roads, pedestrian safety features, and bike lanes are seen as an ecosystem of movement, instead of separate, competing needs. These programs allow engineers and local experts to design a holistic transportation system to maximize investment dollars, instead of perpetually funding isolated projects that may hinder the growth or accessibility of another mode.

Off-system active transportation is primarily funded by local and federal investment and the bicycle tax, as it is not eligible for the State Highway Fund under the constitutional restriction on the use of highway revenue. Many Oregonians use these paved pathways not only for recreation, but to safely get to where they need to go. The Oregon Community Paths Program is a grant initiative by ODOT to develop and maintain multiuse paths for pedestrians and cyclists, funded by state and federal sources. It supports a variety of projects including construction and enhancements, with eligible applicants including cities, counties, tribes, school districts, transportation districts, and certain non-profits.

Safety for On-System Bikes and Pedestrians

Speed kills pedestrians, and while all road users are vulnerable to traffic-related deaths, those in vehicles are much less likely to sustain blunt force trauma. Pedestrians, cyclists, and others outside of vehicles are more likely to be killed or seriously injured in crashes.

Cars, trucks, and SUVs cause the most problems on roads as opposed to smaller vehicles. The kinetic energy from these vehicles is directly related to pedestrian fatalities and injuries. To protect pedestrians, either separate people from cars with safe-streets infrastructure or off-road pathways, or reduce the number of cars on the road, lower vehicle speeds, or incentivize smaller vehicles.

Safe Routes to School

Safe Routes to School (SRTS) is an initiative designed to make it safer and easier for students to walk, bike, or roll to and from school. The program aims to improve the safety, health, and well-being of children by creating a safer and more accessible environment for them. This includes activities such as infrastructure improvements (like sidewalks, crosswalks, and bike lanes), education programs, and encouragement activities to promote walking and biking. The goal is to reduce traffic congestion, improve air quality, and increase physical activity among students, while also enhancing the safety and livability of communities. The program involves collaboration between schools, parents, community leaders, and government agencies.

The federal government provides $3 million per biennium for education and encouragement activities. The construction program, created through HB 2017, receives about $30 million every biennium. There are also grants provided after fatal or serious crashes through a rapid response initiative.

Most regional funding comes from federal sources, which is not always ideal for small-scale SRTS projects. Safety needs are high as fatalities and serious injuries are increasing. Small communities often lack sufficient staff resources to identify and submit project proposals. Initial project requests totaled $138 million, but only $30 million was available to award. The Oregon Safe Routes Advisory Committee believes that $100 million per biennium is needed to meet statewide needs.

Micromobility (e-bikes)

Micromobility are motorized bikes and scooters that come in many different forms. There is an estimated 125,000 e-bikes in Oregon, and they provide a direct positive impact: nearly half of all e-bike trips replace car trips.

Micromobility is becoming fundamental part of the transportation system, which is a good thing! E-bikes:

- Help **climate** change goals by reducing vehicle miles travelled by car and replacing them with climate-friendly electric scooters and bikes.
- Boost **the economy** by increasing access to businesses and shops and increasing the affordability of a motorized way of getting around. E-bikes also increase tourism and recreation around downtown areas, and thereby boost local retail and industry.
- Benefit citizen health by increasing physical activity, and also convert new riders who otherwise wouldn't cycle.

More funding is needed to increase micromobility education and safety, implement needed law and rule changes, and help cities promote this method of transit.

Community Trails and Paths

More than 80 percent of Oregonians report using local trails or traveling within Oregon to use trails outside of their community. Trails create the safest places for people of all ages and abilities to walk, bike, scoot, and skate. They also help communities reduce miles in vehicles, and help the state meet climate goals as well as support local tourism economies. Trails also increase access to nature, health, and wellness.

However, there is a funding gap for the Oregon Community Paths program. If $50 million in state funds were allocated annually, it would enable more communities to fill small but critical network gaps, provide more match funding for larger federal projects, and support more major restoration projects to maintain the current system and address barriers to access. This funding must come from mechanisms outside of the State Highway Fund. Past and current state funding sources have included lottery funds, Connect Oregon (which accounted for 16 percent-19 percent of investments prior to 2017), the Vehicle Privilege Tax, the Bicycle Excise Tax, and Transportation Operation Funds.

Funding

Funding Transit

Funding for transit comes from federal, state, and local sources. The majority of money comes from local sources, with federal funding mostly limited to capital expenses. There was a significant increase in federal funding in response to the COVID pandemic, but most districts have now exhausted this money.

State support has increased significantly with the creation of the payroll tax and is expected to continue growing. State funding comes from the following sources:

- **Payroll tax**, which is a 0.1 percent employee payroll tax that goes into the Statewide Transportation Improvement Fund (STIF). Over $120 million went into STIF last year.
- **ID card fees** generates about $2.7 million a year for transit).
- **Cigarette Tax**, a slight portion of cigarette sales goes toward transit (about $2 million a year).
- **Non-Highway Fuels Tax (TOF)**: this is a tax on fuel that is not used on roadways and is thus not subject to be placed in the State Highway Fund (about $3.3 million a year for transit).

The vast majority of state funding comes from the payroll tax (makes up nearly 95 percent of the STIF), so when it comes to increasing transit funding from the state, increasing payroll tax was the recommended solution, as well as finding any tax that would not be constitutionally required to go into the State Highway Fund.

Funding Rail

Rail Operations

Rail operations is the day-to-day operations of the railway network, which includes the Amtrak contract.

Rail operations are not eligible for State Highway Funds and no longer receives General Fund dollars. This leaves few revenue sources to sustain rail in Oregon. For now, there are two main and highly constrained funding sources for rail operations:

- **Custom license plates** generates about $3.1 million a year
- **Non-Highway Fuels Tax (TOF)** provide $12.5 million a year.

The workgroup recommends looking into new revenue sources for rail operations, such as studded tire or regular tire taxes to ensure that passenger rail continue

current service levels and push to enhance timetables and reliability to attract more passengers to the system.

Rail Enhancements

Rail enhancements are projects that improve the track or safety intersections. It includes projects like reducing curves, upgrading bridges, and replacing track.

Rail enhancements are eligible for Connect Oregon grants. The vehicle privilege tax funds the Connect Oregon Fund, as well as DEQ's Zero Emissions program. It is a tax on one half of 1 percent (0.5 percent) of the retail price of a new vehicle.

- **Vehicle Privilege Tax** generates about $17 million annually for Connect Oregon programs

Connect Oregon funds enhancements in rail, marine, and aviation (therefore rail enhancements have competition for the $17 million received by ODOT). The legislature occasionally makes targeted investments into specific rail projects, but it is not dependable, continual funding.

The workgroup recommended enhancing Connect Oregon funding, as well as finding any tax that would not be constitutionally required to go into the State Highway Fund.

Funding Active Transportation

On-System Bike and Pedestrian Funding

Many on-system bike and pedestrian projects receive federal support and local funding. They include programs like Great Streets, jurisdictional transfers (also known as legacy highways or orphan highways), and Safe Routes to School.

State dollars are often needed to match federal investments for these programs, and because these programs are on the roadway, the money comes from the State Highway Fund. To increase funding into these programs, the state would need to increase:

- Fuels tax
- DMV fees
- Weight-mile tax

These are the same sources that are needed to fund and continue to fund road maintenance, operations, and preservation, as well as large projects. Increasing dollars into the State Highway Fund are discussed in detail in the reports for

Workgroups 1 and 3. It is also important to note that Safe Routes to School is one of the very few programs that comes "off the top" of the State Highway Fund and is not subject to the state and local distribution formula.

Off-System Bike and Pedestrian Funding

Paved trails, American Disability Act access, and multi-use paths in Oregon are funded through various means. These include the Federal Transportation Alternatives program, local system development charges, local bonds, federal transportation discretionary grants, and the Oregon Community Paths program, which is oversubscribed by more than 4:1. State general fund dollars and State Highway Fund dollars do not fund any off-facility trail or path initiative.

The State provides money for off-system bike and pedestrian facilities through two mechanisms that feed into the Multimodal Active Transportation Fund:

- **Bicycle Tax,** which is a $15 dollar fee on each new adult bike sale.
- **Vehicle Privilege Tax** (but just 7 percent of what comes to ODOT, the rest funds Connect Oregon).

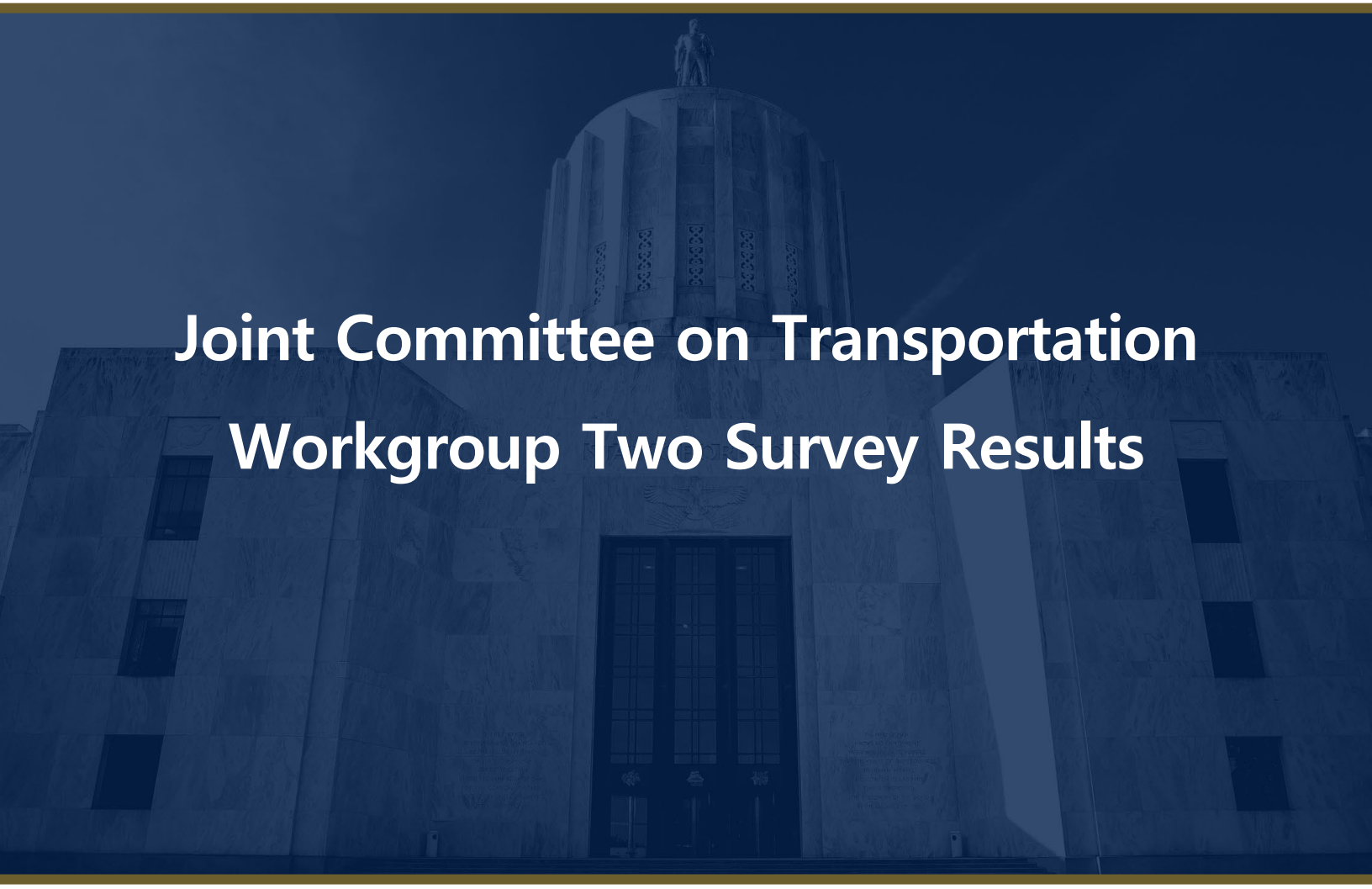
The workgroup recommended increasing these revenue streams, as well as looking at others like lottery funds, more Connect Oregon grants, as well as finding any tax that would not be constitutionally required to go into the State Highway Fund.

Appendix A: Workgroup 2 Membership List

NAME	AFFILIATION
Andrea Haverkamp	American Federation of Teachers - Oregon
Anthony Castaneda	SEIU 503
Bill Bradley	Amalgamated Transit Union
Brett Morgan	Climate Solutions
Cameron Bennett	The Street Trust
Cassie Wilson	1,000 Friends of Oregon
Chloe Haller	AAA
Chris Carpenter	Ironworkers Local 29
Dave Burger	UA Local 290
Derek Hofbauer	Cascades East Transit
Don Loving	Amalgamated Transit Union
Indi Namkoong	Verde
Jacob Apenes	Sunrise PDX
John Macarthur	Transportation Research & Education Center
Julie Brown	Oregon Transportation Commission
Kirsten Adams	Associated General Contractors
Kristopher Fortin	Oregon Environmental Council
Lanny Gower	Oregon Trucking Association
Lorne Bulling	Ironworkers Local 29
Mallorie Roberts	Association of Oregon Counties
Margi Bradway	Multnomah Co. Dept of Community Services
Marie Dodds	AAA
Marshall McGrady	IBEW Local 48
Matt Samitore	Central Point Public Works Department
Mike Riley	Bend City Council
Miles Pengilly	TriMet
Nick Card	Oregon Trucking Association
Peter Craig	KPFF
Rob Inerfeld	Eugene Transportation Planning Department
Sara Odendahl	Bend Chamber of Commerce
Sarah Risser	Oregon Walks

NAME	AFFILIATION
Shane Alderson	Baker County Commission
Sharla Moffett	Oregon Business & Industry
Shelley Richards	Jacobs Engineering
Steph Noll	Oregon Trails Coalition
Tanner Lloyd	Associated General Contractors
Tiffany Edwards	Eugene Area Chamber of Commerce

Appendix B: Survey Responses



Joint Committee on Transportation Workgroup Two Survey Results

About this Report

This report contains responses from the **Workgroup Group Two Survey: Public and Active Transit**. The qualitative responses are not summarized nor analyzed; they are reported verbatim and lightly edited to correct spelling and punctuation errors where needed for clarity.

The survey was administered online using the Qualtrics platform. A copy of the survey instrument is included in the appendix. Survey links were emailed to all members of the workgroup on December 6th and remained open for data collection until December 31st. The response rate was 78%, with 29 of 37 workgroup members completing the survey.

Staff

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Oregon State Legislature

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System and Revenue Sources

In your mind, what would a balanced multi-modal transportation system look like?

1. I would ask for a system that takes into consideration that not all types of transportation services and funding for them work in all 4 corners and in between in Oregon. What works in Portland doesn't necessarily work in Bend or in Burns or in Baker. Each area has its own needs and costs to run their transportation systems. Some areas have way more miles and costs between stops/towns driving the cost per ridder up but that is what it takes. Please be mindful of that and fund the different service areas accordingly.
2. As stated in other work group surveys, I'm concerned with the word "balance." This doesn't mean an equal share to each transportation area. Transit advocates would significantly expand transit. Transit is an important component, but Oregonians drive. Balance should reflect customer (taxpayer) demand.
3. A balanced transportation system is one invest in transit, bike and pedestrian improvements at the same amount for vehicles.
4. Multi-modal where it makes sense for different modes to co-exist, and where the land use allowances promote walking/biking and other modes. We are a long way from a non-auto-centric society, so we need to make investments that make positive steps to move the needle. multi-modal is very expensive, so we should use those resources most efficiently, as we can't be everything to everyone, everywhere.
5. A balanced multi-modal transportation system would be safety first, climate forward, fair, and accountable. It means streets that youth can cross safely to school, where older adults can get their daily exercise, people using mobility devices can get everywhere they need to go, and transit gets you there and back on time. A system that allows people to live full and productive lives without owning a private vehicle, and supports transportation options for Oregonians who can’t or don’t drive, especially when the average annual cost of vehicle ownership in the USA exceeds $10,000 a year. A multi-modal transportation system would ensure that every dollar delivers on our climate and air quality goals while expanding safe, financially sustainable, and well-maintained transportation choices for all Oregonians. Safety First: eliminate serious injuries and

deaths; investing in protections for the most vulnerable road users; reducing our vehicle miles traveled (VMT), air pollution, and other hidden costs to public health; and protecting our environment now and for future generations. Climate Forward: expand access to clean transportation options for every community and context. Fair and Sustainable Funding: update and diversify how we fund our transportation system. Our funding solutions must be designed to explicitly incentivize and invest in a greener and safer transportation system, deliver real value for our dollars, and share costs equitably. Accountability and Transparency: a balanced multi-modal transportation system would have accountable and transparent institutions that involve diverse and underrepresented voices in decision-making at every level.

6. It has to include aggressive public transit. But given the new incoming administration, we may not get the same level of federal dollars we're used to. Do we have the gumption to pony up at the state and local levels?
7. A multimodal system is best achieved by supporting local infrastructure and local routes. Maintain the 50/30/20 formula distribution that supports ODOT, Counties, and Cities' seamless surface transportation system. A multimodal system is one that prioritizes commerce on major roads and livability in neighborhoods; incorporates complete street improvements and prioritizes connectivity for all modes of transportation.
8. A balanced multi-modal transportation system would be safety first, climate forward, fair, and accountable. It means streets that youth can cross safely to school, where older adults can get their daily exercise, people using mobility devices can get everywhere they need to go, and transit gets you there and back on time. A multi-modal transportation system would ensure that every dollar delivers on our climate and air quality goals while expanding safe, financially sustainable, and well-maintained transportation choices for all Oregonians. Safety First: eliminate serious injuries and deaths; investing in protections for the most vulnerable road users; reducing our vehicle miles traveled (VMT), air pollution, and other hidden costs to public health; and protecting our environment now and for future generations. Climate Forward: expand access to clean transportation options for every community and context. Fair and Sustainable Funding: update and diversify how we fund our transportation system. Our funding solutions must be designed to explicitly incentivize and invest in a greener and safer transportation system, deliver real value for our dollars, and share costs equitably.

Accountability and Transparency: a balanced multi-modal transportation system would have accountable and transparent institutions that involve diverse and underrepresented voices in decision-making at every level.

9. Additional investments in public and active transportation modes to achieve a more balanced mode share. Providing more frequent and accessible public transportation services, in addition to safer bicycle and pedestrian infrastructure, will help reduce the number of Oregonians who drive alone, especially for trips under three miles that can easily be replace by biking, waking, rolling, and high-frequency transit.
10. A balanced multi-modal transportation system looks like a comprehensive approach that allows people to live full and productive lives without owning a private vehicle, which requires a very strong pivot away from car-centered investments. A system that supports transportation options for Oregonians for whom operating a private vehicle is not medically or physically an option. The average annual cost of vehicle ownership in the USA exceeds $10,000 a year, and this is cost prohibitive to many Oregonians.
11. For a truly balanced, multi-modal transportation system, we need to continue to observe a user-pay system for all modes of transportation. For new projects or programs, the users of the system need to pay their fair share. The State Highway Fund needs to be preserved for its constitutional purposes. While other transportation needs are important, it is critical that the State Highway Fund be limited to its intended purposes and other revenue streams be developed and designated for other transportation system needs.
12. Each mode would be charged a fair price according to the cost required to provide the system, and the benefits/externalities them impose. In practice, this means that single occupancy vehicle trips are priced heavily through a variety of inflation- and fuel-efficiency-resilient mechanisms, and transit and active transportation use are subsidized through investment in the system and active programming.
13. A system that allows all Oregonians to live full and productive lives without owning a private vehicle. A multi-modal transportation system would ensure that every dollar delivers on our climate and air quality goals while expanding safe, financially sustainable, and well-maintained transportation choices for all Oregonians.

14. People are free to choose the transportation method most well suited to them, where those transportation methods are funded through use fees, such that each transportation method recuperates its respective cost through those use fees.
15. People could choose to safely use any mode to get to their destination. They wouldn't have to avoid a particular transport mode due to safety concerns or because it is unpleasant (for example a narrow sidewalk with no tree buffer on a busy street). For longer trips this could mean taking a car, train or bus. For shorter trips, people should be able to walk, bike, drive or take transit to their destination.
16. A balanced system would be a system that actually served Oregonians, not special interest groups. People want and demand safe roads that are functional, in good repair, and do not require a ridiculous amount of time to travel. Oregon is simply not set up for a mass transit system and we dump tons of money into systems that simply don't serve that largest numbers of people.
17. Separate but integrated networks for walking, biking, driving and transit systems that focus on the safety for the most vulnerable users (walkers and bikers) as the top priority in design, construction and operation. Not every city is the same, so there needs to be some flexibility/options that fit local context and need. Key safety improvements include ped/bike bridges over major obstacles (rail, highways, and rivers); separated crossings of busy, higher speed streets; and slower speeds allowed on all streets.
18. A multimodal system should support corporate and small businesses as well as local infrastructure. Maintain the 50/30/20 formula distribution that supports ODOT, Counties, and Cities.
19. One that is funded adequately and proportionately to other spending we have, such as highways. It means that a person who can't or doesn't drive has roughly the same level of access to the world as those with a car. It would ensure all of these systems are safe and accessible regardless of income, race, age, gender, and so on.
20. A balanced multi-modal transportation system would be safety first, climate forward, fair, and accountable. It means streets that youth can cross safely to school, where older adults can get their daily exercise, people using mobility devices can get everywhere they need to go, and transit gets you there and back on time. A multi-modal transportation system would ensure that every dollar delivers on our climate and air

quality goals while expanding safe, financially sustainable, and well-maintained transportation choices for all Oregonians.

21. A balanced multi-modal transit system is one that delivers transportation equity. That means a system in which every Oregonian has access to the transportation they need regardless of where they live, regardless of whether they are able to drive, and regardless of whether they own a car. It means transit that gets people from their doorstep to wherever they need to go with a combination of safe walking routes, first/last mile shuttles, fixed route service, and intercity routes that connect different cities across the state. It means service from early morning until late at night, seven days per week. It means transit service that runs frequently enough to be a viable alternative to car travel. It means being able to travel via transit from Joseph all the way to Brookings.
22. People are free to choose the transportation method most well suited to them, where those transportation methods are funded through use fees, such that each transportation method recuperates its respective cost through those use fees.
23. How physical space allocated. Disproportionate to cars.
24. A balanced multi-modal transportation system would be one where all Oregonians have multiple options for traveling across their town, city, county, and state. It is a transportation system where walking and biking is safe for all ages, where transit is frequent and goes to useful places, where passenger rail allows people to affordably travel across our state, and where car ownership isn't required to secure high-paying employment. It is a transportation system that has fair and sustainable funding sources in which the revenue is prioritized for operations and management and public and active transportation investment over roadway expansions.
25. N/A
26. A balanced multi-modal system would ensure each mode can be a viable #1 or #2 option for all Oregonians. That major destinations, like airports, major sporting destinations, parks, and crosstown type connections (not just suburbs and ex-urbs to downtowns). With housing pressures taking an ever-larger portion of Oregonians' monthly budgets, the second largest expense can be transportation. Making non-personal automotive modes viable can help provide Oregonians financial relief.

27. It would offer viable transportation choices to all Oregonians so that they could, if they so chose to do so, live full and productive lives without owning a private vehicle. As it exists today, our transportation system is egregiously unbalanced and weighted toward vehicle infrastructure making it nearly impossible for most Oregonians to easily get places without a car, which is a real problem because many people are not able to drive, prefer not to drive, or feel resigned to driving - given the dearth of transportation alternatives to driving - despite the financial strain it causes. Car ownership is cost prohibitive for many.
28. An approach that allows Oregonians to use alternative modes of transportation, but also allows folks who rely on cars to get to work to be able to get where they need to go on time. This is very important for blue collar workers, especially construction, who must commute and cannot work from home.
29. 60% maintenance, 40% bike/ped/mass transit.

The 2017 transportation package passed key revenue sources for public and active transit. Are there other revenue sources, that were not covered in this workgroup, that you think the legislature should consider to bolster these program areas?

1. Not that I'm aware of.
2. The bike tax should be progressive rather than regressive.
3. Sales tax.
4. I think increasing the existing funding sources makes most sense, rather than creating a new funding source. There is room to increase the STIF and I think making the value case to make improvements to transit, seems most feasible at the statewide and local levels. I think new revenue sources can be better used to try and pace with the state of good repair, which we are falling behind on as costs continue to escalate.
5. Any revenue sources that aren't subject to the constitutional restriction should be prioritized for public transit, active transportation, and passenger rail.
6. If funded similarly, we can do better in 2025 by better policing how STIF dollars are spent. For example, Multnomah County received STIF dollars that it has passed on to

private contractors running "ghost buses" on regular TriMet lines. Other counties have done the same thing, though not to the same extent. We should not be using STIF funds to compete against ourselves.

7. Any revenue sources that aren't subject to the constitutional restriction should be prioritized for public transit, active transportation (especially off-street trails), and passenger rail. The state highway fund could put more towards active transportation than the 1% bike bill requirement.
8. One concept that was mentioned is to implement a small tax on vehicle tires sold in Oregon to support investments in public and active transportation.
9. I think the group covered the key revenue sources well.
10. Any revenue sources that aren't subject to the constitutional restriction should be prioritized for public transit, active transportation, and passenger rail.
11. Fee on sales of new tires. Consider doubling the vehicle privilege tax. New statewide payroll tax on employers to match employee payroll tax and provide additional funding for STIF. This would only be applied outside of metro areas that already have employer payroll taxes (TriMet, LTD).
12. Use of Transient Room Tax (TRT): Flip the 70/30 split so local government has the discretion to spend up to 70% of TRT revenue on local transportation infrastructure and public safety and a minimum of 30% on tourism promotion. Tourism adds considerable loads on transportation infrastructure and public safety; it should bear its fair share of this cost, equal to what locals pay. For transit: Focus on the payroll tax, it returns value to local communities based on local employment levels. Increase current amount at least three times, in several steps, and then index it to inflation. Explicitly allow payroll tax revenue use for investments in first/last-mile access to transit stops, including walking and biking facilities and shared mobility options. For walking and biking: More funds for existing programs via existing sources, with as much flexibility as possible to fit local context and meet local needs and an escalator for inflation. Create a permanent state funded local projects (SFLP) program and dedicate funds to it. SFLP "converts" federal money--that has more restrictive obligations and requires ODOT to manage or city to become certified to receive directly--into state funding so that cities can more nimbly manage projects at lower cost and more quickly. Other states have variations on SFLP

(https://mpoac.cutr.us/download/research_documents/Federal-Fund-Exchange-SWAP-Overview-10_1_2020.pdf). STBG is another funding source that helps agencies build infrastructure quickly and cost effectively; it should have an automatic periodic increase to keep up with inflation. Do not change the current SHF distribution formula of 50-30-20. Do not pre-empt or limit local authority to raise local transportation revenues. This includes local gas tax, utility fees, and fees associated with ride-share companies such as Uber and Lyft. If anything, additional flexibility in local revenue sources is needed.

13. Large companies such as delivery services, construction or trade, and healthcare providers often lease their fleets from a transportation solutions provider. This puts thousands of vehicles on the road, paying only gas tax at the pump. Fleet management companies that do business in Oregon would be responsible for paying a transportation tax for each vehicle being leased; this tax could be collected at the time of the lease transaction.
14. Progressively implement the STIF to generate more dollars for bike / ped projects. Utilize the delivery fee in part to help pay for the medium and heavy-duty zero-emission vehicle programs. I am curious to explore all possible revenue tools but how they are leveraged and what they pay for, in addition to multimodal funding, play an important role in determining support for the package as a whole.
15. Any revenue sources that aren't subject to the constitutional restriction to road right of way should be prioritized for off-street paths, public transit, and passenger rail: interested in exploring increases in the vehicle privilege tax, indexing vehicle privilege tax to size and/or weight to account for increased risks to vulnerable users, and delivery fees.
16. Delivery fees and tire taxes are two ideas that should be considered. The restrictions imposed on the state highway fund that restrict the use of those funds for expenditures connected to the roadway severely limit the revenue sources that can be used for public transit. Currently, the only significant source of state funding allocated to transit is the statewide employee payroll tax. Above all, this revenue source must remain dedicated to transit and must not be directed to other uses.
17. Underscore registration fees on weight and size. Per mile tax. More dangerous and damaging to road. Price noise pollution.

18. Any revenue sources that aren't subject to the constitutional restriction should be prioritized for public transit, active transportation, and passenger rail. We should continue to find creative ways to fund critical programs like Safe Routes to Schools and Oregon Community Paths.
19. N/A
20. There are opportunities to have Transit Agencies assist in Bus-Only lane enforcement, MAX Train Lane enforcement, and parking enforcement with the use of smart forward-facing cameras, similar to initiative in California. Agencies could split revenue with the local policing jurisdiction.
21. Yes. Vehicle registration fees based on weight of the vehicle. This has been done in Washington D.C. and a handful of other states. Heavier cars are not only more dangerous and deadly, they cause disproportionate damage to our roadways.
22. PCEF from City of Portland. New taxes to get the state budget to where it needs to be to fund O&M, and new projects.
23. No, was a well discussed system.

For Active Transit

For bicyclists, what key investment would make them feel safer on our roadways?

1. Shared roads with dedicated and divided lanes in high traffic thoroughfares. Also enough street crossings to make it feasible to use the bike lanes safely and not have to go out into traffic to make a turn or crossing.
2. Appropriately located bike facilities. Creating bike lanes on roads that are at capacity with cars does not make sense if safety is the goal. There may just be places that bikes should not be.
3. Separate paths and trails.
4. Prioritizing bicycle-specific travel ways that create segregation, not just separation, from vehicles. Dedicating specific roads, pathways and non-major auto arterials to bicyclists, while allowing freight and motor vehicles to travel on the more major roadways. When

this isn't possible, creating separation between bicycles and motor vehicles, but not expecting that vehicle demand will decrease if there is more congestion or reduction of vehicle lanes. We've attempted this and it doesn't result in a visible or even noticeable increase in bicyclists and only frustrates vehicle drives (the vast majority) who interpret this as wasted government spending. We will get there eventually, but not in this round of transportation funding.

5. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program
6. Bicyclists need to "invest" in following road rules and they'd be safer.
7. Many counties invest their limited funding on enhanced shoulder maintenance projects.
8. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program
9. Separated bike paths and lanes, protected roundabouts and intersections, neighborhood greenways, and programs like Safe Routes to School to teach proper bicycling skills at a young age.
10. Investing in bikeways and paths that are *not* shared with mixed use motor vehicle traffic. 2023 was the deadliest year in Portland, Oregon history for traffic fatalities due to motor vehicle drivers. Bicyclists do not feel safe on roadways where paint or thin plastic are the only separation between them and two-ton vehicles. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program.
11. I do not have the expertise to weigh in meaningfully on this question.
12. Investment in connected off-street facilities, protected on-street facilities, and education for drivers and active transportation users. Limiting vehicle speeds is crucial, including through investment in traffic enforcement cameras.
13. Increased funding to programs like Great Streets, Safe Routes to School, Oregon Community Paths, completing Oregon's bike and pedestrian network, and All Roads

Transportation Safety. Provide community more control of state roads to improve bike and ped facilities.

14. A bike fee that would fund the acquisition of land and develop dedicated, separate bike facilities. Co-locating bikes facilities on major roadways is antithetical to safety. If bike facilities must be co-located along roadways, creating "shared bike expressways" through low-volume neighborhood streets, where land is acquired to bridge between cul-de-sac or for dedicated bike crossing across major roads, would actually create bike infrastructure safe for all users, without creating additional conflicts with high-volume roadway use.
15. Protected bike lanes on busier streets; buffered bike lanes area also an improvement when protected isn't an option. When, safe bike lanes on busier streets aren't an option, then look at parallel routes on neighborhood streets or shared use paths that parallel the busy streets. There also need to be safe crossings of arterial roadways that are not spaced too far apart. More photo radar and red-light cameras would also help as it will lead to safer driver behavior including lower speeds.
16. Increased investment in separated paths along/adjacent to roads; off-street trails; under/over crossings of major barriers; and controlled crossings and separation from cars at intersections to reduce conflicts.
17. Wide shoulders and more defined bike paths.
18. Grade separated paths, stronger enforcement of cars driving in dangerous and or illegal ways.
19. $50M annually to Oregon Community Paths $75M annually to Safe Routes to School $55M annually to Great Streets $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program
20. Additional dedicated lanes, signage and signalization as well as streetscape design that is explicitly designed for bikes.
21. We must continue to invest in physical separation of bike lanes from cars. Not merely paint and plastic posts but concrete barriers. Our statewide bike network should be robust enough to allow someone to safely cross their city or county without fear of traffic violence.

22. During the fall and winter months, leaves and debris fall on bike lanes and roadways, creating road hazards for bicyclists. Another example is flooded bike lanes after heavy rainfall. Investments could be aimed at bolstering bike lane maintenance programs developed and administered by municipalities.
23. Road diets with protective bike lanes. More bike storage on transit vehicles to assist with bad weather and longer trips.
24. Bicyclists will feel safer when they are safe. To ensure bicyclists are safe they need to be protected from the speed and mass (kinetic energy) of cars, trucks, SUVs and other vehicles on the road that can seriously injure or kill. This can be accomplished by slowing vehicles down or physically separating bikes from motor vehicle traffic. For the latter, investments should be prioritized and maximized in the following programs: Great streets, Safe Routes to School, Completing Oregon's Bike and Pedestrian Network, Oregon Community Paths, and All Roads Transportation Safety Program.
25. A divider between cars and bikes would go a long way to making me want to bike.
26. Implementation of safety protocols and funding for higher order streets.

For pedestrians, what key investment would make them feel safer on our roadways?

1. I think that more sidewalks and crossings on all roadways that don't currently have them would be a start. This would be a huge undertaking but starting with the most used roads or roads around schools/high density housing would be a place to start.
2. Sidewalks.
3. Safe crossings, safe intersections, and giving more authority to local governments to reduce speeds of vehicles. Maintain the 50/30/20 formula distribution that supports ODOT, Counties, and Cities operations, maintenance, and safety. Incorporate diverse and modern funding mechanisms to ensure the growth and stabilization of the State Highway Fund (SHF).
4. More separation from cars, slower moving cars, and ample, well-marked places to cross. I see pedestrians frequently cross unlawfully simply because they don't want to walk to the nearest dedicated crossing areas and would rather take the shortest direct route from point A to point B. Making it more difficult to cross illegally in places where this is

a problem or engineer crossing areas more effectively, based on what we know about human behavior. There's only so much we can invest in the infrastructure to create a safe separation between vehicles traveling at inherently faster speeds, and pedestrians in dark clothing, not obeying the basic rules of the road.

5. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program
6. Wider, better designated walkways.
7. Many counties invest their limited funding on enhanced shoulder maintenance projects.
8. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety Program Completion of ADA remediation.
9. Complete sidewalks, rapid flashing beacons at crosswalks, audible signals at intersections and streetlights, separated walking/biking paths, better roundabout designs, accessible transit stops and stations.
10. Sidewalks and crosswalks that include best practice physical infrastructure improvements such as raised crossings, full red-lights to stop, 20 foot daylighting (vision clearance at intersections) similar to California law and implementation. The law, officially called Assembly Bill 413 but more commonly known as a "Daylighting Law" takes effect across California in 2025. It bans drivers from parking within 20 feet of a crosswalk to make intersections safer for pedestrians. Physical barriers to prevent cars parking within 20 feet are needed in Oregon, and investments to make it happen. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program.
11. I do not have the expertise to weigh in meaningfully on this question.
12. Providing separation from vehicle traffic where high speeds and volumes exist. Removing or limiting vehicle access and speeds from local street and urban centers.

13. Increased funding to programs like Great Streets, Safe Routes to School, Oregon Community Paths, completing Oregon's bike and pedestrian network, and All Roads Transportation Safety. Provide community more control of state roads to improve bike and ped facilities.
14. More flexible land-use laws that allow easier co-location of residential, office, and commercial spaces, that reduces walking distances and therefore requires less road infrastructure to bridge those spaces.
15. Safe crossings of busy streets and sidewalks along these streets. Crossings should not be more than a few hundred yards apart. Lower vehicle speeds in cities so that people are less likely to die if hit by a vehicle. More photo radar and red-light cameras would also help as it will lead to safer driver behavior including lower speeds. We also need programming and enforcement investments that will reduce the reckless and distracted driving that we are seeing on our roadways. More investments to address right of way camping by unhoused people could also help as such people are overrepresented in pedestrian fatalities.
16. Increased investment in mapping and completing sidewalk gaps; improved street, crossing and intersection lighting; enhanced crossings (signs, markings, rapid flashing beacons, physical protections, etc.); and slower vehicle speeds at-scale to rapidly make communities walkable. Safe and abundant walking is an essential component to increase transit use/ridership (and thus reduce VMT and achieve our CFEC goals).
17. Increased funding for maintenance.
18. dealing with orphan highways and other roads that are dangerous by design, more safety improvements that gives certainty to both peds and car drivers. Funding existing but oversubscribed programs like safe routes to school, ARTs, community paths, and others are all part of this.
19. $50M annually to Oregon Community Paths $75M annually to Safe Routes to School $55M annually to Great Streets $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program.
20. Among other things, improving pedestrian infrastructure is vitally important to ensure that people can access their transit stops safely. Transit starts when you walk out your front door and transit providers depend on the investments of local governments in

local street infrastructure to get riders to their stops. This includes marked and lit crossings, sidewalks, lighting, and ADA accessibility.

21. Many urban communities need sidewalks throughout their towns and rural communities need pedestrian paths that are not on major highways. Programs like Safe Routes to School and Oregon Community Paths deliver key investments to our communities in the most need.
22. In the short term, the state can enact policies statewide to give pedestrians a head start when crossing the street in urban or downtown areas. This would be a programming fix and may be completed in a short and less costly manner. In the long term, state and local governments need to make infrastructure investments to 1) reduce the length of crosswalks. A shorter walk across the street is a safer one, 2) make crosswalks more visible marked with bright swaths of paint, and 3) add medians or pedestrian islands in the middle of busy streets.
23. Grade separated crossing and if that isn't feasible, slower automotive speeds.
24. Pedestrians will feel safer when they are safe. To ensure pedestrians are safe they need to be protected from the speed and mass (kinetic energy) of cars, trucks, SUVs and other vehicles on the road that can seriously injure or kill. This can be accomplished by slowing vehicles down or physically separating bikes from motor vehicle traffic. For the latter, investments should be prioritized and maximized in the following programs: Great streets, Safe Routes to School, Completing Oregon's Bike and Pedestrian Network, Oregon Community Paths, and All Roads Transportation Safety Program.
25. Better ways to stop or slow down cars when you are crossing at places in the middle of long sections.
26. connections between older areas of communities with lacking infrastructure and new areas that typically have sidewalks and paths.

What policy changes or investments can create more use of active transit facilities?

1. Putting in place the requirements for highly energy efficient transportation vehicles, such as LNG, Hydrogen, Electric…

2. Invest in all roads that are arterials, not just ODOT-owned arterials. Make the "Great Streets" program available to local governments, specifically counties and cities. Already many counties invest their limited funding on enhanced shoulder maintenance projects.
3. Making it more about trips and less about a major lifestyle change. Many people rely on cars as part of their daily lives, whether they have kids to chauffer around, a job that requires travel and meetings, or feel safer driving to and from work when its dark for several months of the year. Policies that encourage a slow transition in the form of active transportation when it make sense, such as grabbling a bike-share to get to a meeting rather than drive 6 blocks and circle for 20 minutes to find a parking spot that's nowhere nearby the destination. Facilities that are designed for public use (bikeshare, scooters, etc.) being made available more broadly means that people can drive or take transit to work, bike or walk to nearby meetings, and work to make small, incremental lifestyle changes.
4. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon’s bike and pedestrian network $140M to All Roads Transportation Safety program. Increase funding for bicycle/pedestrian facilities in major capital projects from bike bill requirement.
5. Riders have to feel safe from initial bus/train stop through transit centers and on to their eventual destination. Anything that enhances both safety and the perception of safety is a plus. This includes more and more visible public safety personnel AND harsher penalties for offenders. If you offend, you offend — regardless of race.
6. Support increased funding for the maintenance and preservation of our transportation system in order to safeguard the investment in our existing infrastructure.
7. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon’s bike and pedestrian network $140M to All Roads Transportation Safety program.
8. Increasing investments in Oregon's public transportation system through the payroll tax will allow transit agencies to increase frequency, convenience, and reliability of transit services. Increased funding for transit agencies will also support new facility investments such as mobility hubs, bus stop amenities, additional security, and zero or low-emissions

vehicles to replace aging fleets. These investments will also support active transportation to connect people to bus stops and other transit amenities.

9. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program
10. I do not have the expertise to weigh in meaningfully on this question.
11. Investments in micromobility, particularly e-bikes, can bridge the challenges caused by trip times and physical exertion and bring many people to active transportation that would not otherwise. E-bike purchase incentives and investment in shared micromobility systems (bike- and scooter-share) are two mechanisms to do so.
12. Increase funding for bike/ped facilities in major capital projects from bike bill requirement. Consider increasing the Bike Bill to 2-3%. Historically, the 1% has been implemented as a ceiling instead of a floor of funding.
13. Fair pricing of infrastructure through the use of use-fees that cover all costs, which allows everyone to make the transportation selections of their choice within the context of an accurate pricing model.
14. Create electric bike share systems in cities of 50,000 or more people all across the state. Make sure that people can easily and safely walk to bus stops. Enable STIF funds to invest in programs and investments that allow people to safely walk and bike to bus stops; this should include bike share investments including both capitalizing the bike share system and operating the system. Make sure that the STIF grant program materials are set up for these kinds of investments -- for example, they may be currently allowed but the applications are geared to providing bus service or bus purchases. Give cities a stronger role in programming STIF funds as local elected officials and city staff are more aware of local needs around pedestrian safety in getting to bus stops.
15. See other comments on transit below.
16. Dedicated funding for infrastructure improvements that prioritize street designs, which integrate the needs of both pedestrians and cyclists. Implement traffic calming measures, enhance accessibility to transit hubs, and promote public awareness.

17. A greenhouse gas planning rule that aligns state climate goals and state action. Increasing the funding for these programs consistent with need. Fully funding the Oregon Community paths program.
18. Increasing formula for bike/ped investments as part of capital projects and specifically addressing barriers to active transportation created major capital projects. $50M annually to Oregon Community Paths $75M annually to Safe Routes to School $55M annually to Great Streets $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program.
19. A key part of building a balanced multi-modal system is shifting perspectives from viewing active transit as an add-on to a car-focused transportation system to viewing a successful system as one that meets the needs of pedestrian, bicycle and transit users as effectively as it meets the needs of car users. This begins by protecting existing sources of funding for active transit and increasing the tax rates of these sources in order to dramatically increase active transit revenue.
20. Please work to fund the important programs below so Oregon can have safe active transit facilities across our great state. $55M annually to Great Streets $75M annually to Safe Routes to School $50M annually to Oregon Community Paths $135M annually to completing Oregon's bike and pedestrian network $140M to All Roads Transportation Safety program.
21. More bike/scooter storage lockers in key locations.
22. To increase the use of active transit facilities policies must focus on ensuring that these facilities are safe enough to be used by anyone, including children, the elderly, and those with mental or physical disabilities. Policy initiatives must support either reducing the total amount of kinetic energy on the road (by enabling lower speed limits to be set or incentivizing smaller vehicles) or protecting active transit users from physical contact with motor vehicles through safe infrastructure. Investment should be prioritized for Great Streets, Safe Routes to School, Oregon Community Paths, ensuring Oregon's bike and pedestrian network is complete, and the All-Roads Transportation Safety program.
23. Make it easier and safer to park and leave your car somewhere. There needs to be a better focus on safety.
24. N/A

What are the key barriers to increasing the use of bike and pedestrian facilities in *urban* areas?

1. Current infrastructure that has already been built limits the use of bikes and peds as there is no room to give them more without limiting the already overused vehicle travel lanes.
2. The number (or percentage) of people interested in bike/ped is finite. Allocate resources accordingly.
3. The key barriers to increasing the use of bike and pedestrian facilities in urban areas is a combination of lack of resources to invest in capital projects, such as safe crossings and protected bikeways. ODOT's design guide is also a key barrier for locals if they are trying to implement bike and pedestrian designs on a ODOT right of way.
4. They need to be more readily available, intended for public use - so that someone doesn't need to bring or have their own bike, and faster, easier, and more economical to use than driving. Parking needs to support the activities we're trying to promote in our urban areas - shopping, family-friendly activities, etc. and businesses need to be incentivized (though not through forced regulation) to encourage their workforce to use alternative modes of transportation/transit.
5. Dedicated funding is a key barrier to increasing the use of bike and pedestrian facilities in urban areas. Sufficient dedicated funding for bicycle and pedestrian investments could complete a safe and accessible network. Another issue is land use planning that prioritizes sprawl vs denser developments. First-last mile connection to key destinations and other transportation nodes (e.g. transit, micro mobility, para transit, ride hailing service).
6. It's hard to incorporate better bike and pedestrian facilities that don't increase congestion for vehicles, which *are* the people paying for roads the way we're set up currently.
7. Oregon's high growth counties have needs unique to growth issues and tend to have higher-cost modernization and capacity-projects.
8. Needs: Safety from cars, shade, shelter, lighting, benches, separation from traffic, close destinations to travel to, accessibility, complete networks, well maintained sidewalks.

Also, currently we make it so much easier for people to choose to drive and park that it'll always be the easier option.

9. Non-protected or separated bike lanes, incomplete/inaccessible sidewalk networks, lack of neighborhood greenways, unprotected intersections, increased vehicle and freight traffic, limited reach of transit systems into suburban/rural areas, and emphasis on roadway developments that are focused on the automobile and not people who bike, walk, and roll.
10. Biggest barrier is that DOTs are building "car-first, bike/pad as afterthought on side of road" and not viewing from a whole-system approach. A line of paint to create a bike lane while cars are going 45mph with tailpipe exhaust is a huge barrier for health and safety. Similar for pedestrians - high speeds within urban boundaries and toxic fumes from vehicles make walking an unattractive option. There are many dedicated motor vehicle corridors, and we need to think about how to create dedicated bike and pedestrian corridors.
11. I do not have the expertise to weigh in meaningfully on this question.
12. A knowledge of available bike infrastructure may be limited. Networks are generally incomplete - gaps exist that make most trips dangerous and uncomfortable for even skilled cyclists and pedestrians. All ages and abilities should be the standard for all trips across all routes in a network. We do not find it acceptable for vehicle lanes to end abruptly, or for cars to suddenly share a path with trains. Why should we have different standards for cycling facilities?
13. The amount funding is the key barrier to increasing the use of bike and pedestrian facilities in urban areas. Sufficient dedicated funding for bicycle and pedestrian investments could complete a safe and accessible network. Land use planning that prioritizes sprawl vs denser developments also plays a roll. Increasing investment in transit is also critical in improving bike and ped rates. First-last mile connection to key destinations and other transportation nodes (e.g. transit, micro mobility, para transit, ride hailing service).
14. Land use laws that make new development prohibitively expensive, and limit mixed-use options, requiring longer-distance commutes between different residential, office, or commercial spaces.

15. It's too easy to drive. It does not feel safe or pleasant to walk on a narrow sidewalk or bike in a striped bike lane on a busy arterial street.
16. System gaps: People need connected multi modal systems and connected infrastructure, but many cities still have critical system infrastructure gaps (such as complete sidewalks or safe biking routes), their buses do not run frequently enough, and/or bus stops are too far away. People do not feel safe: People often experience high, above limit speeds and too much mixing with those same vehicles as too high a risk to walk and bike. The major barrier here is lack of dedicated and meaningful funding for these projects. Strong support for additional revenue generation is needed.
17. Oregon's high growth counties have needs unique to growth issues and tend to have higher-cost projects.
18. better enforcement of cars and dangerous driving, increasing bike only infrastructure, and doing so equitably and from a community informed vision. Generally, again, funding programs that that state already has at higher levels.
19. There are too many gaps in the network and not the funding available to fix them. Programs like Oregon Community Paths and Safe Routes to School that are meant to address these gaps are grossly oversubscribed. The demand from communities across Oregon greatly exceeds current funding levels.
20. Often times, new development is not constructed in a way that is conducive to bike and pedestrian use. New developments should be required to have sidewalks, as well as access paths that allow pedestrians and bicyclists to quickly and directly access adjacent arterial streets and transit stops located there.
21. We need more funding to build safe pedestrian and bike networks across our urban areas. Biking and walking is only as safe as our least safe intersection, and many places have dangerous state highways cutting through their towns. If we want to increase the use of bike and pedestrian facilities, we need dedicated funding to make our dangerous streets safe.
22. I think creating the infrastructure is one thing, but upkeep needs to be a priority. There's no better way to lose a user than to have broken or unkept infrastructure. Fund ongoing maintenance.

23. Lack of safety and incomplete pedestrian and cyclist networks. Aligning funding priorities with safety and connectivity issues is imperative.
24. Weather, Portland drivers.
25. I-5 in most communities on the West side of state, older infrastructure and growth on East.

What are the key barriers to increasing the use of bike and pedestrian facilities in *rural* areas?

1. The infrastructure of the rural roads to allow for adding bike lanes and sidewalks.
2. Distance. Practicality. Riding to a bike to work at a sawmill or a seed warehouse is not practical. Living in Happy Valley and commuting to work at a health care job in Beaverton isn't something that is bikeable.
3. The expense for major capital projects and a lack of existing right of way. Investments in rural areas should be focused on trails and "main streets" where rural roads connect with community centers where pedestrian activity is likely to occur.
4. The distances tend to be greater, so modes need to accommodate that - ebikes, scooters. But also the roads aren't necessarily designed to prioritize bikes and pedestrians and I'm not sure that would be money well spent. Transit makes more sense in rural areas and investments might be more efficiently made there. Foster modes that can make use of the existing infrastructure rather than trying to create something that's cost-prohibitive and there really isn't demand for.
5. In rural communities connected by state highways, resources to invest in off-street paths are especially important to provide rural residents with safe places to walk and bike away from high-speed traffic. Dedicated funding is a key barrier to increasing the use of bike and pedestrian facilities in urban areas. Sufficient dedicated funding for bicycle and pedestrian investments could complete a safe and accessible network. Having multiple options to connect to key destinations is essential for pedestrians including access to transit, para transit, or dial-a-ride.
6. Cost vs. usage. Hard to justify spending the money for so relatively few people, especially considering the demand on money for the 2025 package.

7. The expense for major capital projects, a lack of existing right of way, and—in many areas—long travel distances make rural active transportation impractical for most users. Resources are needed for ongoing maintenance. Low-growth and timber-dependent counties face critical system needs their reduced revenues are no longer able to meet.
8. Needs: Safety from cars, shade, shelter, lighting, benches, separation from traffic, close destinations to travel to, accessibility, complete networks, well maintained sidewalks and paths. Also, currently we make it so much easier for people to choose to drive and park that it'll always be the easier option. In rural areas, off-street paths are especially important connectors and need to be well maintained in all weather conditions.
9. High speed arterial roadways that only provide narrow bike lanes or shoulder access for bicycles, incomplete sidewalk networks, new developments that do not connect to bike/ped facilities, limited access to transit services and connections to transit, including local Dial-A-Ride (on demand) services.
10. Similar to in urban areas, riding a bike or walking along the side of a state highway or street such as HWY 101 without sidewalks or physically protected bike lanes feels very dangerous, because it is. The key barrier is a lack of safe routes where there is little to no risk of a motor vehicle being a few feet from fatally injuring you.
11. I do not have the expertise to weigh in meaningfully on this question.
12. High vehicle speeds and a lack of infrastructure.
13. The amount funding is the key barrier to increasing the use of bike and pedestrian facilities in rural areas. In rural communities connected by state highways, resources to invest in off-street paths are especially important to provide rural residents with safe places to walk and bike away from high-speed traffic.
14. A fixed mindset that pits cars vs bikes by framing the question as one of fixed space that must be dedicated to one or the other. Instead, the biggest advantage of rural spaces is the lack of built-out infrastructure, and therefore the ability to created dedicated bike/pedestrian infrastructure in that space.
15. Similar to urban areas, especially for small towns. Small city main street programs to create vibrant downtown business districts will make them more appealing for people to walk or bike to. Make sure that state highways going through rural cities and towns are

safe to walk along and cross and that speeds are much lower in this context. Look for opportunities to reduce travel lanes on such roadways as a way to shorten crossing distances and lower speeds. This can be done through demonstration projects to show proof of concept.

16. The expense for major capital projects, a lack of existing right of way, and—In many areas—long travel distances make rural active transportation impractical for most users. Resources are needed for ongoing maintenance. Low-growth and timber-dependent counties face critical system needs their reduced revenues are no longer able to meet.
17. The listening tour this summer emphasized again and again the value of the community path programs that helps ensure drivers and AT users are safe. Also having these be connected to effective and consistent transit service to ensure that community members can get to where they want to go and can do so in a way in which residents can expect.
18. In rural communities connected by state highways, resources to invest in off-street paths are especially important to provide rural residents with safe places to walk and bike away from high-speed traffic. The Oregon Community Paths funding program was oversubscribed by more than 4:1 over its first two cycles.
19. Lack of sidewalks and bicycle infrastructure are also a barrier in rural areas. Investments are needed to facilitate better access to transit stops.
20. In rural communities connected by state highways, resources to invest in off-street paths are especially important to provide rural residents with safe places to walk and bike away from high-speed traffic. Just like in urban areas, without dedicated funding we cannot build safe bike and pedestrian networks that rural residents will use.
21. Access and safe roads for biking. Many rural roads are quite narrow and twisty, and without adequate shoulders, it is unsafe to bike. Rural speed enforcement is lacking.
22. The key barrier to increasing the use of bike and pedestrian facilities in rural areas in the dearth of connected safe active transit facilities including off-street paths. Rural residents need protected infrastructure that separates them from high-speed traffic. Prioritizing funding for rural active transit will help ensure network completeness.
23. It is too far in most cases to bike.
24. Mixed use is lacking.

For Passenger/Freight Rail

For rail, what key investment would enhance ridership?

1. Investing in more frequent stations with other public transportation tied to the stations for road travel. Also, thinking about adding passenger rail east of the cascade divide allowing rural areas of Oregon to be connected with the I-5 Corridor.
2. Speed, practicality.
3. N/A
4. Anything that can increase efficiency and reliability.
5. Reliability of service. Amtrak Cascades requires funding to bring on-time performance up to reliable levels for workers, families, students, and for their connections to point-of-arrival transportation. Amtrak Cascades on-time performance for 2023 was below 80% each month, and for some stops and months as low as 45%. If someone cannot take the train and get to their destination on time for work, appointments, family events, or their connection to the next form of transportation, it will not have more ridership. Frequency of service. There are only a few trains a day and it may not be a reliable option for workers, families, and students to make it to their destination at a time that is convenient for them. There're 2 cascade trains a day between Portland and Eugene currently, and if it was 6 or more trains each direction each day it would enhance ridership and induce greater demand.
6. We need to finally make headway on high speed, limited stop rail north and south. Either PDX to Eugene, or on up to Vancouver and Seattle, or even along the entire West Coast, Vancouver (B.C.) to San Diego. *Somebody* has to lead and get started somewhere.
7. Reliability of service. Amtrak Cascades requires funding to bring on-time performance up to reliable levels for workers, families, students, and for their connections to point-of-arrival transportation. Amtrak Cascades on-time performance for 2023 was below 80% each month, and for some stops and months as low as 45%. If someone cannot take the train and get to their destination on time for work, appointments, family events, or their connection to the next form of transportation, it will not have more ridership. Frequency of service. There are only a few trains a day and it may not be a reliable option for

workers, families, and students to make it to their destination at a time that is convenient for them. There're 2 cascade trains a day between Portland and Eugene currently, and if it was 6 or more trains each direction each day it would enhance ridership and induce greater demand.

8. Giving priority for passenger rail over freight rail to improve on time performance and reliability of service and making connections to regional public transportation systems.
9. Reliability of service. Amtrak Cascades requires funding to bring on-time performance up to reliable levels for workers, families, students, and for their connections to point-of-arrival transportation. Amtrak Cascades on-time performance for 2023 was below 80% each month, and for some stops and months as low as 45%. If someone cannot take the train and get to their destination on time for work, appointments, family events, or their connection to the next form of transportation, it will not have more ridership. Frequency of service. There are only a few trains a day and it may not be a reliable option for workers, families, and students to make it to their destination at a time that is convenient for them. There're 2 cascade trains a day between Portland and Eugene currently, and if it was 6 or more trains each direction each day it would enhance ridership and induce greater demand.
10. I do not have the expertise to weigh in meaningfully on this question.
11. Increased frequency and inter-system coordination.
12. Any investment in rail that improves reliability of service and frequency of service. Oregon should strive to make the Portland to Eugene rail service as close to a true commuter service, which would be around 6 trains a day. Oregon should also help invest in a northern high-speed rail connection from Portland to Seattle.
13. A use-fee model where rail is fully funded through ticket sales. This encourages rail providers to focus on actual customers, and provide a competitive advantage based on those riders' needs. When subsidized, rail is forced to cater to all, which ultimately dis-enhances the ridership experience.
14. For Amtrak Cascades, more reliability is key. Trains run late way too often. More frequency can help too. Market passenger and intercity bus (at least the POINT bus) as one integrated system. Encourage people to be agnostic about whether it's bus or train as long as it gets them where they need to go. Make sure there are good transportation

options at train stations so people can walk, bike, or take a bus or taxi to reach their final destination.

15. We do not support significant investment in passenger rail at this stage. For most cities (especially those outside the Valley and not along the I-84 corridor) rail is way too expensive and the more cost-effective, needed and viable projects to decrease VMTs are in investments in safe walking, biking, and transit.
16. The restoration of the Amtrak Pioneer Line would connect intercity passenger service between Portland, OR and the Boise, ID to Salt Lake City, UT The Pioneer Corridor Restoration Project: Connecting Boise & Salt Lake City will restore a key segment of Amtrak's former Pioneer Line between two of the fastest-growing cities in the U.S., located in the two fastest-growing states in the U.S., while serving rural and disadvantaged communities in the Mountain West that currently lack access to the intercity rail network or many other transportation options.
17. Again funding, so riders can consistently expect service so they can rely on it rather than plan around it. Ensuring major destinations are accessible, expanding service, and minimizing delays on travel.
18. Reliability of service and frequency of service.
19. Dedicated track for passenger rail. Currently, the frequency and reliability of passenger rail along both commuter routes and intercity routes in Oregon is undermined by the need to share track with freight trains, which receive priority.
20. Investments that improve frequency and reliability are crucial to enhancing ridership. As someone from Portland who would like to use the train to travel to Salem, infrequent service in the mornings, combined with frequent delays, make it hard to arrive in Salem on time. Both an increase in frequency and improvement in reliability would allow me, and many other Portlanders to choose passenger rail over driving.
21. Investment in timeliness. Adding sidings or separate track to reduce interference with freight that can lead to late arrivals and departures.
22. Reliability of service. Funding should be directed in such a way to ensure Amtrak Cascades operates on-time so that all workers, travelers, students etc. can be confident in making connections to point-of-arrival transportation. Amtrak Cascades on-time

performance for 2023 was below 80% each month, and for some stops and months as low as 45%. Frequency of service. The limited number of trips on offer at this time means that this is not a consistently reliable option for workers, families, and students.

23. Timing of trains, and safety on board for passengers.
24. System does not favor anyone outside of Portland to Eugene. Times are lacking, and speed of use is lacking. Need to look at Pacific Surfliner as a better model.

What policy changes or investments can create safer infrastructure for rail services?

1. Having both Freight and Passenger rail lines allowing for both transportation and commerce. This could give multi-funding paths per rail line that could make them safer.
2. It's unfortunate that rail is being burdened with making service safer when the basic problem is failed social policies. It will be incredibly difficult to make rail safer if we don't address the bigger problem.
3. N/A
4. I don't perceive passenger rail as unsafe, just really slow and unreliable. Passenger rail from Eugene to the Salem Capitol, which is in walking distance from the train station, would have been ideal, if not for the unreasonable time it takes.
5. Rail corridor safety investments and modernity upgrades to match corridor investments in other states to prevent derailment and crashes; a second rail track on the corridor would help keep freight rail and passenger rail separate and safe from one another.
6. Not sure. More about investment than policy I'm guessing.
7. Rail corridor safety investments and modernity upgrades to match corridor investments in other states to prevent derailment and crashes; a second rail track on the corridor would help keep freight rail and passenger rail separate and safe from one another.
8. Continued investments for transit stations and security, new equipment that incorporates better technology, improved railroad crossings and signals.
9. Rail corridor safety investments and modernity upgrades to match corridor investments in other states to prevent derailment; a second rail track on the Amtrak Cascades corridor would help keep freight rail and passenger rail separate and safe from one

another. State of Oregon creating a dedicated "Department of Rail" or "Rail Authority" that purchases, maintains, and upgrades right-of-ways would be most ideal for freight and passenger safety, and such a policy would help create 10-year vision and planning that is comprehensive.

10. I do not have the expertise to weigh in meaningfully on this question.
11. Separation of passenger and freight rail.
12. Rail is already 10x safer than car travel.
13. Safer rail crossings in cities, including for pedestrians. Most crossings have gates for motor vehicles but not for people walking on sidewalks.
14. The restoration of the Amtrak Pioneer Line will connect intercity passenger service between Portland, OR, and Boise, ID, extending to Salt Lake City, UT. The Pioneer Corridor Restoration Project aims to restore a crucial segment of Amtrak's former Pioneer Line, linking two fastest-growing United States cities located in the two fastest-growing states.
15. More dedicate funding, increasing access for youth, such as in Washington where those 18 and under can ride rail for free.
16. Rail corridor safety investments and modernity upgrades to match corridor investments in other states to prevent derailment and crashes; a second rail track on the corridor would help keep freight rail and passenger rail separate and safe from one another.
17. Safety enhancements at all road-rail crossings. Rail crossings are an extremely dangerous source of traffic fatalities.
18. We need rail corridor safety investments and modernity upgrades to prevent derailment and crashes. All routes where passenger rail is run should have a second rail track on the corridor to keep freight rail and passenger rail separate and safe from one another.
19. Grade separated crossings to reduce traffic and pedestrian conflicts.
20. At this time rail is relatively a very, very, safe mode of travel. While it is important to ensure rail is as safe as possible potential riders need to understand that it is already an incredibly safe mode of travel. That said, rail corridor safety can be improved with modernity upgrades to match corridor investments in other states to prevent derailment

and crashes; a second rail track on the corridor would help keep freight rail and passenger rail separate and safe from one another.

21. Active policing would be ideal so we can avoid more of the crime that occurs on the MAX from time to time.
22. Dedicated lines.

What policy changes or investments can create more equity for rail service?

1. I'm not sure what this means. Does it mean make rail services feel safer for women and people of color? Addressing broader social issues (e.g. failed policies) that make rail unsafe would be more equitable. More specifically, if we are talking about light rail, more people should pay for this service. Less than 8% of people pay to ride Tri-Met light rail. There should be greater emphasis placed on fare recovery. What is definitely NOT equitable is increasing a payroll tax for all Oregon employees when many of zero access to transit. The users of the system have some obligation to pay for it.
2. N/A
3. Investments in better connections at destinations. I would suggest the same for airports.
4. Without more detail it is hard to determine the type of equity being asked here, whether it is equity for different types of users or equities across the state. Equity for geographic regions underserved or lacking service to rail might look like policies and investments to rebuild rail services that have been lost in past decades with still existing corridors and alignments.
5. Same as above.
6. Without more detail it is hard to determine the type of equity being asked here, whether it is equity for different types of users or equities across the state. Equity for geographic regions underserved or lacking service to rail might look like policies and investments to rebuild rail services that have been lost in past decades with still existing corridors and alignments. Equity for different users could be investments in station and train accessibility.

7. Increased access to stops/stations via regional public transportation services, secure and covered bike parking at stations, ADA improvements at stations, making it easier to bring your bike on the train, more robust low-income fare programs.
8. I do not have the expertise to weigh in meaningfully on this question.
9. ODOT has already done a good job of lowering fares for Amtrak Cascades. They are much cheaper than the Northeast Corridor.
10. The Pioneer Corridor Restoration Project will also serve rural and disadvantaged communities in the Mountain West with limited access to the intercity rail network and other transportation options.
11. Increasing rail service to rural areas and making it complementary of bus service to link multiple modes of travel.
12. I heard much support for rail passenger service investments in Eastern Oregon during the listening sessions.
13. Where construction of dedicated track for passenger trains is not feasible, policy changes that give greater priority to passenger trains versus freight trains to address the frequency and reliability challenges that face passenger rail.
14. Without more detail it is hard to determine the type of equity being asked here, whether it is equity for different types of users or equities across the state. Equity for geographic regions underserved or lacking service to rail might look like policies and investments to rebuild rail services that have been lost in past decades with still existing corridors and alignments.
15. Better connectivity to mass transit and more bike storage lockers at train stations.
16. Equity for geographic regions underserved or lacking service to rail might look like policies and investments to rebuild rail services that have been lost in past decades with still existing corridors and alignments.
17. More routes, more frequent service.
18. Upgrading lines, dedicated lines.

For Transit

For transit, what key investment would enhance ridership in *urban* areas?

1. Riders' safety on all transportation systems.
2. Safety. Users of the system have an obligation to help fund transit services.
3. Pedestrian safety improvements are critical to improving and enhancing transit ridership. Increase funding for Great Streets and make the dollars eligible to cities and counties. The legislature could also do a direct allocation to cities and counties for safe infrastructure, in addition to maintaining the 20/20/50 split.
4. This is specific to each community, but more frequent, convenient, and reliable service and service expansions to areas that are best served with transit. Increasing funding for transit and allowing the local providers and operators to determine in partnership with their communities, how to best utilize those resources.
5. Significant increases in state funding to support frequent, fast, and reliable transit to a range of destinations Safety & Security program funds - Such programs should focus on transit ambassadors, social workers, mental health professionals, similar to programs included in Minnesota's 2023 transportation package. Team members could connect people on and around the transit system with social services for housing, mental health and addiction services, while helping discourage inappropriate and illegal behavior. Fare Programs, such as free all-year round transit for youth Service Expansion Language Accessible Education & Outreach Expand funding for paratransit programs.
6. Well-planned additional lines where they don't exist; increased frequency on lines that have the demand.
7. More funding! Funding to support frequent, fast, reliable transit. Funding for transit ambassadors, social workers, mental health professionals (similar to MN's transportation package). Funding for fare reduction programs such as free transit for youth (ages 22 and under). Funding for service expansion. Funding for language accessible education and outreach. Funding for paratransit.

8. Doubling frequency of fixed routes, regional connectors, and expanding/adding routes to serve entire cities and counties, coupled with robust marketing and outreach to promote new services.
9. Fare programs, such as free all-year round transit for youth, would create positive behaviors and incentives for ridership. Service expansion, so that more transit goes to more places more frequently. Expand funding for paratransit programs.
10. I do not have the expertise to weigh in meaningfully on this question.
11. Increases in frequency.
12. Significant increases in state funding to support frequent, fast, and reliable transit to a range of destinations. Increase funding for the following: 1) Safety & security program funds, such programs should focus on transit ambassadors, social workers, mental health professionals, similar to programs included in Minnesota's 2023 transportation package. Team members could connect people on and around the transit system with social services for housing, mental health, and addiction services while helping to discourage inappropriate and illegal behavior. 2) Fare programs, such as free all-year-round transit for youth, and 3) Service expansion, and 4) Increase funding for paratransit programs.
13. A use-fee model where transit is fully funded through ticket sales. This encourages transit providers to focus on actual customers, and provide a competitive advantage based on those riders' needs. When subsidized, transit is forced to cater to all, which ultimately dis-enhances the ridership experience.
14. More frequency. Consider increasing STIF funding whether through increased payroll taxes on employees or a new similar tax on employers.
15. Increased investment in operating dollars (for driver, fuel, maintenance, automated fare systems, on-board safety, etc.) so agencies can increase operating hours (per day and days of the week), bus frequency and the number of bus routes. The goal: more routes closer to more people and more buses running more often. Flexibility. Not every city is the same, so there needs to some flexibility/options to ensure that funds fit local context and that services can be designed and delivered to match the needs of local communities. Investment in operating support for routes to major destinations (airports, large employers) with high use potential but latent demand.

16. Increased funding in public safety.
17. Increasing service, including frequency, minimized headways, multiple routes, and routes that focus on connecting modes of transit. More funding.
18. Significant increases in state funding to support frequent, fast, and reliable transit to a range of destinations Safety & Security program funds Such programs should focus on transit ambassadors, social workers, mental health professionals, similar to programs included in Minnesota's 2023 transportation package. Team members could connect people on and around the transit system with social services for housing, mental health and addiction services, while helping discourage inappropriate and illegal behavior. Fare Programs, such as free all-year round transit for youth Service Expansion Language Accessible Education & Outreach Expand funding for paratransit programs.
19. Sufficient additional funding to expand service hours to be more accommodating of people who work regular jobs. Many providers can only afford operate service during certain hours of the day, which is means there are limited transit options for people working nights and swing shifts. There is also a need for increased frequency in many areas in order to make transit a more viable alternative to driving. Finally, the Special Transportation Program that used to fund services for older adults and people with disabilities throughout the state was merged with the STIF in 2023, but due to significant increases in the population served relative to tax revenue for program, significant shortfalls in funding have occurred. Funding requests exceeded available funding by $11m in Portland region alone, and more funded is needed in order to provide adequate paratransit across the state.
20. We need significant increases in state funding to support frequent, fast, and reliable transit to a range of destinations. In addition to increased reliable service, fare programs like free transit for youth year-round will enhance ridership. Increasing funding for safety and security programs will help increase ridership as well. Such programs should focus on transit ambassadors, social workers, mental health professionals, similar to programs included in Minnesota's 2023 transportation package.
21. The challenge with increasing urban ridership is that public transit is competing with other modes of transportation. Free-fare programs are a proven strategy to increase ridership. In 2022, the City of Boston launched a pilot program aimed at three routes

with varying levels of success. The pilot program saw routes bounce back to near pre-pandemic levels and exceed levels in one instance.

22. Frequency Frequency Frequency. Transit generally has a high barrier of entry with understanding time schedules and connections. That can be reduced by increasing frequency so consequences are not so dire if a passenger were to miss their bus, one is on the way shortly after. More frequency also reduces the demand for better transit shelter infrastructure as the passenger would not be waiting as long.
23. Significant increases in state funding to support frequent, fast, and reliable transit. Fare Programs, such as free all-year round transit for youth. Service Expansion. Language Accessible Education & Outreach. Expand funding for paratransit programs.
24. Timing and how long it takes to get you to work, school, groceries.
25. Money so that times are better, looking at dedicated lanes for the most popular routes.

For transit, what key investment would enhance ridership in *rural* areas?

1. The key investment needed is funding that will allow Startup and then growth of the individual transportation systems across Oregon. As these systems get going or start growing with ridership, their needs will increase and so will the need for their funding.
2. Safety. Users of the system have an obligation to help fund transit services.
3. Need investments to buy right of way for transit stops.
4. I'd say the key is providing the resources that allow rural communities to define that for themselves. For some, on-demand services are most appropriate, and for others, connections to urban areas are the priority.
5. Significant increases in state funding to support accessible, reliable transit to a range of destinations, including intercity and dial-a-ride services.
6. More frequent service to hubs that tie into established transit. For example, Yamhill Transit to Sherwood/Tigard for TriMet. If you live in Newberg or McMinnville, you've gotta have all day if you intend to "ride the bus" to Portland.
7. More funding! Funding to support frequent, fast, reliable transit. Funding for transit ambassadors, social workers, mental health professionals (similar to MN's transportation package). Funding for fare reduction programs such as free transit for youth (ages 22

and under). Funding for service expansion. Funding for language accessible education and outreach. Funding for paratransit.

8. Increased frequency of regional connector routes and expanded service boundaries for Dial-A-Ride (on demand) services to serve more people.
9. Expanded funding for paratransit programs and regional bus routes to lower the cost.
10. I do not have the expertise to weigh in meaningfully on this question.
11. Increases in frequency.
12. Significant increases in state funding to support accessible, reliable transit to a range of destinations, including intercity and dial-a-ride services.
13. A use-fee model where transit is fully funded through ticket sales. This encourages transit providers to focus on actual customers, and provide a competitive advantage based on those riders' needs. When subsidized, transit is forced to cater to all, which ultimately dis-enhances the ridership experience.
14. More frequency. Consider increasing STIF funding whether through increased payroll taxes on employees or a new similar tax on employers.
15. Same answer as for urban areas above, plus: The one addition is increased investment in inter-city routes within regional transit systems (such as CET in Central Oregon, Kayak in the Umatilla/Hermiston/Pendleton region, etc.), that bring people from smaller communities to larger ones, and back, to meet their daily needs for jobs, education, health care, shopping, etc.
16. Increased funding is needed, acknowledging that rural riders frequently travel to other towns and cities to access work and services. Geographically, these routes often involve mountain passes that can be closed during the winter, and some of these services are located out of state.
17. More funding is needed, and service is increased, including ensuring it runs 7 days a week.
18. Significant increases in state funding to support accessible, reliable transit to a range of destinations, including intercity and dial-a-ride services.

19. Many rural providers don’t have enough funding to provide intercity connections along key transportation corridors. Many are also only able to run fixed route service from 8am-5pm Monday through Friday, and other cannot afford fixed route service at all. A significant increase in transit funding to tribes and small and rural providers is needed in order to make rural service a more viable option for more people.
20. We need significant increases in state funding to support accessible, reliable transit to a range of destinations, including intercity and dial-a-ride services. Service coverage expansions combined with increased frequency will enhance ridership in rural areas by reliably connecting rural residents to nearby towns, hospitals, and social services.
21. In rural areas, ridership is limited to certain demographic groups because of car dependency. Aging and people with disabilities, those recently retired from driving, and others would benefit from direct pick-up services rather than relying on inconsistent schedules along a planned route.
22. Many agencies struggle with coverage of rural areas, and if they are served, it could only be described as "lifeline" service. At best hourly, but could be 3-5 time daily with no weekend service. Rural residents deserve the same access as urban residents. Every pays the Statewide Transit Tax.
23. Significant increases in state funding to support accessible, reliable transit to a range of destinations, including intercity and dial-a-ride services.
24. Easier access to more frequent trips since things are very spread out.
25. Money, most of these services don't have enough.

What policy changes or investments can create safer infrastructure for transit services?

1. Understanding that the current funding at 50% to Highways, 30% to Counties and 20% to Cities doesn't really work in rural areas. There are typically more lane miles, sidewalks, bike paths and road crossings in rural Cities than rural Counties. I believe that a funding system that takes into account all of these factors not just a random percent figure per area needs to be created to give the appropriate amount of money per service provided.
2. Fare collection. Users of the system have an obligation to help fund transit services.

3. STIF Funding.
4. Dedicated lanes of travel and other forms of bus rapid transit, seem to work best to secure safety for riders, but make transit more efficient, hence promoting ridership. In most Oregon communities, transit can be designed to serve the needs of most people, including those who cannot or choose not to participate in active transportation like biking or walking. Investments in transit are the best way to implement a gradual transition away from single occupancy vehicles and will remain a more feasible option than walking or biking for most.
5. Significant increases in state funding to support frequent and reliable service, expand ridership, and retain key staff like transit ambassadors and social support staff.
6. It's all about availability of money. If there's money, the policies will come.
7. More funding! Funding to support frequent, fast, reliable transit. Funding for transit ambassadors, social workers, mental health professionals (similar to MN's transportation package). Funding for fare reduction programs such as free transit for youth (ages 22 and under). Funding for service expansion. Funding for language accessible education and outreach. Funding for paratransit. Same as previous answers because when we invest in the system, more people use it and make it inherently safer by having more eyes on the street. Funding would also allow for investments in infrastructure like lighting, restrooms, water refill stations, shelters, shade, etc.
8. Added security at high ridership stops and stations and on buses, investing in new vehicles to replace aging fleets, and better sidewalk connectivity and bicycle infrastructure to access transit stops and stations.
9. Funding for seating, shelter, trash cans, ample lighting at all transit stops.
10. I do not have the expertise to weigh in meaningfully on this question.
11. Increased ridership by any means helps to alleviate personal safety concerns through the "eyes on the street" effect.
12. Similar to Colorado, implement a fee on online deliveries, including on-demand parcel and food delivery services, to reduce rapidly growing vehicle miles travelled (VMT) generated by these trips and negative mobility, climate, and safety impacts. Program these funds towards, innovative active transportation investments and programs,

including transit. Amend the Oregon state constitutional restriction that limits use of funds generated through taxes on motor vehicles to allow funds to be used for noncapital, multimodal services like transit operations.

13. Buses are already 50x safer than passenger cars.
14. Make sure that people can easily and safely walk to bus stops. Enable STIF funds to invest in programs and investments that allow people to safely walk and bike to bus stops; for example by creating safer crossings of busy streets near to the bus stops. Make sure that the STIF grant program materials are set up for these kinds of investments -- for example, they may be currently allowed but the applications are geared to providing bus service or bus purchases. Give cities a stronger role in programming STIF funds as local elected officials and city staff are more aware of local needs around pedestrian safety in getting to bus stops.
15. Investments in: Safe and abundant walking is an essential component to increase transit use/ridership (and to reduce VMT and achieve our CFEC goals); well-lit and sheltered bus stops; increased safety of and access to walking and biking networks; mobility hubs—for the last mile between the bus top and home.
16. Investment in public safety.
17. Unarmed transit support staff connected to social services, TriMet has a great model.
18. Significant increases in state funding to support frequent and reliable service, expand ridership, and retain key staff like transit ambassadors and social support staff.
19. Per the National Transit Database, traveling by transit is statistically ten times safer than traveling by car. The most important investments in transit infrastructure are investments to improve the safety of the pedestrian infrastructure used to access transit. Additionally, transit providers have been forced to increase investments in safety and security workforce and technology in recent years in response to growing public safety issues In Oregon's public spaces. Additional funding for transit is needed to manage these increased costs.
20. An equitable increase in STIF funding will help to support frequent and reliable service, expand ridership, and retain key staff like transit ambassadors and social support staff.

21. Better lighting and covered structures at bus stops. Make it more comfortable to wait for the bud.
22. Better sidewalks, Bus Only or BAT lanes, Transit Signal Priority upgrades on main thoroughfares.
23. Significant increases in state funding to support frequent and reliable service, expand ridership, and retain key staff like transit ambassadors and social support staff.
24. Invest in public safety, ensure folks are paying tolls, and restrict access to where you board.
25. Dedicated lanes.

Appendix A – Survey Instrument

Instructions: This survey will be issued to each member of Workgroup Two: alternates should not take this survey unless their primary member cannot. This survey will be added as an appendix to the Report Out form for Workgroup Two. The Report Out Form will be given to members of the Joint Committee on Transportation.

1. In your mind, what would a balanced multi-modal transportation system look like?
2. The 2017 transportation package passed key revenue sources for public and active transit. Are there other revenue sources, that were not covered in this workgroup, that you think the legislature should consider to bolster these program areas?

For Active Transit

1. For bicyclists, what key investment would make them feel safer on our roadways?
2. For pedestrians, what key investment would make them feel safer on our roadways?
3. What policy changes or investments can create more use of active transit facilities?
4. What are the key barriers to increasing the use of bike and pedestrian facilities in **urban** areas?
5. What are the key barriers to increasing the use of bike and pedestrian facilities in **rural** areas?

For Passenger/Freight Rail

1. For rail, what key investment would enhance ridership?
2. What policy changes or investments can create safer infrastructure for rail services?
3. What policy changes or investments can create more equity for rail services?

For Transit

1. For transit, what key investment would enhance ridership in **urban** areas?
2. For transit, what key investment would enhance ridership in **rural** areas?
3. What policy changes or investments can create safer infrastructure for transit services?