



**Report from the Oregon Legislature's
Joint Committee on Transportation's Listening Tour
Published December 2024**

Move Oregon Forward

Healthy, affordable, and thriving communities run on transportation. Imagine: streets where children can safely walk to school, older adults can enjoy daily exercise, people using mobility devices can travel freely, and public transit ensures you reach your destination on time. **As Oregon considers changing how we fund our transportation system, we need to ensure that every dollar delivers on our safety, climate, and air quality goals while expanding financially sustainable, and well maintained transportation choices for all Oregonians.**

Our campaign is powered by active transportation, climate, and environmental justice organizations from across the state. We are working together to pass forward-thinking legislation in 2025 and beyond that helps to benefit every Oregonian in rural and urban communities.

Learn more at moveoregonforward.org.

Steering Committee



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Introduction and Purpose

The Oregon Legislature is working to develop and pass a transportation funding package in the 2025 legislative session. The primary motivation for a new funding package is to address the widening transportation budget gaps due to decreased revenue from the gas tax and rising infrastructure and maintenance costs resulting from inflation. Additionally, since the last transportation package in 2017 better addressed the needs of nondrivers in Oregon through historic investments in public transportation, Safe Routes to School, Oregon Community Paths (multiuse trails), and more, the state is realizing exactly what level of funding is needed to maintain and improve the transportation system across modes.

The purpose of this report is to summarize and uplift what Oregonians shared across the state in-person, virtually, and through written testimony during the committee's tour. As community organizations, we want to ensure our advocacy is aligned with Oregonians' needs and that they are uplifted throughout the development of the package. We also hope this report will make it easy for people across the state, including legislators who are new next session, to learn what was shared during the tour. We look forward to returning to this report after the legislative session to see how Oregonians' comments shaped the final transportation funding package.

See Appendix A for Methodology and Acknowledgements.

Conclusion

Listening tour participants across the state made their transportation priorities clear. Despite the geographic and demographic diversity across Oregon, our transportation needs are quite similar. Everyone needs a safe and efficient way to travel, with or without a car, on a transportation system that is well maintained.

Our data collection and analysis largely supports the [tour summary presented by the Joint Committee on Transportation Co-Chairs](#) during the legislative workgroup meetings. The main difference is in the state's summary, everything is presented

with equal weight. This can be helpful for uplifting underrepresented groups and issues, but it is not as helpful for prioritizing investments on a budget and funding strategies on a deadline. We hope our report can inform lawmakers when they're making tough decisions in the upcoming legislative session.

Key Takeaways

We wanted to know what Oregonians care about, so we attended all the events and tallied all the written (767+ submissions) and oral (350 people) testimony from the public hearings. There were obvious themes that stood out.

Of the approximately 1,160 pieces of testimony submitted as part of the listening tour, the five issues heard most frequently were the following:

- 64.2% – Invest in public transportation
- 37.2% – Invest in active transportation
- 21.2% – End investments in freeway expansions
- 18.7% – Invest in operations, maintenance, and preservation
- 7.8% – Invest in seismic resilience

These themes were consistent across the state. We are excited that the public voice aligns with the positions of Move Oregon Forward: Oregonians are ready for a transportation system that heavily invests in public and active transportation over single-occupancy vehicles and they want the system to be safe, sustainable, well maintained, and earthquake resilient.

Statewide Priorities

See Appendix B for complete data.

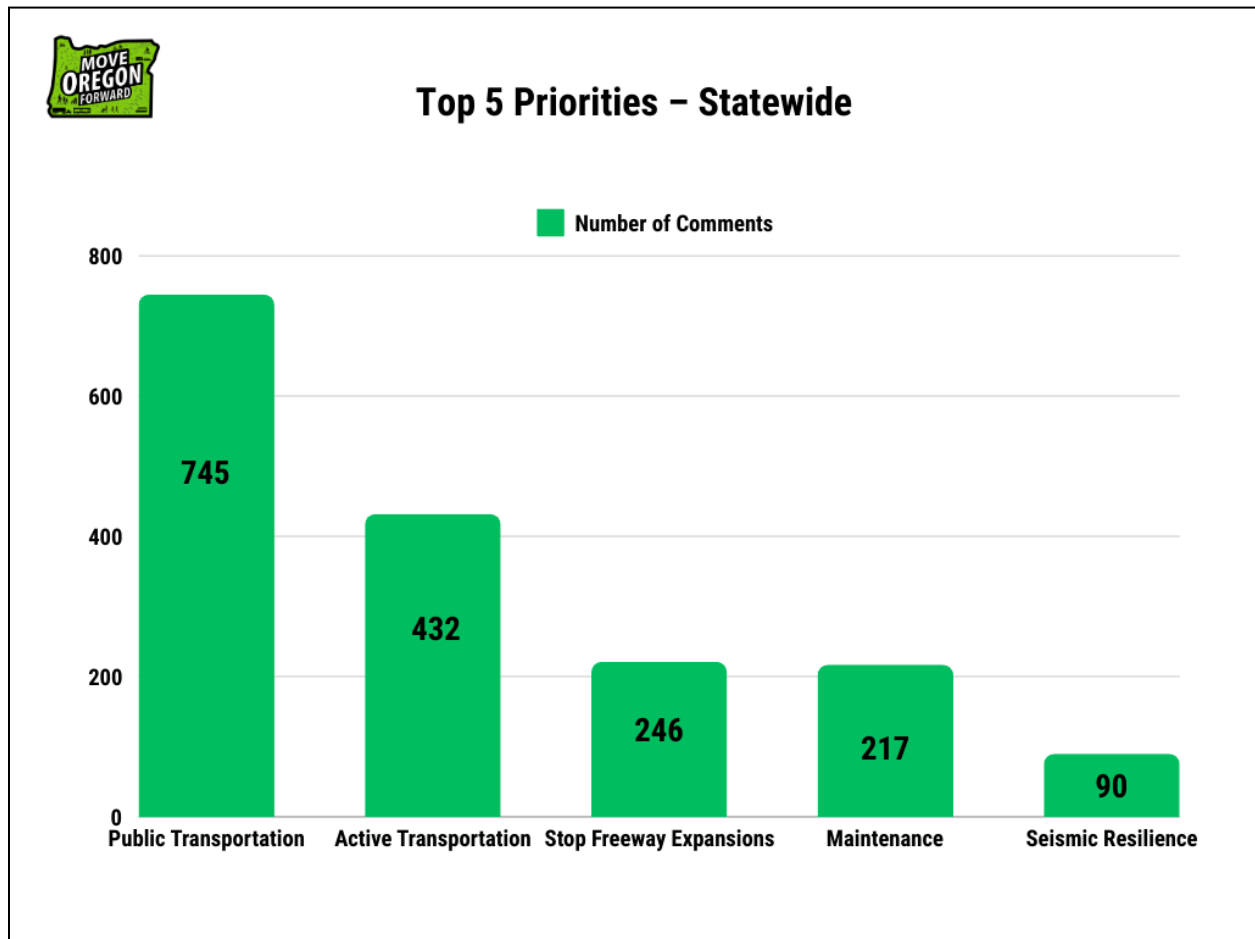
Statewide Participation

The state reported the following numbers for listening tour participation:

- 350 oral testifiers
- 767 written testifiers

This equals 1,117 participants.

We did not count individuals, but rather individual pieces of testimony, so our total count was slightly higher at 1,160 total pieces of testimony – indicating that approximately 43 people submitted multiple pieces of testimony.



The top five priorities across the state were public transportation, active transportation, stopping freeway expansions, system maintenance, and seismic resilience.

The 745 comments in support of **public transportation** are broken down as follows:

- Transit (generally) – 453 comments (60.8%)
- Passenger rail – 119 comments (15.97%)
- Paratransit – 87 comments (11.68%)
- Rural transit – 86 comments (11.54%)

The 432 comments in support of **active transportation** are broken down as follows:

- Improving and completing bicycle and pedestrian networks – 303 (70.14%)
- Safe Routes to School – 56 (12.96%)
- Oregon Community Paths (trails, multiuse paths) – 52 (12.04%)
- Micromobility – 21 (4.86%)

Legislative Workgroups

In October 2024, the Joint Committee on Transportation kicked off three workgroups composed of legislators, local government officials, advocates, and business stakeholders.

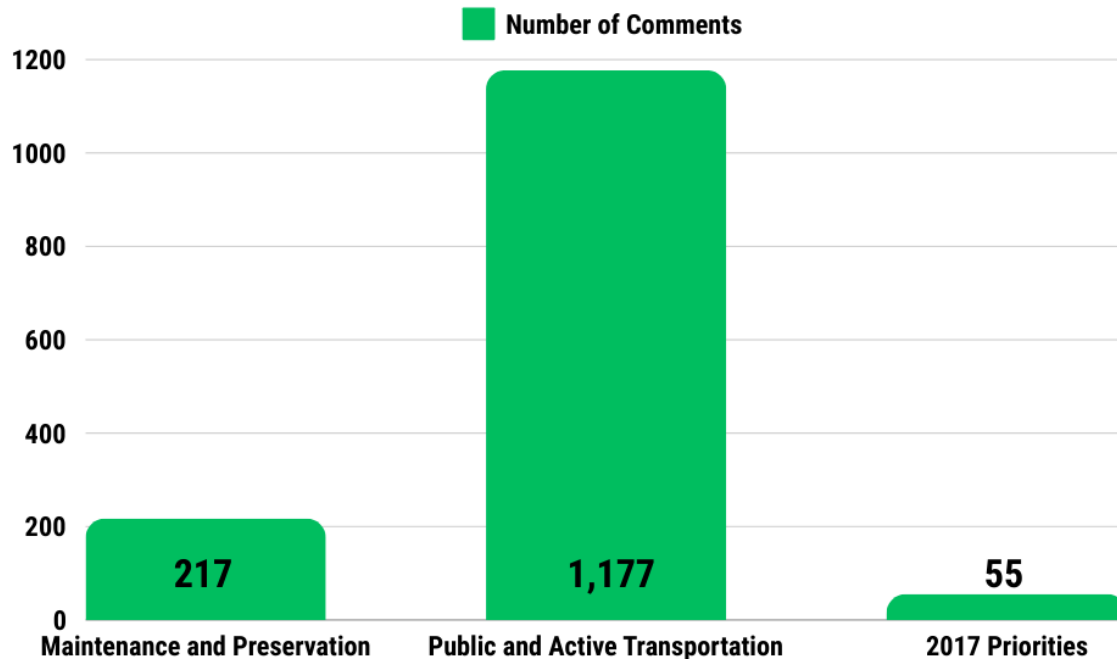
The workgroups include:

- Back-to-Basics: Maintenance and Preservation
- Public and Active Transit
- Finishing 2017 Priority Commitments

When testimony totals are grouped according to workgroup focus areas, there are drastic differences apparent in the priorities of Oregonians and the priorities of the state.



Statewide Comments Categorized by Workgroups



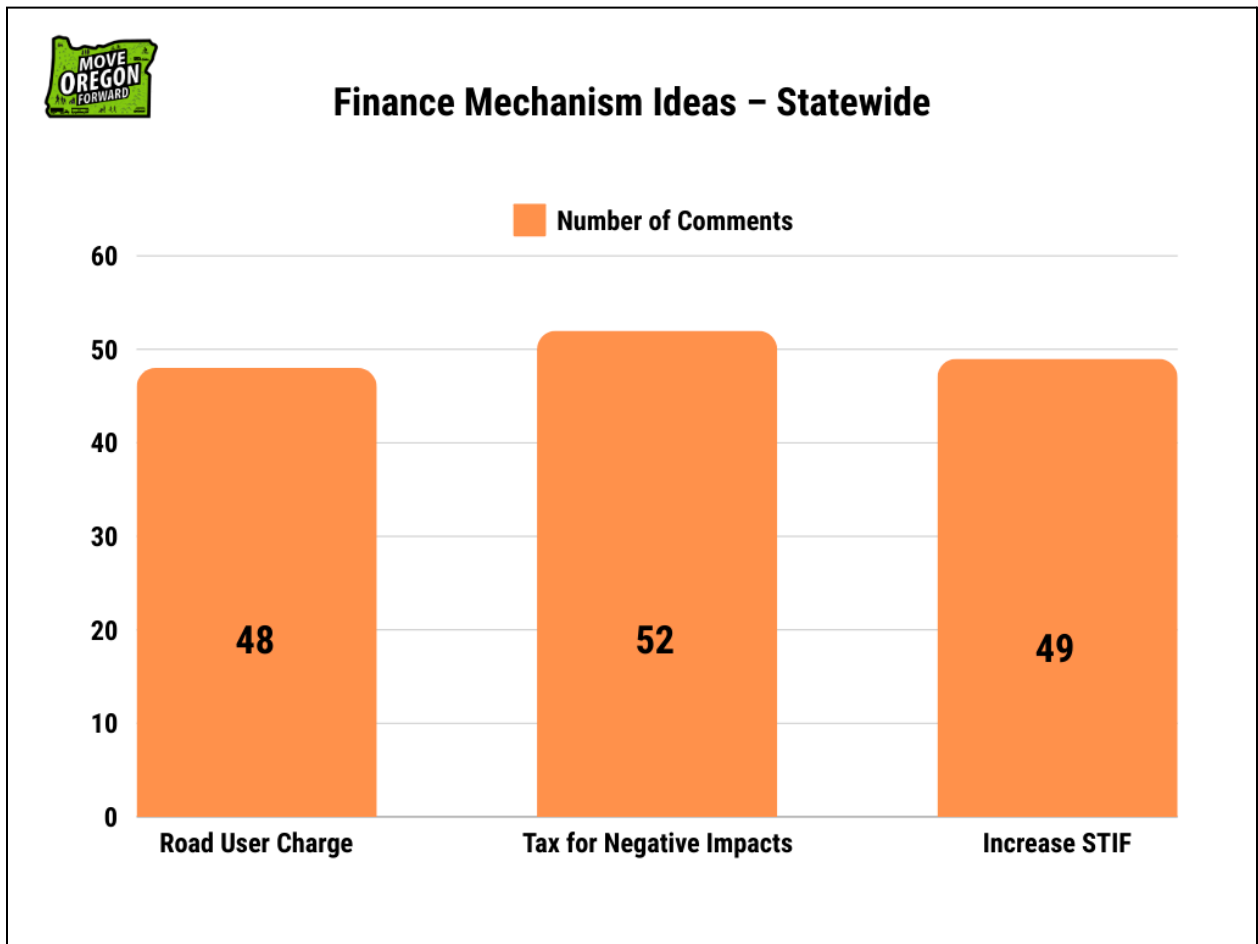
- Back-to-Basics
 - 217 comments supported funding for operations and maintenance
- Public and Active Transit
 - 1,177 comments total supported public and active transportation (as a reminder, the reason this number is higher than the total pieces of testimony is because one piece of testimony can weigh in on multiple issues, and public and active transportation are separate issues).
 - 745 of those comments supported funding public transportation
 - 432 of those comments supported funding active transportation
- Finishing 2017 Priority Commitments
 - 55 comments supported funding freeway or highway expansions. (This includes both currently planned projects around the state and suggested ones. Many comments were about roads outside the

Portland metro area. There were not enough comments specific to 2017 projects to make them their own tallying category.)

Transportation Revenue

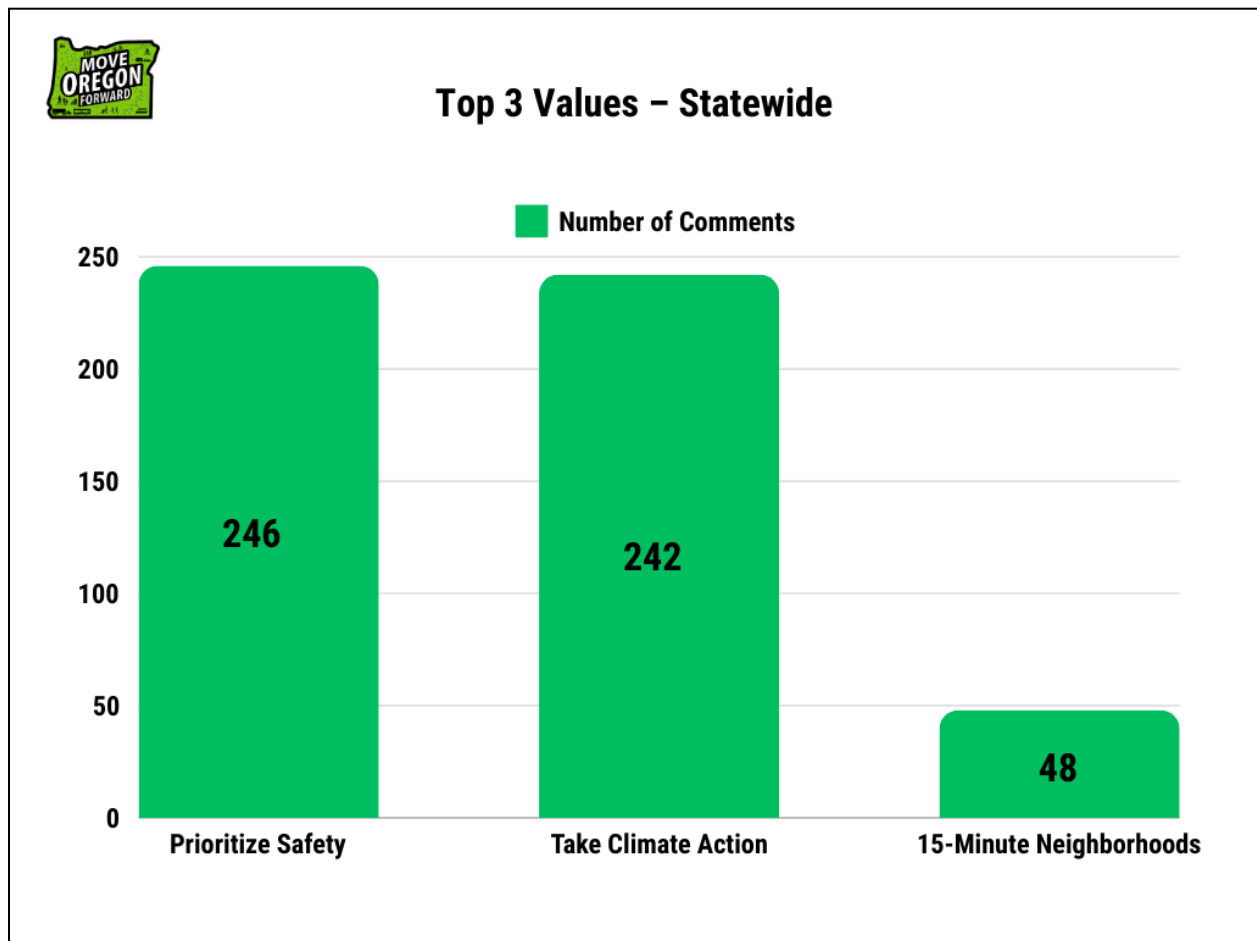
While Oregonians generally weighed in less on potential finance mechanisms than on the issues they’re experiencing with the transportation system, the 1,000+ testifiers did propose a few dozen solutions to the state’s funding problems.

By far, the most popular finance mechanisms proposed were fees based on vehicle weight and impact on the system (52 comments), and a road user charge (48 comments). 34 comments also expressed concerns about impacts of any new fees on Oregonians with lower incomes, and 31 supported increasing the tax that funds public transportation.



Transportation Values

Many comments focused on policy changes or values that are important to Oregonians when thinking about changes to the transportation system.



- 246 comments supported prioritizing safety of the transportation system
- 242 comments supported taking climate action
- 48 comments supported development of compact, mixed-use neighborhoods

Regional Priorities

See Appendix B for complete data for each date.

Portland



Photo courtesy of 1000 Friends of Oregon by Sarah Yeoman

Public Hearing

June 4, 2024

Portland Community College – Cascade Campus, Moriarty Auditorium

705 N Killingsworth Street, Portland, OR 97217

Participation*

*More people signed up to testify than time allowed, so both participants and total sign-ups are noted.

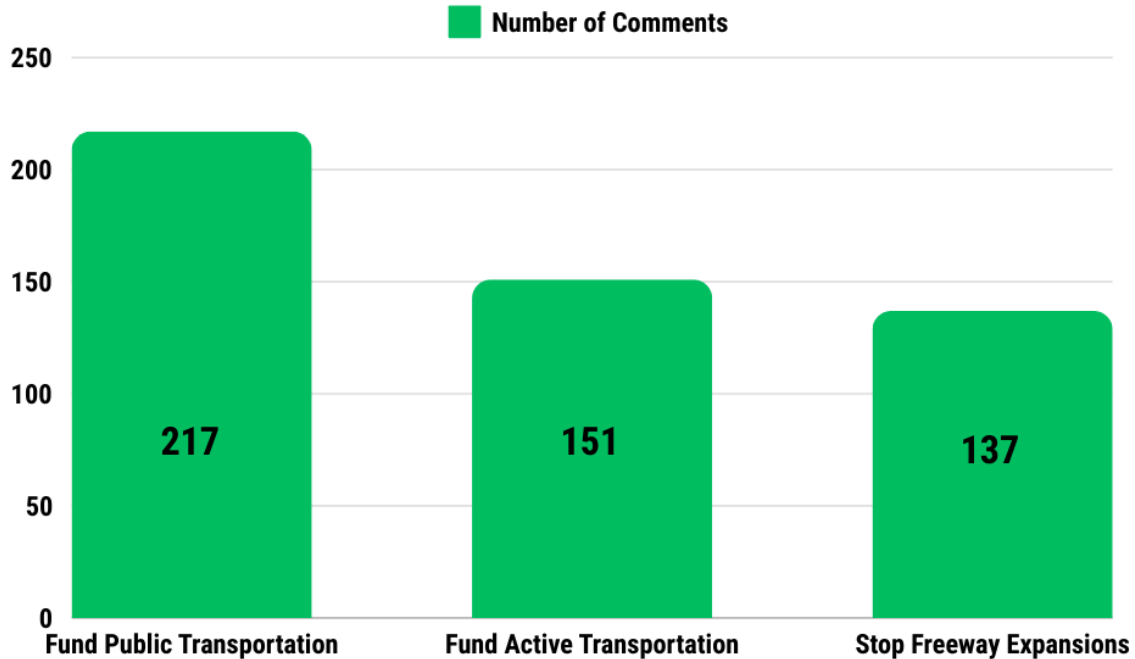
In-Person: 39/79

Virtual: 0/1

Written Submissions: 275



Top 3 Priorities – Portland, OR



The top three priorities in Portland were public transportation, active transportation, and halting freeway expansions.

Comments in support of **public transportation** also included specific callouts for the following:

- Paratransit
- Passenger rail
- Rural transit
- MAX tunnel through downtown
- Operator recruitment and retention
- Service hours (more night service, expanded WES [Westside Express Service] hours)
- More routes (WES to Salem, SW Corridor)
- Transit electrification

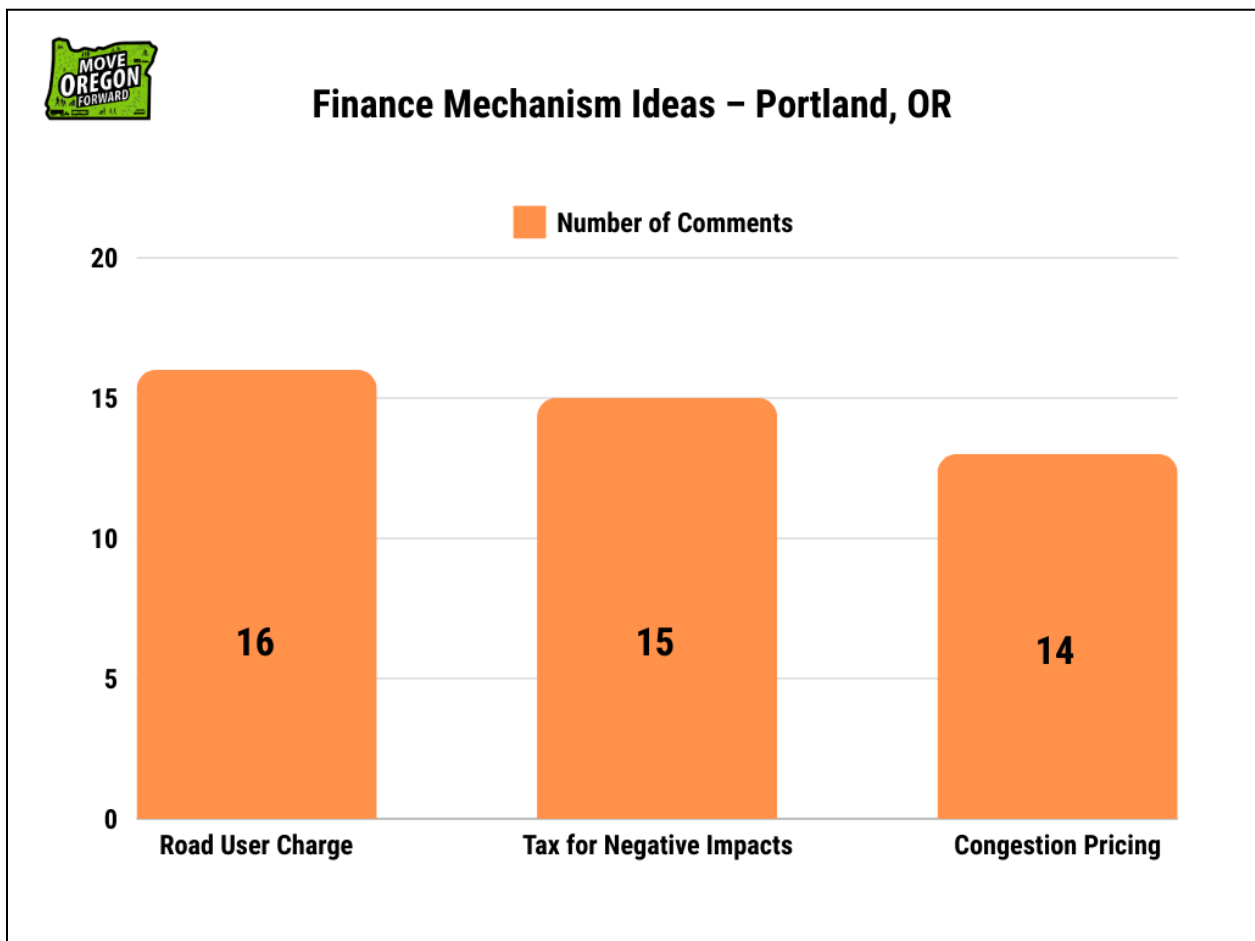
- Personal safety
- Climate resilience (e.g., better bus shelters)

Comments in support of **active transportation** also included specific callouts for the following:

- Bike and pedestrian network completion and improvements
- Safe Routes to School
- Oregon Community Paths

Other priorities included:

- Seismic resilience (several local bridges in North Portland were mentioned)
- Addressing system safety to reduce fatal and serious injury crashes
- Operations and maintenance funding
- Aligning transportation policies and investments with climate action



The three standout **finance mechanisms** of interest included:

- Road user charge (taxing drivers based on mileage)
- Taxing people based on their impacts on the system (heavier vehicles are more damaging to roads and due to size are more dangerous for vulnerable road users)
- Congestion pricing with the revenue being invested in multimodal transportation options (this is different from tolling to raise revenue for megaprojects as was previously attempted)

Several other creative finance mechanisms were mentioned, but generally there was less input and consensus on financing.

In terms of **values**, 99 comments supported taking climate action, 60 comments supported prioritizing safety of the transportation system, and 25 supported the development of compact, mixed use communities.

Stakeholder Roundtable

Key priorities from Portland included operations and maintenance, meeting climate and safety goals, creating and preserving good jobs, seismic and emergency resilience, electrification of the transportation system, public transportation, and completing regional freeway projects. Stakeholders also seemed to draw consensus around the need to transition to a road user charge.

Tillamook



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

June 18, 2024

Port of Tillamook Bay, Officer's Mess Hall, 6825 Officer Row, Tillamook, OR 97141

Participation

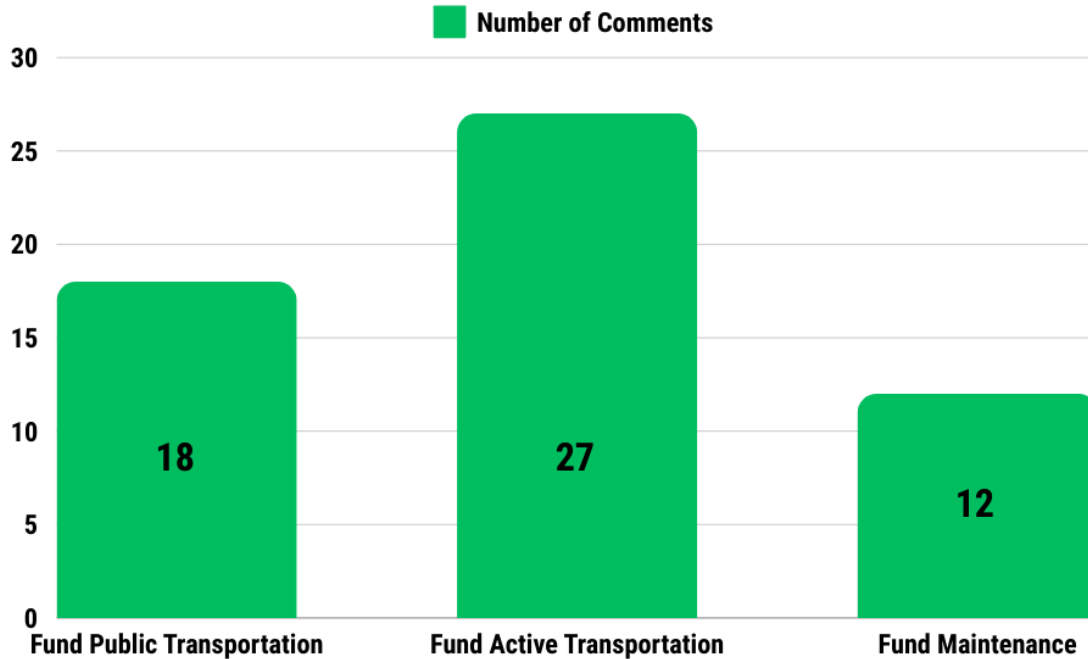
In-Person: 31

Virtual: 1

Written Submissions: 35



Top 3 Priorities – Tillamook, OR



The top three priorities in Tillamook were active transportation, public transportation, and safety.

Comments in support of **public transportation** also included specific callouts for the following:

- Rural transit
- Paratransit
- Regional and intercity connections along the coast and to the valley

Comments in support of **active transportation** also included specific callouts for the following:

- Bike and pedestrian network improvements
- Safe Routes to School
- Oregon Community Paths

- Salmonberry Trail
- Tillamook–Netarts–Oceanside–Cape Meares Lighthouse trail

Tillamook had **no standout finance mechanisms** suggested through public comments. Four people said they don't want to see new taxes at all and one wanted to see voter approval on all new taxes. Other suggestions were progressive funding mechanisms, making EVs pay their fair share, and addressing the Highway Cost Allocation Study imbalance.

Values Tillamook supported included prioritizing system safety [14], increased ODOT accountability and transparency [5], geographic equity in distribution of funds [3], and protecting the 50/30/20 split and the Small County Allotment program [2].

Stakeholder Roundtable

Key priorities included: seismic and environmental resilience, maintenance and operations, rural highways, sustaining local funding from the state, and bridge maintenance. They suggested funding mechanisms which can capture revenue from tourists flooding their transportation systems, a road user charge, indexing mechanisms to inflation, and overall diversification of funding sources.

Albany



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

July 16, 2024

Tripp Theater, Takena Hall, Linn-Benton Community College, 6500 Pacific Blvd SW,
Albany, OR 97321

Participation

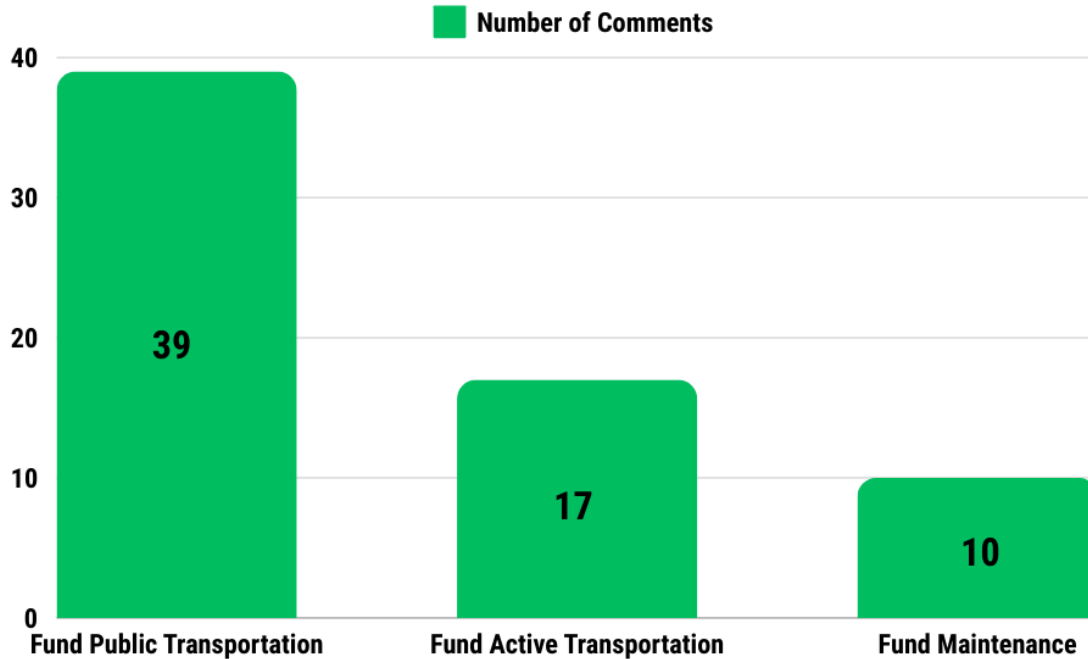
In-Person: 22

Virtual: 1

Written Submissions: 29



Top 3 Priorities – Albany, OR



The top three priorities in Albany were public transportation, active transportation, and operations and maintenance.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Passenger rail
- Paratransit
- Rural transit
- Building light rail in the Albany/Corvallis area
- Intercity transit connections
- Willamette Valley passenger rail that connects to Eugene

Comments in support of **active transportation** also included specific callouts for the following:

- Bike and pedestrian network improvements
- Micromobility
- Safe Routes to School
- Oregon Community Paths

Other priorities included:

- Halting freeway or highway expansions
- EV rebates and electrification
- Expanding freeways or highways
- Bridge improvements

The two standout **finance mechanisms** in Albany were:

- Support for increasing STIF / Oregon Transit Tax
- Taxing people based on their impacts on the system (heavier vehicles are more damaging to roads and due to size more dangerous for vulnerable road users)

The primary **values** mentioned in Albany included: taking climate action [10], prioritizing system safety [8], support for compact, mixed-use neighborhoods [3], concern over car traffic increases from new housing [3], and prioritization of roundabout use over signals [3].

Stakeholder Roundtable

The main themes were safety, multimodal transportation options, and operations and maintenance. There was also discussion of bringing back the tolling conversation and establishing a road user charge.

Eugene



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

July 17, 2024

Lane Events Center, 796 W 13th Ave, Eugene, OR 97402

Participation

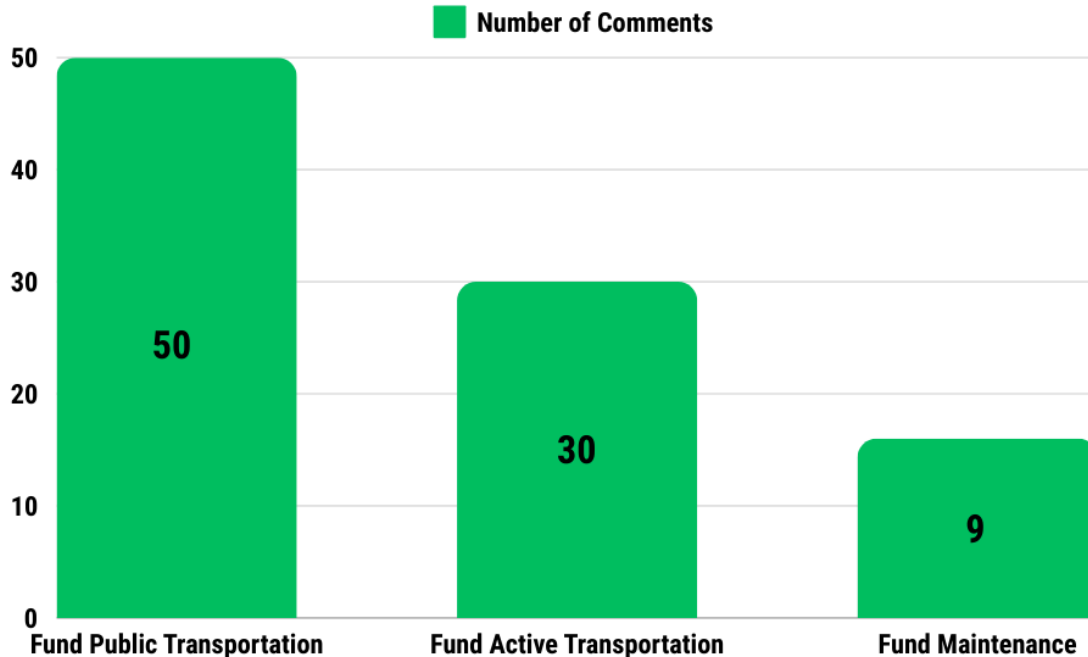
In-Person: 42

Virtual: 2

Written Submissions: 27



Top 3 Priorities – Eugene, OR



The top three priorities in Eugene were public transportation, active transportation, and operations and maintenance.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
- Paratransit
- Passenger rail (including a suggestion of using it as a way to connect more of Southern Oregon)

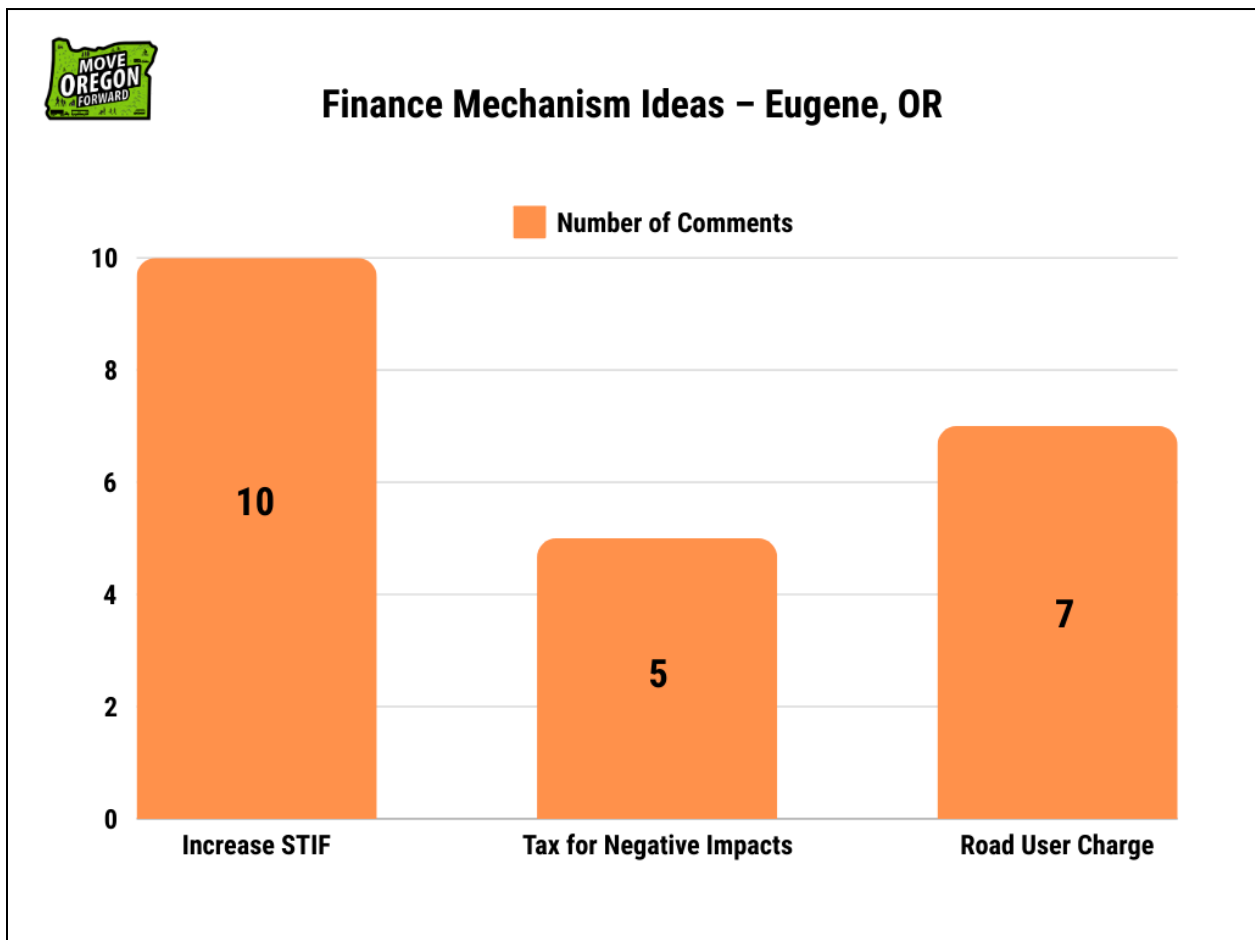
Comments in support of **active transportation** included specific callouts for the following:

- Bike and pedestrian network improvements

- Oregon Community Paths
- Safe Routes to School
- Sidewalk maintenance, especially related to street trees

Other priorities included:

- Seismic resilience
- EV rebates and electrification
- Halting freeway expansions



Eugene's primary finance mechanisms of interest included:

- Increasing STIF / Oregon Transit Tax
- Road User Charge

- Taxing people based on their impacts on the system (heavier vehicles are more damaging to roads and due to size more dangerous for vulnerable road users)

About a dozen other financing mechanisms were suggested; see the full list in the attached spreadsheet at the end of this report.

The main **values** Eugene commented on were support for prioritizing system safety [16], taking action on climate [9], increased traffic enforcement [4], supporting compact, mixed-use neighborhoods [4], and protecting the 50/30/20 split [3].

Stakeholder Roundtable

Key themes included: safety, multimodal transportation options, seismic resiliency, maintenance and operations, and active transportation. Finance mechanisms suggested were similar to other cities, including a road user charge, increasing STIF, indexing to inflation, and maintaining local funding.

Coos Bay



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

August 7, 2024

Marshfield High School, Heritage Hall S, 10th & Ingersoll St, Coos Bay, OR 97420

Participation

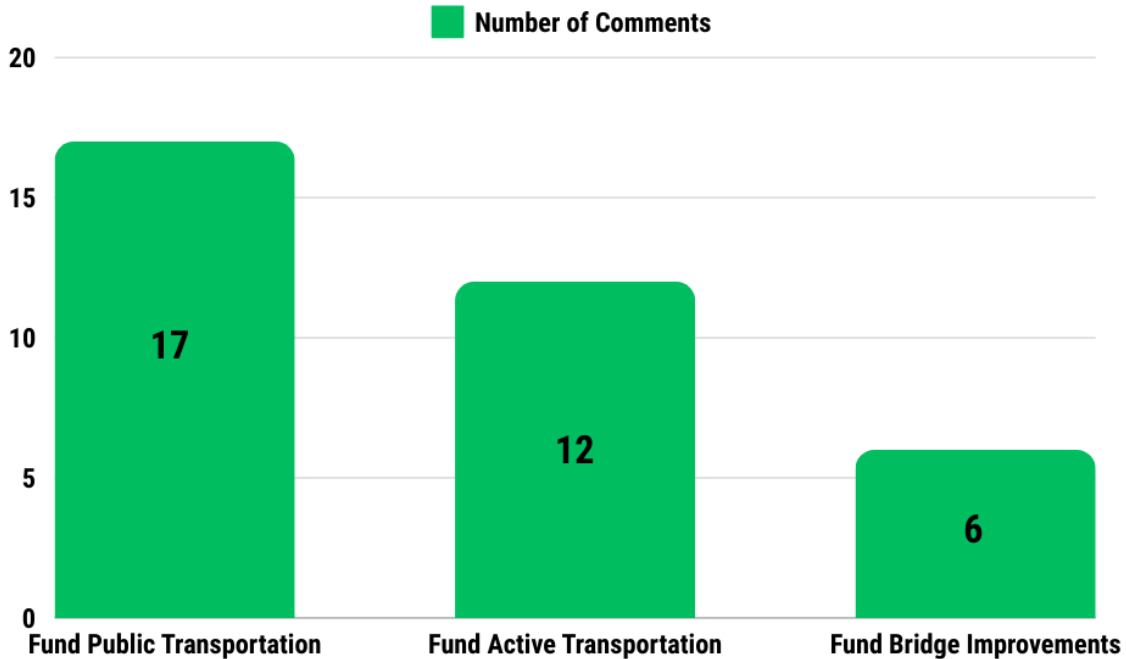
In-Person: 18

Virtual: 1

Written Submissions: 16



Top 3 Priorities – Coos Bay, OR



Coos Bay's top three priorities were public transportation (including transit generally, rural transit, and passenger rail), active transportation (including bike/ped network improvements, micromobility, Safe Routes to School, and Oregon Community Paths), and bridge improvements.

Other priorities included:

- Operations and maintenance
- Great Streets
- Medium-Heavy Duty vehicle electrification
- EV rebates and electrification generally

With Coos Bay having lower overall participation, there weren't as many **finance mechanisms** touched on in comments. Ones mentioned included increasing STIF / Oregon Transit Tax, rebalancing the Highway Cost Allocation Study, indexing

everything to inflation, no new gas taxes, raising registration fees, and no new delivery or freight tax.

The **values** or other policy ideas mentioned included prioritizing system safety [2], hydrogen and other alternative fuel sources [2], opposition to large dredging projects [2], pedestrian prioritization at signalized crossings [1], protecting the 50/30/20 split [1], and allowing freight in carpool lanes [1].

Stakeholder Roundtable

Coos Bay included the following shared themes: active transportation, safety, maintenance and operations, and public transportation. While there weren't many specific finance mechanisms mentioned in this discussion, people generally want to see revenue from visitors benefit their local transportation system, user-pays equity, and diversified and sustainable funding sources.

Medford



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

August 8, 2024

Jackson County Expo Center, Mace Building, 1 Peninger Street, Central Point, OR
97502

Participation

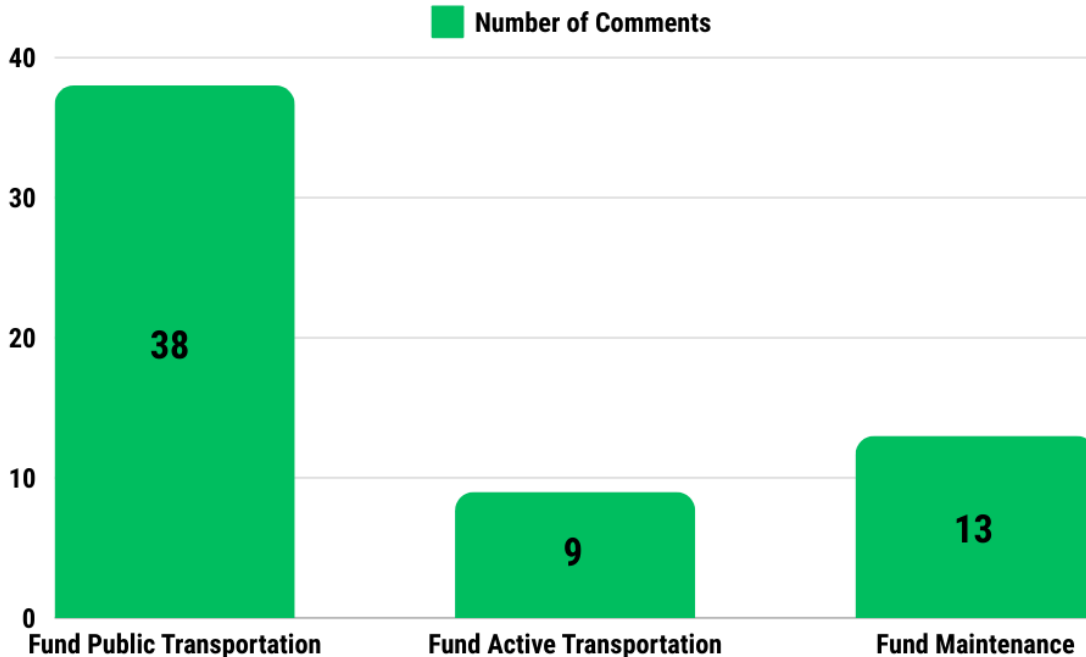
In-Person: 19

Virtual: 2

Written Submissions: 22



Top 3 Priorities – Medford, OR



The top three priorities shared in Medford were public transportation, operations and maintenance, and active transportation.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
- Paratransit
- Passenger rail (as intercity transportation; along the coast)
- Grants Pass Transportation Hub

Comments in support of **operations and maintenance** included specific callouts for Highway 101 and rest areas.

Other priorities included:

- EV rebates and electrification
- Wildlife crossings

Medford gravitated toward a few specific **financing mechanisms or values**, including mitigating financial impacts to low-income communities, establishing a road user charge, and taxing people based on their impacts on the system. For the most part, comments were supportive of finding a funding solution.

Many commenters' **values** included system safety [8], climate action [8], supporting compact mixed-use neighborhoods [6], protecting the 50/30/20 split [4], and prioritizing emergency response routes [4].

Stakeholder Roundtable

Key themes included: jurisdictional transfers, safety, operations and maintenance, bridge improvements, public and paratransit, and Safe Routes to School. They mentioned finance mechanisms such as a road user charge, tolls, indexing to inflation, and increasing STIF.

Ontario



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

August 28, 2024

Treasure Valley Community College, Four Rivers Cultural Center, Meyer McLean Memorial Theater, 650 College Blvd, Ontario, OR 97914

Participation

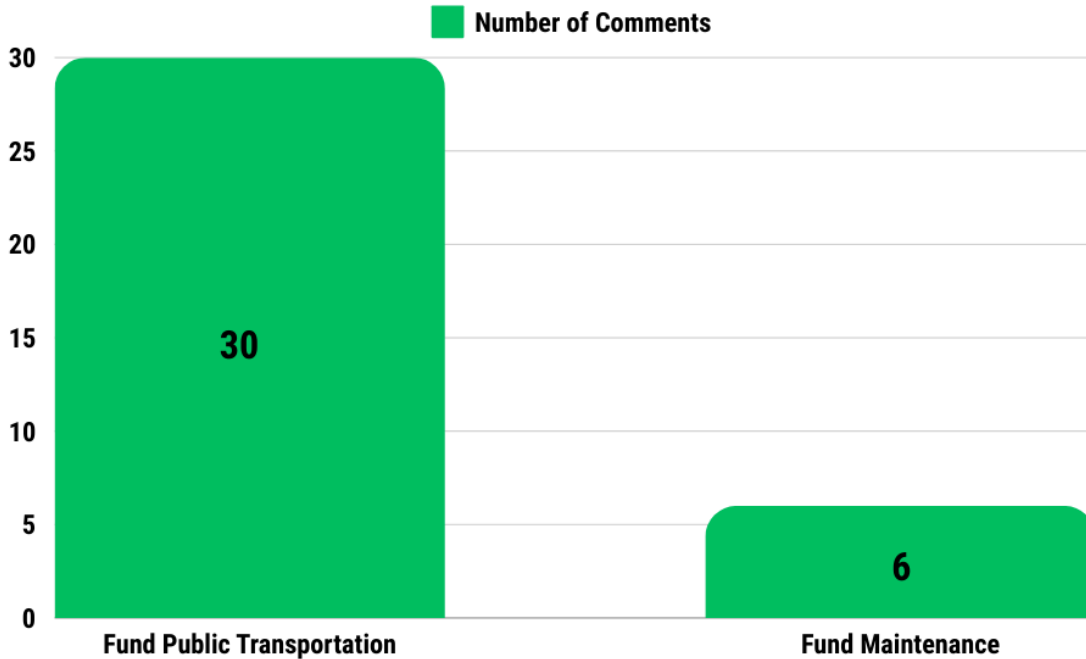
In-Person: 9

Virtual: 0

Written Submissions: 19



Top Priorities – Ontario, OR



Ontario's top priorities were public transportation and operations and maintenance.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
- Paratransit
- Passenger rail (restore Amtrak Pioneer line)
- Affordable on-demand transit, taxis, or rideshare options

Due to limited participation, the only **finance mechanism** with more than one comment was increasing STIF / Oregon Transit tax, which had three supporting comments. **Values** mentioned were climate action [4] and system safety [2].

Stakeholder Roundtable

Main themes raised included: the need for stable and sufficient funding for all modes, maintenance and operations, geographic parity in investments, safety, and meeting the needs of nondrivers. There were mixed feelings about potential funding mechanisms and the equity impacts they may have on tribal communities and people who feel they're already paying a lot without seeing improvements in their communities.

Hermiston



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

August 29, 2024

Eastern Oregon Trade and Event Center, Great Room, 1705 E. Airport Road,
Hermiston, OR 97838

Participation

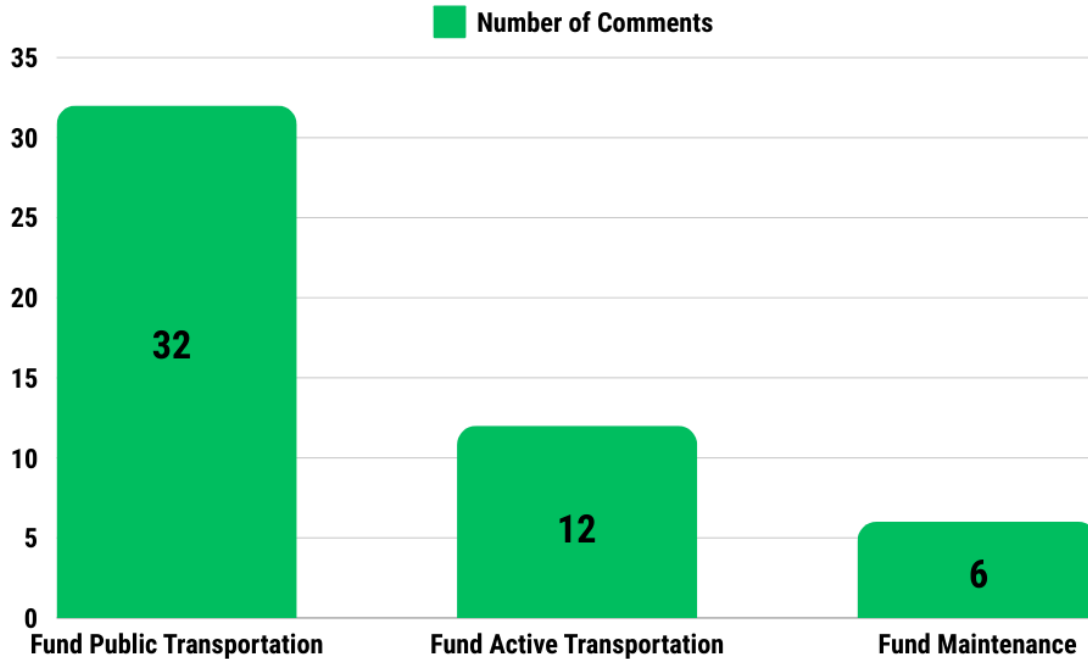
In-Person: 14

Virtual: 1

Written Submissions: 16



Top 3 Priorities – Hermiston, OR



Hermiston's top three priorities included public transportation, active transportation, and operations and maintenance.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
- Paratransit
- Passenger rail (restore Amtrak Pioneer line)
- Transit hub needed in Boardman

Comments in support of **active transportation** included specific callouts for the following:

- Bike and pedestrian network improvements

- Oregon Community Paths
 - Umatilla River Trail
 - Joseph Branch Trails
- Safe Routes to School

With low participation, Hermiston didn't have strong consensus around any **finance mechanisms**. A couple mentions included ensuring EVs pay their fair share, a Road User Charge, and increasing STIF / Oregon Transit Tax. The top **values** mentioned included system safety [5], taking climate action [4], and increasing weight limits for trucks [3].

Stakeholder Roundtable

Key priorities included: active transportation, safety, maintaining the 50/30/20 split, meeting the needs of nondrivers, and maintenance and operations. Funding tools were once again similar to other cities with mentions of a road user charge, tolling, and EV fees. There was also an emphasis on mitigating financial impacts to lower income communities.

Bend



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

September 12, 2024

OSU Cascades Campus, Ray Hall, 1500 SW Chandler Avenue, Bend, OR 97702

Participation

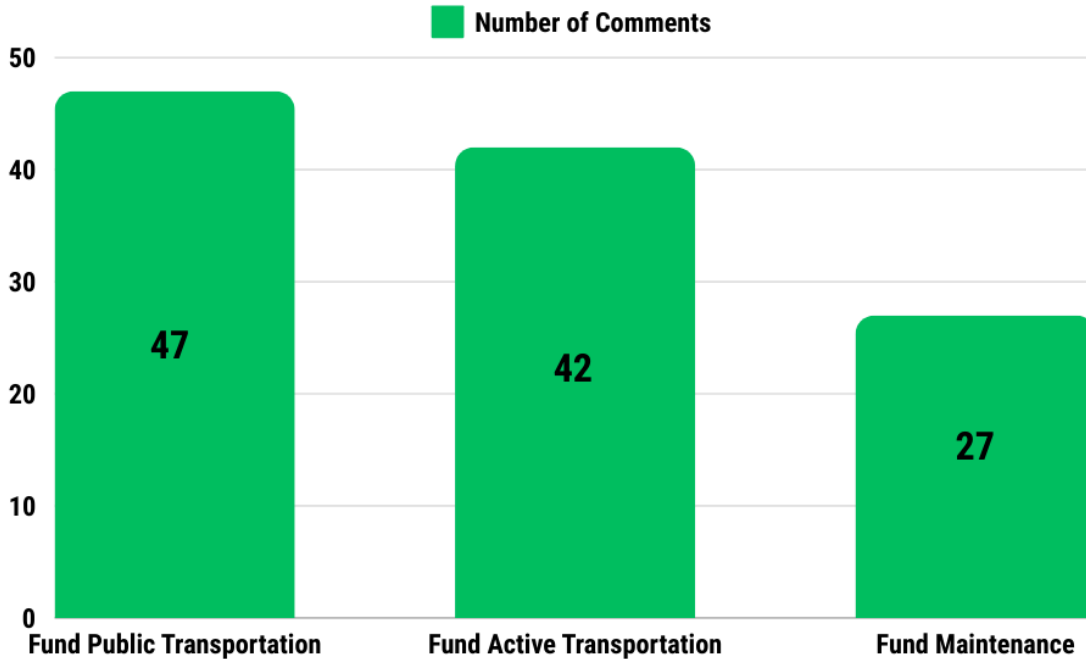
In-Person: 40

Virtual: 2

Written Submissions: 42



Top 3 Priorities – Bend, OR



Bend's top three priorities included public transportation, active transportation, and operations and maintenance.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
- Paratransit
- Passenger rail
- Transit operator workforce shortage
- Evening service needed
- No connections to Amtrak
- Services needed to major destinations like the airport and amphitheater
- Desire for intercity transit and rail connections

Comments in support of **active transportation** included specific callouts for the following:

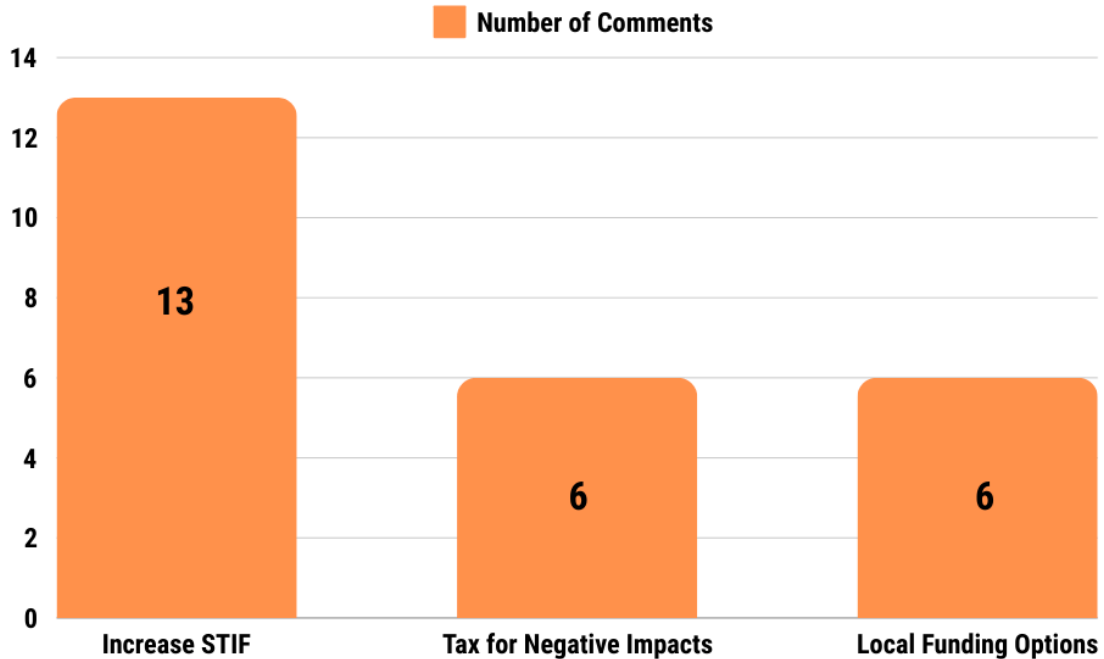
- Bike and pedestrian network improvements
 - La Pine/Three Rivers/Oregon Water Wonderland; Wilson Avenue; Drake to Juniper Corridor
- Oregon Community Paths
 - Lava Butte–Bend–La Pine Path
- Safe Routes to School
- Micromobility

Other priorities included:

- Small County Funding
- Halting freeway expansions
- Bridge improvements
- Great Streets



Finance Mechanism Ideas – Bend, OR



Bend commenters provided a decent number of suggestions for **finance mechanisms** including increasing the STIF, increasing local funding options, and taxing people based on their impacts on the system.

Bend's top **values** included system safety [32], taking climate action [20], and coordination of multimodal transportation connections [10].

Stakeholder Roundtable

Key priorities included: safety, operations and maintenance, public and active transportation, and parking management to incentivize mode shifting. Finance mechanism suggestions from this group were the same as most of the state, suggesting a road user charge and EVs paying their fair share. People also suggested making DMV pay for itself.

The Dalles



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

September 13, 2024

The Dalles Middle School Commons, 1100 East 12th Street, The Dalles, OR 97058

Participation

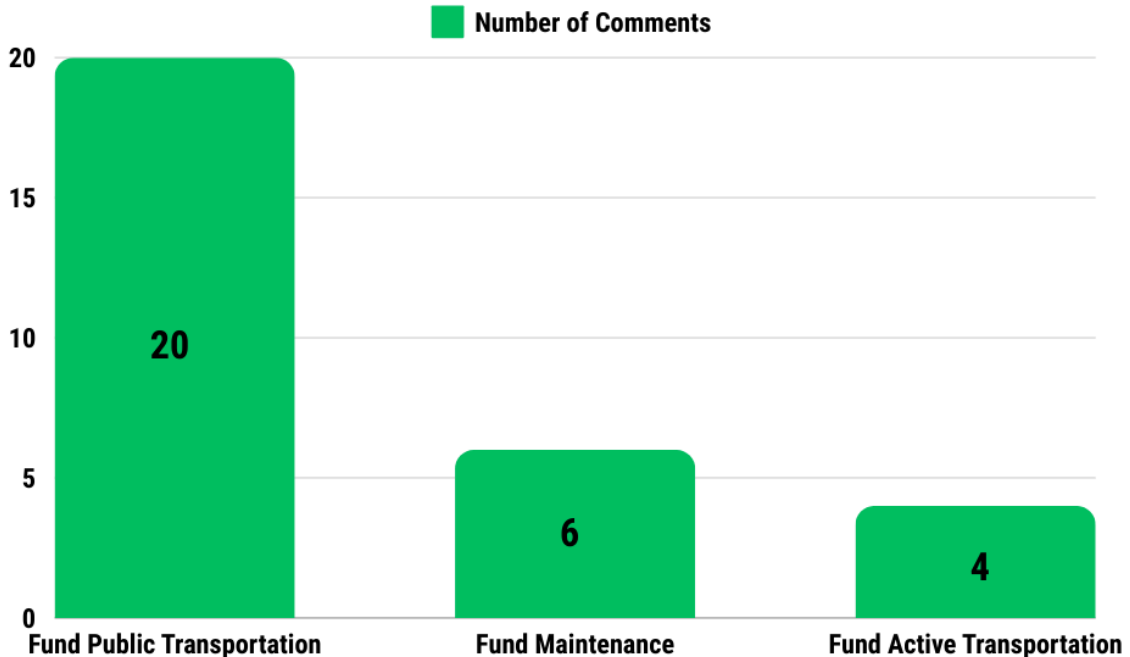
In-Person: 15

Virtual: 0

Written Submissions: 10



Top 3 Priorities – The Dalles, OR



The Dalles' top three priorities included public transportation, operations and maintenance, and active transportation.

Support for **public transportation** emphasized the need for rural transit to cities like The Dalles, Hood River, and Portland for specialized medical care.

For **operations and maintenance**, testimony called out the need to keep ODOT's operations facilities open and ensure snow removal is still possible on state highways.

Comments in support of **active transportation** included callouts for finishing the multiuse path from Hood River to the Mitchell Point Tunnel, and addressing the bike/ped conflict with cars on Mile Hill Road.

With very little participation, there were no strong themes around **funding mechanisms**, and the top **values** mentioned were system safety [6] and the prioritization of care for emergency response routes [4].

Stakeholder Roundtable

The discussion emphasized great need for operations and maintenance, safety, public transportation, and replacement of aging bridges. The Hood River Bridge and Bridge of the Gods were mentioned frequently. Safety on state highways and ensuring roads can stay open during extreme weather events were key themes throughout the discussion. On finance mechanisms, most participants felt very open to working with the state to support whatever needed to be done to keep their transportation departments up and running. Some mentioned road user charges and others mentioned increasing the transit tax to fund STIF.

Salem / Statewide



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

September 25, 2024

Virtual

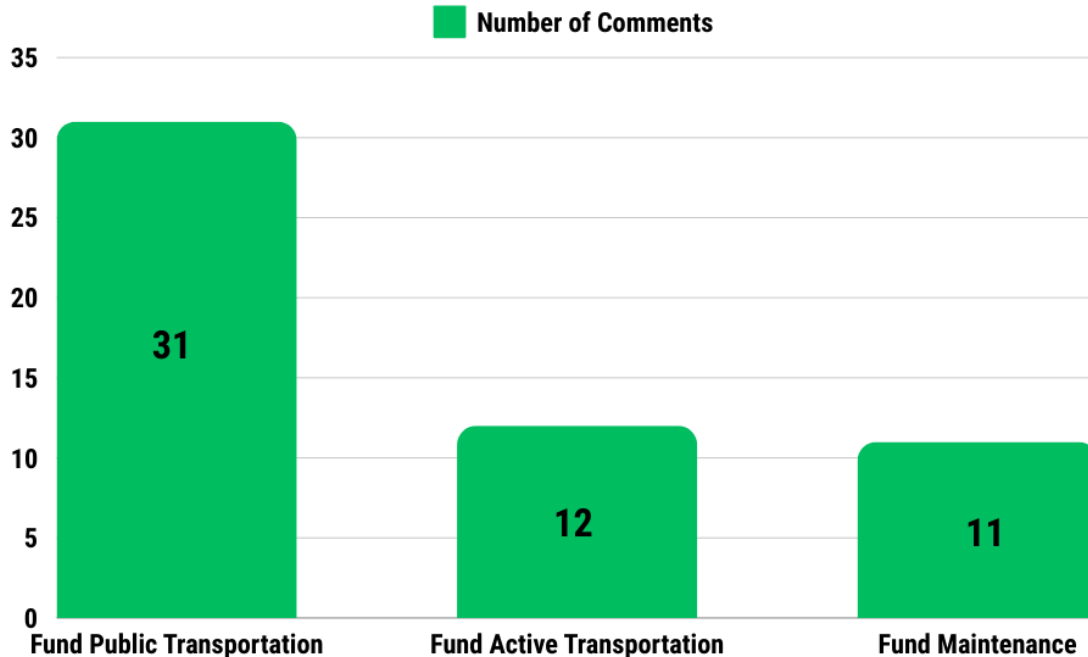
Participation

Virtual: 29

Written Submissions: 132



Top 3 Priorities – Virtual, Statewide



The top three priorities heard at the virtual hearing and its associated written comments were public transportation, active transportation, and operations and maintenance.

While there were several mentions of **finance mechanisms** throughout public comments, there weren't any standouts. Most were reflective of what was heard across the state. Similarly, system safety [10] and taking climate action [6] were the leading **values** mentioned at this date of the listening tour.

Stakeholder Roundtable

There was no stakeholder roundtable discussion for this date because it took place during legislative days. Instead, the Joint Committee on Transportation invited Salem-area stakeholders to testify ahead of the public hearing.

Happy Valley



Photo courtesy of Oregon Department of Transportation (CC BY 2.0)

Public Hearing

September 26, 2024

Adrienne C. Nelson High School Theater, 14897 SE Parklane Drive, Happy Valley, OR 97015

Participation

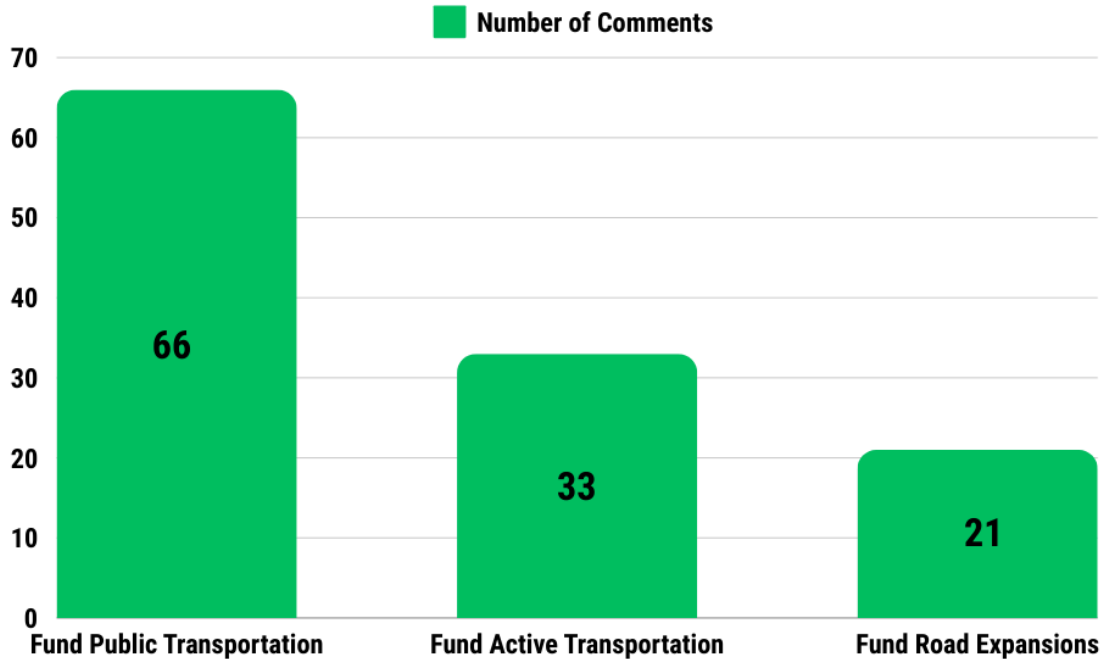
In-Person: 49

Virtual: 1

Written Submissions: 33



Top 3 Priorities – Happy Valley, OR



Happy Valley's top three priorities were public transportation, active transportation, and funding freeway or highway expansions.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
- Paratransit
- Passenger rail (WES to Salem, increased Amtrak Cascades service)
- Free transit for all youth
- Faster, more direct routes
- More TriMet service in Clackamas County
- Expanded light rail service
- Local transit connections to TriMet service

Comments in support of **active transportation** included specific callouts for the following:

- Bike and pedestrian network improvements
 - Wilsonville Town Center plan
- Oregon Community Paths
- Safe Routes to School
- Micromobility
 - Ride-to-own e-bikes

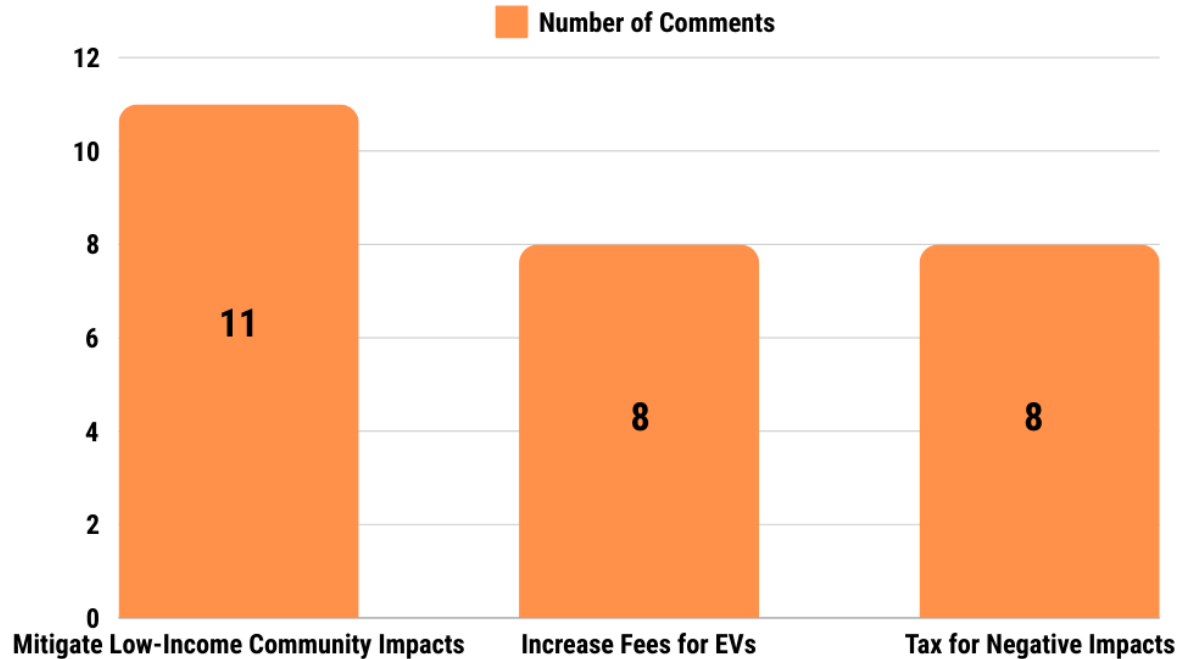
Comments in support of **roadway expansions** included specific callouts for the following: adding a shoulder to Amsigger Road, finishing the Newberg-Dundee Bypass, I-205, I-5, and the Interstate Bridge.

Other priorities mentioned frequently included:

- Operations and maintenance
- Opposition for highway and freeway widenings
- Seismic resilience



Finance Mechanism Ideas – Happy Valley, OR



Testimony in Happy Valley covered a wide range of **finance mechanisms** which were mentioned across the state, with most people being generally supportive of some sort of new or increased funding for transportation. Regardless of the finance mechanism, many people's testimony connected transportation funding conversations back to the **value** of needing more accountability and transparency from ODOT [12] after the failed I-205 tolling plans. Many commenters also value system safety [26] and taking action on climate change [18].

Stakeholder Roundtable

Happy Valley featured a diverse array of priorities mentioned, including: public transportation, operations and maintenance, building I-205 phase two and the Boone Bridge projects, local funding, and meeting the needs of older adults and people with disabilities. The co-chairs asked participants what they would do to

help tax increases pass next session, rather than what funding mechanisms they'd be interested in supporting. Much of the funding conversations were around the need for public education on how much or how little Oregonians pay toward the transportation system versus how much it costs to operate and maintain it.

Hillsboro



Photo courtesy of 1000 Friends of Oregon by Sarah Yeoman

Public Hearing

September 27, 2024

Hillsboro Civic Center, Shirley Huffman Auditorium, 150 E. Main Street, Hillsboro, OR 97123

Participation

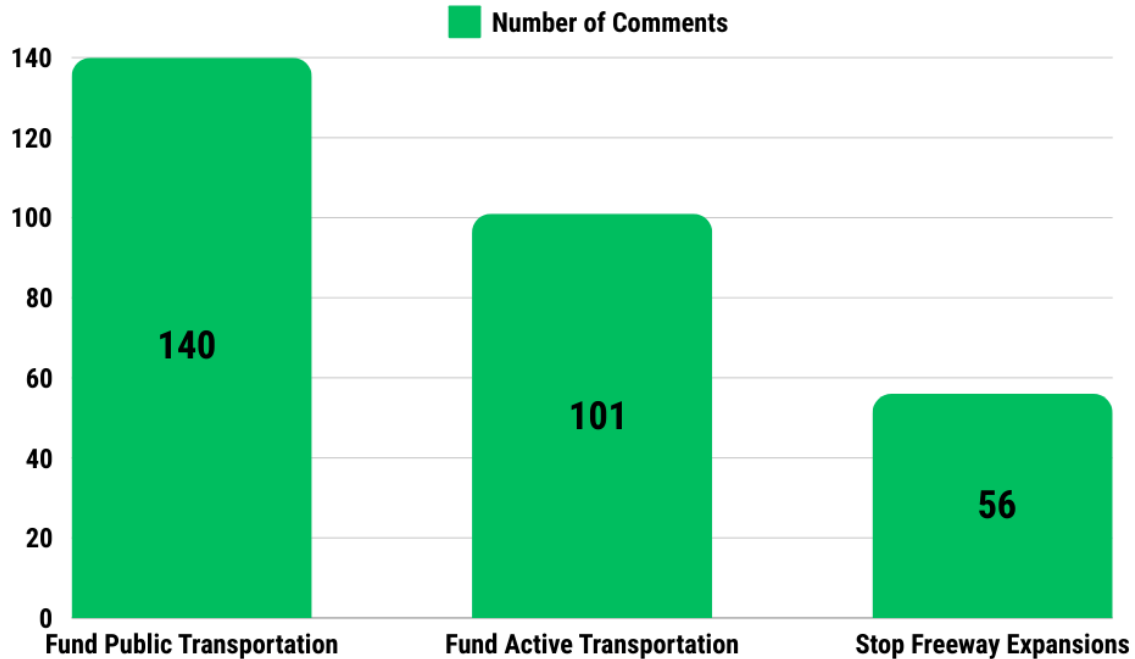
In-Person: 41

Virtual: 3

Written Submissions: 122



Top 3 Priorities – Hillsboro, OR



Hillsboro's top three priorities included public transportation, active transportation, and halting freeway expansions.

Comments in support of **public transportation** included specific callouts for the following:

- Transit (generally)
- Rural transit
 - Intercity transit
- Paratransit
- Passenger rail
 - N/S through Willamette Valley
 - E/W to the Coast and Central Oregon
 - Faster, more frequent
- Free transit for youth

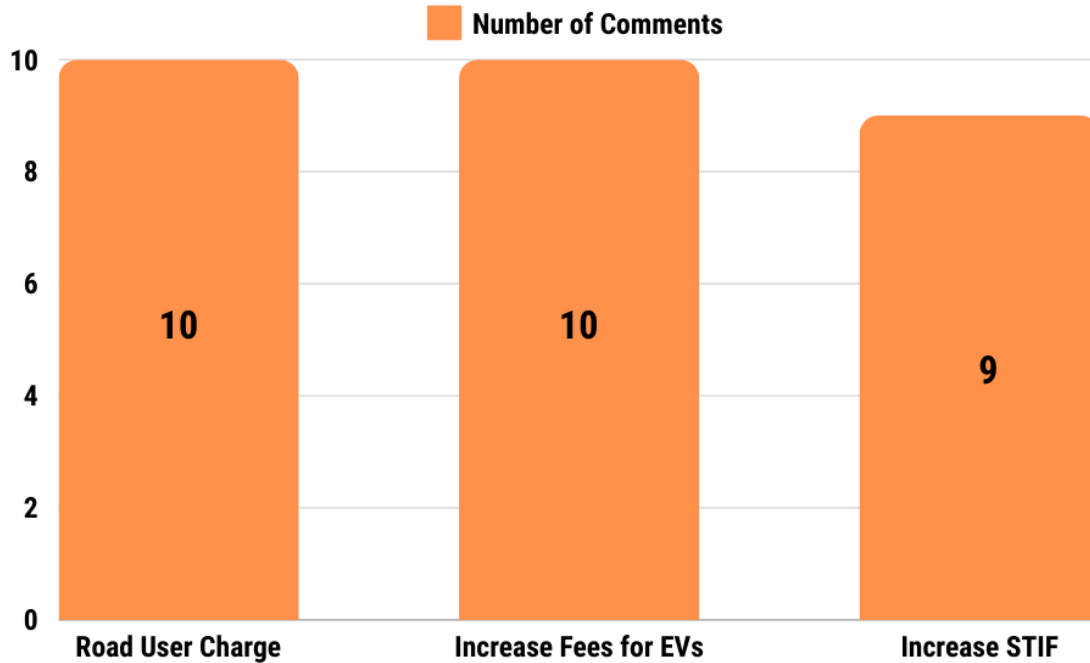
- MAX tunnel through the central city
- Frequent, faster, later service
- Transit designated lanes and priority signals
- Increased accessibility
- More streetcars
- Greater transit service in S. Hillsboro, SW Corridor, Jenkins Estate areas
- More Bus Rapid Transit lines on major regional corridors

Comments in support of **active transportation** included specific callouts for the following:

- Bike and pedestrian network improvements
 - More separation from traffic
 - Secure bike parking
- Oregon Community Paths
 - Salmonberry Trail
 - Banks–Vernonia Trail
 - Red Electric Trail
 - Oregon Coast Trail
 - Westside–Rock Creek–Fanno Creek–Waterhouse Trails
- Safe Routes to School
- Micromobility



Finance Mechanism Ideas – Hillsboro, OR



Comments about **finance mechanisms** in Hillsboro coalesced around mitigating impacts for communities with lower incomes and implementing a road user charge. Many people also supported increasing funding for transit and raising fees for drivers based on negative impacts their vehicle causes on the system.

Overwhelmingly, the main **values** Hillsboro area participants uplifted were taking action on climate change [63] and system safety [57].

Stakeholder Roundtable

Key themes from Hillsboro included: congestion relief, diverse and stable funding, jurisdictional transfers, safety, and increased funding for transit.

Special Thanks

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Listening Tour

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Senator Chris Gorsek, Joint Committee on Transportation Co-Chair

Joint Committee on Transportation members

Joint Committee on Transportation staff

ODOT staff

Oregon Transit Association

Roundtable participants

Oregonians who provided public comment

Glossary

Active Transportation – walking, using mobility devices, cycling, skating, scootering, using a one-wheel, etc.

Micromobility – including bicycles, e-bikes, e-scooters, shared fleets of bikes or scooters, electric-assisted bikes, electric skateboards, etc.

Paratransit – door-to-door transit service required by the Americans with Disabilities Act of 1990 to serve disabled people and older adults who cannot access regular transit service otherwise.

Public transportation – buses, light rail, paratransit, bus rapid transit, etc.

Appendix A – Methodology and Acknowledgements

The Listening Tour

The Joint Committee on Transportation embarked on a listening tour in a dozen cities around the state from June through September 2024. Each stop included a local infrastructure tour, a roundtable discussion, and a public hearing. On the infrastructure tours, legislators visited DMV offices, ODOT maintenance facilities, washed-out bridges, and more. Roundtable discussions brought in stakeholders including local government officials, transit agency leaders, area chambers of commerce, and advocates. Each date concluded with a public meeting. The meetings started with a presentation from ODOT about the state-level needs, and then a majority of the two hours was devoted to hearing public comments, which were limited to two minutes each.

The committee also held an entirely virtual public hearing during September legislative committee days. There was no infrastructure or roundtable discussion associated with that date.

Data & Analysis

All information used to inform public comment data in this report is sourced from the public record, available online through the Oregon Legislature. Written and oral public comments were tallied and combined to understand priorities around the state. This was done by watching every minute of public testimony and reading over 700 written comments in the public record.

Information on stakeholder roundtable discussions comes from Move Oregon Forward campaign members' observer or participant notes. When no campaign member notes were available, we used the meeting summaries provided by committee staff on the legislature's website.

When key themes were mentioned, the comment was counted and added to an overall tally for each theme. The total number of comments does not reflect the total number of commenters because one commenter can speak to several different transportation issues. Regional participation counts are sourced from the witness registration lists posted for each meeting. While the people who worked on tallying comment topics did their best to fairly and accurately categorize comments, the data provided in this report is a best estimate of the number of comments on each topic and participation in each city.

Additionally, certain topics were grouped together or broken down into more specific categories based on the best judgment of the people who worked to tally the comments in assuming what would be most helpful for policymakers and advocates to know. Full details are available on the tallying spreadsheet. Stakeholder roundtable takeaways come from notes from advocates who observed or participated in the discussions, unless otherwise noted.

The state's top transportation priorities outlined in this report are reflective of people who were able to participate in the listening tour's public hearings and/or submit a written public comment. While we extend our sincerest thanks to the committee and their staff for creating this engagement opportunity, it's worth noting that accessibility and awareness of this listening tour varied by location.

Some public hearings were held at venues with robust access to public and active transportation networks, while others were held at venues without any nearby public transportation options. This noticeably affected the demographics of each date of the tour. Additionally, legislative promotion of this tour was extremely limited, and hearing locations and agendas were only posted approximately two weeks before the date of the event. Turnout was more significant in areas where

active community-based organizations could spread the word about the hearings. The committee's policy of taking all in-person testimony ahead of virtual testimony may have also discouraged Oregonians from participating who otherwise would because there is no guarantee that there would be time at the end to hear from remote participants.

Cumulative Statewide Roadshow Testimony Data

Total Number of People Who Testified In-Person: 339

Total Number of People Who Testified Virtually: 43

Total Pieces of Written Testimony Submitted: 778

Total Pieces of Testimony: 1,160**

****This is not the total number of individuals who participated because individuals can submit multiple pieces of testimony**

Topic	Tally* Oral	Tally* Written	Total
*Sum of tally is not sum of commenters - one commenter can mention multiple topics; tally is a best estimate			
SPENDING			
Public Transportation (Fund) Total Mentions - 745			
Transit (Fund)	136	317	453
Passenger Rail (Fund)	26	93	119
Paratransit (Fund)	41	46	87
Rural Transit (Fund)	36	50	86
Active Transportation (Fund) Total Mentions - 432			
Bicycle and Pedestrian Network (Fund)	68	235	303
Safe Routes To School (SRTS) (Fund)	16	40	56
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	24	28	52
Micromobility (Fund/Support)	8	13	21
Freeway or Highway Expansions (Don't Fund)	24	197	221
Operations and Maintenance (Fund)	67	150	217
Seismic Resilience (Fund)	19	71	90
Freeway or Highway Expansions (Fund)	37	18	55
Great Streets (Fund)	10	27	37
Bridge Improvements (Fund)	15	18	33
EV Rebates & Electrification (Fund)	11	23	34
Small County Funding	3	8	11
Wildlife Crossings (Fund)	4	7	11
Portland Ferry (Fund)	0	9	9
Graffiti and Trash Cleanup (Fund)	1	6	7
Medium-Heavy Duty (MHD) Fleet Electrification (Fund)	3	3	6
ConnectOregon (Rail, Air, Marine) (Fund)	3	1	4
ConnectOregon - Redirect Air Funds	2	2	4

Cumulative Statewide Roadshow Testimony Data

Don't Fund Transit; Be Accountable With Existing Funds	1	2	3
No Light Rail on Columbia Crossing	2	0	2
No New Roads	0	2	2
Increase Funding to Oregon Transportation Infrastructure Bank (OTIB)	0	1	1
REVENUE			
Tax by Weight, Road, Safety Impacts (Support)	11	41	52
Increase STIF / Oregon Transit Tax (Support)	21	28	49
Road User Charge (Support)	14	34	48
Mitigate Financial Impacts to Low-Income (Support)	15	19	34
Congestion Pricing (Support)	2	21	23
Index Everything To Inflation (Support)	9	13	22
Registration Fees for EVs (Support)	10	8	18
Progressive Funding Mechanisms (Support)	11	6	17
No New Taxes	6	8	14
Local Funding Options (Support)	3	10	13
No Tolling	9	4	13
Raise Gas Tax (Support)	6	7	13
Tolling (Support)	5	4	9
Improve Revenue Sharing Options for Small Cities	4	4	8
Align Registration Fees with GHG Impacts (Support)	3	5	8
Raise Registration Fees (Support)	1	7	8
Toll Before Widening (Support)	0	7	7
Address the Highway Cost Allocation Study (HCAS); Freight Paying Too Much	3	3	6
Eliminate Gas Tax	2	4	6
No New Gas Taxes	1	4	5
Fees on Retail Delivery Companies (Support)	1	4	5
Car Sales Tax (Support)	1	3	4
Secure Adequate Revenue for Priorities	1	3	4
Registration Fees for Bicycles (Support)	2	1	3
Tax Corporations (Support)	2	1	3
Eliminate Portion of Gas Tax Funding Transportation	1	2	3

Cumulative Statewide Roadshow Testimony Data

Tire Tax (support)	1	2	3
Tax Transit and Bikes (Support)	2	1	3
Don't Index To Inflation	0	2	2
Consider Regional Funding Options (Urban vs Rural) (Support)	2	0	2
Increase Parking Costs Along Transit Lines (Support)	1	1	2
Vehicle Dealer Privilege Tax Increase (Support)	0	1	1
Kicker Reform (Support)	0	1	1
Rental Car Tax	0	1	1
Dedicated Sales Tax (Support)	0	1	1
No New Delivery/Freight Tax	1	0	1
Make freight pay more	0	1	1
Fund Transportation with Tax on Electricity Consumption (Support)	0	1	1
Raise Fines for Moving Violations (Support)	1	0	1
Increase and/or reallocate Transient Lodging Tax (Support)	0	1	1
Require voter approval of all new taxes (support)	0	1	1
Public Private Partnerships (Support)	0	1	1
Reallocate Lottery Funds (in-part) to Transportation (Support)	0	1	1
POLICY and other priorities			
Safety / Vision Zero (Support)	82	164	246
Take Climate Action (Support)	53	189	242
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	15	33	48
Increase ODOT Accountability and Transparency (Support)	14	18	32
Multimodal Transit Connection Improvements (Support)	11	15	26
Protect the 50/30/20 Split (Support)	10	14	24
Decarbonize Transit (Support)	6	12	18
Prioritize Emergency Response & Routes (Support)	7	9	16
Cap Don't Widen I-5 Rose Quarter	3	11	14
Pedestrian Prioritization at Signalized Crossings (Support)	2	7	9
Enforcement re: Traffic Violence (Support)	3	6	9
Address Language and Technology Barriers for Transit (Support)	4	2	6
Address Increased Car Traffic From New Housing (Land Use, Anti-Housing)	3	2	5

Cumulative Statewide Roadshow Testimony Data

CO GHG Rule (Support)	0	4	4
Remove Highway Trust Fund Restriction / Amend Constitution (Support)	3	1	4
Better Representation at the Table / State (Support)	3	1	4
Hydrogen + Other Fuel Sources (Support)	1	2	3
Enforcement re: Expired Registration (Support)	1	2	3
Replace Signals With Roundabouts (Support)	1	2	3
Increase Weight Limits for Dairy and Produce Trucks (Support)	2	1	3
Geographic equity in distribution of funds (Support)	1	2	3
Motorcycle Representation (Support)	0	1	1
Investment in Large Dredging Projects (Oppose)	0	2	2
Use Renewable Natural Gas (RNG) (Support)	1	0	1
Afraid to Travel Outside of a Car in Portland	0	1	1
CDL Driver Workforce Development (Support)	1	0	1
Right Size I-5 Rose Quarter Project	0	1	1
Cost Caps and Controls	1	0	1
Autonomous Vehicles	1	0	1
Allow Freight Vehicles in Carpool Lanes (Support)	0	1	1
DUI Prevention Rideshare (Support)	0	1	1
Statewide Transit App and Pass (Support)	0	1	1
Create Construction Jobs (Support)	1	0	1

Portland, OR - June 4, 2024 Public Hearing

In-person: 39/79

Virtual: 0/1

Written submissions: 275

***Sum of tally is not sum of commenters - one commenter can mention multiple topics; tally is a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 217				
Transit (Fund)	12	163	175	Steel bridge; tunnel through downtown; operator recruitment and retention; increase night service; security; SW Corridor; WES to Salem; statewide connections; expanding WES service hours/days; electrify; climate resiliency (needing access to cooling as bike/ped/transit rider or if buses came more frequently they would get out of the sun/cold faster)
Passenger Rail (Fund)	4	34	38	
Paratransit (Fund)	0	3	3	Ride Connection, Metropolitan Family Service
Rural Transit (Fund)	1	0	1	
Active Transportation (Fund) Total Mentions - 151				
Bicycle and Pedestrian Network (Fund)	9	123	132	
Safe Routes To School (SRTS) (Fund)	2	9	11	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	4	4	8	
All Freeway Expansions (Don't Fund)	8	129	137	
Seismic Resilience (Fund)	6	54	60	North Portland; mentioned a lot of bridges
Operations and Maintenance (Fund)	2	55	57	
Great Streets (Fund)	3	13	16	
Freeway Expansions (Fund)	4	2	6	2017 projects; Create jobs for BIPOC contractors
EV Rebates & Electrification (Fund)	1	5	6	Also don't charge EV owners more if you want to incentivize them; encourage penalties on higher pollutants
Bridge Improvements (Fund)	1	3	4	Seismic not specifically mentioned
Don't Fund Transit; Be Accountable With Existing Funds	0	2	2	
Medium-Heavy Duty (MHD) Fleet Electrification (Fund)	1	1	2	
Wildlife Crossings (Fund)	0	2	2	
Graffiti and Trash Cleanup (Fund)	0	2	2	
Portland Ferry (Fund)	0	2	2	
ConnectOregon (Rail, Air, Marine) (Fund)	1	0	1	
REVENUE				
Road User Charge (Support)	1	15	16	
Tax by Weight, Road, Safety Impacts (Support)	0	15	15	Including studded tires

Portland, OR - June 4, 2024 Public Hearing

Congestion Pricing (Support)	1	13	14	Revenue go towards multimodal
Index Everything To Inflation (Support)	1	3	4	
No New Taxes	2	1	3	
Local Funding Options (Support)	1	1	2	
Raise Registration Fees (Support)	0	2	2	
Tax Transit and Bikes (Support)	1	1	2	
Car Sales Tax (Support)	0	2	2	
Progressive Funding Mechanisms (Support)	0	1	1	
Don't Index To Inflation	0	1	1	
Raise Gas Tax (Support)	0	1	1	
Vehicle Dealer Privilege Tax Increase (Support)	0	1	1	
Address the Highway Cost Allocation Study (HCAS); Freight Paying Too Much	0	1	1	
Tax Corporations (Support)	1	0	1	
Toll Before Widening (Support)	0	1	1	
Increase Parking Costs Along Transit Lines (Support)	0	1	1	
POLICY and other priorities				
Take Climate Action (Support)	9	90	99	
Safety / Vision Zero (Support)	3	57	60	Speed enforcement cameras too
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	5	20	25	Investing in transit, bike, walk, etc. allows us to build denser
Cap Don't Widen I-5 Rose Quarter	3	5	8	
CO GHG Rule (Support)	0	3	3	
Remove Highway Trust Fund Restriction / Amend Constitution (Support)	1	1	2	
Enforcement re: Traffic Violence (Support)	0	2	2	
Protect the 50/30/20 Split (Support)	1	1	2	
Pedestrian Prioritization at Signalized Crossings (Support)	0	1	1	
Motorcycle Representation (Support)	0	1	1	
Increase ODOT Accountability and Transparency (Support)	0	1	1	
Better Representation at the Table / State (Support)	0	1	1	
Use Renewable Natural Gas (RNG) (Support)	1	0	1	
Afraid to Travel Outside of a Car in Portland	0	1	1	Drugs, unsheltered people, transit, etc
Replace Signals With Roundabouts (Support)	0	1	1	
Right Size I-5 Rose Quarter Project	0	1	1	Remove shoulders, narrow lanes

Tillamook, OR - June 18, 2024 Public Hearing

In-Person: 31

Virtual: 1

Written Submissions: 35

***Sum of tally is not sum of commenters - one commenter can mention multiple topics; tally is a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Active Transportation (Fund) Total Mentions - 27				
Bicycle and Pedestrian Network (Fund)	5	4	9	
Safe Routes To School (SRTS) (Fund)		2	2	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	7	9	16	Salmonberry Trail; S. Trail would also contribute to SRTS goals; Tillamook-Netarts-Oceanside-Cape Meares Light House trail; Wheeler-
Public Transportation (Fund) Total Mentions - 18				
Transit (Fund)	6	7	13	Including regional, intercity connections
Rural Transit (Fund)	1	1	2	
Paratransit (Fund)	1	2	3	
Operations and Maintenance (Fund)	7	5	12	1 said Keep O&M \$\$ separated/protected, but not necessarily FIF; prove you have 10 years of maintenance funding for all state transportation projects; O&M also includes rest areas
Seismic Resilience (Fund)	3	3	6	
Great Streets (Fund)	0	3	3	101 bike/ped safety, crossings, downtown Nehalem; Clatsop County
EV Rebates & Electrification (Fund)	2	0	2	
ConnectOregon (Rail, Air, Marine) (Fund)	2	0	2	
Freeway Expansions (Fund)	1	0	1	
Freeway Expansions (Don't Fund)	0	1	1	
REVENUE				
No New Taxes	0	4	4	
Progressive Funding Mechanisms (Support)	0	1	1	
Increase and/or reallocate Transient Lodging Tax	0	1	1	
Require voter approval of all new taxes	0	1	1	
Registration Fees for EVs (Support)	0	1	1	
Tax by Weight, Road, Safety Impacts (Support)	0	1	1	
Address the Highway Cost Allocation Study (HCAS); Freight Paying Too Much	0	1	1	
POLICY and other priorities				

Tillamook, OR - June 18, 2024 Public Hearing

Safety / Vision Zero (Support)	6	8	14	Paved pullouts for slow moving vehicles on 101; some multimodal, most about unsafe rural highways, turns, pulloffs, fog lines etc
Increase ODOT Accountability and Transparency (Support)	1	4	5	
Geographic equity in distribution of funds	1	2	3	
Protect the 50/30/20 Split (Support)	1	1	2	And Small County Allotment
Take Climate Action (Support)	0	1	1	

Albany, OR - July 16, 2024 Public Hearing

In-Person: 22

Virtual: 1

Written Submissions: 29

***Sum of tally is not sum of commenters - one commenter can mention multiple topics; tally is a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 39				
Transit (Fund)	6	16	22	Build lightrail in the Albany/Corvallis area; more intercity transit
Passenger Rail (Fund)	2	6	8	If we do WV rail it has to go all the way to Eugene
Paratransit (Fund)	3	4	7	
Rural Transit (Fund)	2	0	2	
Active Transportation (Fund) Total Mentions - 17				
Bicycle and Pedestrian Network (Fund)	3	8	11	
Micromobility (Fund/Support)	0	3	3	
Safe Routes To School (SRTS) (Fund)	0	2	2	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	0	1	1	
Operations and Maintenance (Fund)	6	4	10	
Freeway Expansions (Don't Fund)	2	6	8	
EV Rebates & Electrification (Fund)	1	5	6	Someone suggested excluding hybrids to make \$\$ go farther
Freeway or Highway Expansions (Fund)	4	4	6	2017 projects; Make 4 lane bypasses N/S and E/W across whole state to bypass I-5 and I-84 traffic; Westside (Portland) bypass, Newberg-Dundee Bypass
Bridge Improvements (Fund)	3	1	4	Highway 20
Great Streets (Fund)	0	3	3	
Medium-Heavy Duty (MHD) Fleet Electrification (Fund)	0	1	1	
Seismic Resilience (Fund)	0	1	1	
REVENUE				
Increase STIF / Oregon Transit Tax (Support)	1	7	8	
Tax by Weight, Road, Safety Impacts (Support)	1	3	4	
Progressive Funding Mechanisms (Support)	2	0	2	
Index Everything To Inflation (Support)	2	0	2	
Mitigate Financial Impacts to Low-Income (Support)	2	0	2	
Align Registration Fees with GHG Impacts (Support)	1	1	2	Incentivize EVs, disincentivize polluting
Road User Charge (Support)	1	1	2	
Congestion Pricing (Support)	0	2	2	
Raise Gas Tax (Support)	0	2	2	
No New Taxes	0	1	1	
Local Funding Options	0	1	1	Local can't be the only option because some cities and counties have tiny tax bases so it doesn't make much difference and they rely on state funding
Raise Registration Fees (Support)	1	0	1	
Consider Regional Funding Options (Urban vs Rural) (Support)	1	0	1	
Toll Before Widening (Support)	0	1	1	
Don't Index To Inflation	0	1	1	
POLICY and other priorities				

Albany, OR - July 16, 2024 Public Hearing

Take Climate Action (Support)	2	8	10	
Safety / Vision Zero (Support)	4	4	8	
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	0	3	3	
Address Increased Car Traffic From New Housing (Land Use, Anti-Housing)	2	1	3	
Replace Signals With Roundabouts (Support)	1	2	3	Traffic engineer wants traffic signals to be replaced with roundabouts whenever we're redoing an intersection
Increase ODOT Accountability and Transparency (Support)	1	1	2	
Protect the 50/30/20 Split (Support)	1	1	2	
Prioritize Emergency Response & Routes (Support)	1	0	1	
Motorcycle Representation (Support)	1	0	1	BikePAC asking for consideration of motorcyclists in multimodal options - similar concerns as bicyclists re traction, visibility
CDL Driver Workforce Development (Support)	1	0	1	
Cost Caps and Controls	1	0	1	
Autonomous Vehicles	1	0	1	if and when avs are part of the convo, make sure motorcycles are part of the testing, its not default and it killed someone in seattle

Eugene, OR - July 17, 2024 Public Hearing

In-Person: 42

Virtual: 2

Written Submissions: 27

***Sum of tally is not sum of commenters - one commenter can mention multiple topics; tally is a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 50				
Transit (Fund)	18	15	33	
Rural Transit (Fund)	6	0	6	
Paratransit (Fund)	3	3	6	
Passenger Rail (Fund)	2	3	5	One person suggested it as a means of connection for Southern OR
Active Transportation (Fund) Total Mentions - 30				
				Sidewalk maintenance - street trees are placed by city/county but then sidewalk maintenance is property owners responsibility and can't afford it but we need maintenance
Bicycle and Pedestrian Network (Fund)	10	11	21	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	4	2	6	
Safe Routes To School (SRTS) (Fund)	1	2	3	
Operations and Maintenance (Fund)	5	4	9	Including rest areas
Seismic Resilience (Fund)	0	5	5	
EV Rebates & Electrification (Fund)	1	3	4	
Freeway Expansions (Don't Fund)	2	2	4	
Great Streets (Fund)	1	1	2	
Freeway/Highway Expansions (Fund)	1	2	2	Beltline Improvements Project; 2017 projects
ConnectOregon (Rail, Air, Marine) (Fund)	1	1	2	Oak Ridge Airport, Eugene Airport
Graffiti and Trash Cleanup (Fund)	1	1	2	
Medium-Heavy Duty (MHD) Fleet Electrification (Fund)	0	1	1	
Bridge Improvements (Fund)	1	0	1	
REVENUE				
Increase STIF / Oregon Transit Tax (Support)	5	5	10	
Road User Charge (Support)	2	5	7	
Tax by Weight, Road, Safety Impacts (Support)	1	4	5	
Local Funding Options (Support)	0	3	3	
Raise Gas Tax (Support)	0	3	3	
Delivery Fees (Support)	1	2	3	
Congestion Pricing (Support)	0	3	3	
Progressive Funding Mechanisms (Support)	1	1	2	
Index Everything To Inflation (Support)	0	2	2	

Eugene, OR - July 17, 2024 Public Hearing

Mitigate Financial Impacts to Low-Income (Support)	0	2	2	
Align Registration Fees with GHG Impacts (Support)	1	1	2	
No New Taxes	1	0	1	
Tax Corporations (Support)	0	1	1	Long term as to not rely on VMT / car based revenue
Toll Before Widening (Support)	0	1	1	
Public Private Partnerships (Support)	0	1	1	
Reallocate Lottery Funds (in-part) to Transportation (Support)	0	1	1	
Dedicated Sales Tax (Support)	0	1	1	
Freight Pays More (Support)	0	1	1	
Kicker Reform (Support)	0	1	1	
Rental Car Tax (Support)	0	1	1	
Raise Registration Fees (Support)	0	1	1	
POLICY and other priorities				
Safety / Vision Zero (Support)	8	8	16	
Take Climate Action (Support)	5	4	9	
Enforcement re: Traffic Violence (Support)	2	2	4	One comment was specifically about "double down double up" mufflers that create air and noise pollution
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	1	3	4	
Protect the 50/30/20 Split (Support)	0	3	3	
Increase ODOT Accountability and Transparency (Support)	0	2	2	
Prioritize Emergency Response & Routes (Support)	0	2	2	
CO GHG Rule (Support)	0	1	1	
Address Increased Car Traffic From New Housing (Land Use, Anti-Housing)	1	0	1	
Create Construction Jobs (Support)	1	0	1	

Coos Bay - August 7, 2024 Public Hearing

In-Person: 18

Virtual: 1

Written Submissions: 16

***Sum of tally is not sum of commenters - one commenter can mention multiple topics; tally is a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 17				
Transit (Fund)	8	4	12	
Rural Transit (Fund)	3	0	3	
Passenger Rail (Fund)	1	1	2	
Active Transportation (Fund) Total Mentions - 12				
Bicycle and Pedestrian Network (Fund)	0	8	8	
Micromobility (Fund/Support)	0	1	1	
Safe Routes To School (SRTS) (Fund)	0	2	2	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	1	0	1	
Bridge Improvements (Fund)	1	5	6	
Operations and Maintenance (Fund)	3	1	4	
Great Streets (Fund)	1	1	2	
Medium-Heavy Duty (MHD) Fleet Electrification (Fund)	2	0	2	
EV Rebates & Electrification (Fund)	1	1	2	
Don't Fund Freeway Expansions	0	1	1	
Freeway/Highway Expansions (Fund)	0	1	1	Specific mention of Highway 42 around Coquille and Myrtle Point
Seismic Resilience (Fund)	1	0	1	
ConnectOregon (Rail, Air, Marine) (Fund)	1	0	1	
REVENUE				
Increase STIF / Oregon Transit Tax (Support)	1	1	2	
Address the Highway Cost Allocation Study (HCAS); Freight Paying Too Much	1	1	2	
Index Everything To Inflation (Support)	0	1	1	
No New Gas Taxes	0	1	1	
Raise Registration Fees (Support)	1	0	1	
No New Delivery/Freight Tax	1	0	1	
POLICY and other priorities				
Safety / Vision Zero (Support)	1	1	2	
Hydrogen + Other fuel sources	1	1	2	

Coos Bay - August 7, 2024 Public Hearing				
No Investment in Large Dredging Projects	0	2	2	
Pedestrian Prioritization at Signalized Crossings (Support)	0	1	1	
Protect the 50/30/20 Split (Support)	1	0	1	
Allow Freight Vehicles in Carpool Lanes	0	1	1	

Medford, OR - August 8, 2024 Public Hearing

In-Person: 19

Virtual: 2

Written Submissions: 22

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 38				
Transit (Fund)	6	8	14	Grants Pass Transportation Hub
Rural Transit (Fund)	1	5	6	
Paratransit (Fund)	8	3	11	
Passenger Rail (Fund)	1	6	7	Between cities; on coast
Operations and Maintenance (Fund)	5	8	13	Highway 101; rest stops
Active Transportation (Fund) Total Mentions - 9				
Bicycle and Pedestrian Network (Fund)	1	4	5	
Micromobility (Fund/Support)	0	1	1	
Safe Routes To School (SRTS) (Fund)	0	3	3	
EV Rebates & Electrification (Fund)	1	4	5	
Wildlife Crossings (Fund)	1	1	2	
Bridge Improvements (Fund)	1	0	1	
Seismic Resilience (Fund)	1	0	1	
Increase Funding to Oregon Transportation Infrastructure Bank (OTIB)	0	1	1	
REVENUE				
Mitigate Financial Impacts to Low-Income (Support)	2	2	4	
Road User Charge (Support)	1	3	4	
Tax by Weight, Road, Safety Impacts (Support)	0	4	4	
Eliminate Portion of Gas Tax Funding Transportation	1	2	3	
Align Registration Fees with GHG Impacts (Support)	1	2	3	
Improve Revenue Sharing Options for Small Cities	1	1	2	Small County Allotment Program
Secure Adequate Revenue for Priorities	1	1	2	
Progressive Funding Mechanisms (Support)	1	0	1	
Local Funding Options (Support)	0	1	1	
Raise Gas Tax (Support)	0	1	1	Make it easier for cities to enact a local fuel tax
No New Gas Taxes	1	0	1	
Eliminate Gas Tax	0	1	1	

Medford, OR - August 8, 2024 Public Hearing

Consider Regional Funding Options (Urban vs Rural) (Support)	1	0	1	
Congestion Pricing (Support)	0	1	1	
Toll Before Widening (Support)	0	1	1	
POLICY and other priorities				
Safety / Vision Zero (Support)	4	4	8	More bridges over I-5 between exits 24 and 27; more sidewalks (especially in Talent); more access ramps
Take Climate Action (Support)	4	4	8	Include small towns as well as large cities
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	4	2	6	
Protect the 50/30/20 Split (Support)	0	4	4	
Prioritize Emergency Response & Routes (Support)	1	3	4	Foothill Road Corridor (Medford)
Multimodal Transit Connection Improvements (Support)	0	3	3	Timed Greyhound to Amtrak connections; Ashland to Eugene
Decarbonize Transit	1	1	2	
Address Increased Car Traffic From New Housing (Land Use, Anti-Housing)	0	1	1	
Hydrogen + Other Fuel Sources (Support)	0	1	1	
DUI Prevention Rideshare (Support)	0	1	1	
Address Language and Technology Barriers for Transit	0	1	1	
Statewide Transit App and Pass	0	1	1	

Ontario, OR - August 28, 2024 Public Hearing

In-Person: 9

Virtual: 0

Written Submissions: 19

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 30				
Transit (Fund)	2	6	8	Cheaper taxis or rideshare
Rural Transit (Fund)	1	7	8	
Paratransit (Fund)	0	2	2	
Passenger Rail (Fund)	4	8	12	Follow up on collaboration with Idaho on FRA grant to restore Amtrak Pioneer Line
Operations and Maintenance (Fund)	2	4	6	Rest stops on Highway 20 need more regular servicing and ADA upgrades; reduce winter road closures (including I-84)
Freeway Expansions (Don't Fund)	0	1	1	
Freeway Expansions (Fund)	1	0	1	Connect Highway 20 to north-south highway, expand others including 395 to accommodate trucks
REVENUE				
Increase STIF / Oregon Transit Tax (Support)	0	3	3	
Index Everything To Inflation (Support)	0	1	1	
Mitigate Financial Impacts to Low-Income (Support)	0	1	1	
Registration Fees for EVs (Support)	0	1	1	
Tax by Weight, Road, Safety Impacts (Support)	0	1	1	
No Tolling	1	0	1	
Fund Transportation with Tax on Electricity Consumption	0	1	1	
POLICY and other priorities				
Take Climate Action (Support)	0	4	4	
Safety / Vision Zero (Support)	2	0	2	Highway 20 and 97 need passing lanes and wider shoulders

Hermiston, OR - August 29, 2024 Public Hearing

In-Person: 14

Virtual: 1

Written Submissions: 16

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 32				
Rural Transit (Fund)	1	10	11	People Mover (Grant County); Kayak Public Transit; Morrow County Public Transit; Northeast Oregon Public Transportation (NEOPT); transit hub needed in Boardman
Transit (Fund)	8	1	9	Umatilla Taxi, Hermiston Workforce On-demand Ride Cooperative (WORC) Taxi Program
Paratransit (Fund)	4	5	9	
Passenger Rail (Fund)	0	3	3	Amtrak Pioneer Route
Active Transportation (Fund) Total Mentions - 12				
Bicycle and Pedestrian Network (Fund)	3	2	5	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	4	0	4	Umatilla River Trail, Joseph Branch Trails
Safe Routes To School (SRTS) (Fund)	2	1	3	
Operations and Maintenance (Fund)	1	5	6	Old Highway 30
Great Streets (Fund)	1	0	1	
EV Rebates & Electrification (Fund)	1	0	1	
Wildlife Crossings (Fund)	0	1	1	
Freeway Expansions (Don't Fund)	0	1	1	
Freeway Expansions (Fund)	0	1	1	More connections to Highways 182 and 730 in Hermiston
Bridge Improvements (Fund)	0	1	1	
REVENUE				
Registration Fees for EVs (Support)	1	1	2	
Road User Charge (Support)	1	1	2	
Increase STIF / Oregon Transit Tax (Support)	0	2	2	
Index Everything To Inflation (Support)	0	1	1	
Mitigate Financial Impacts to Low-Income (Support)	1		1	

Hermiston, OR - August 29, 2024 Public Hearing

Improve Revenue Sharing Options for Small Cities	0	1	1	Simplify match rates
Secure Adequate Revenue for Priorities	0	1	1	
POLICY and other priorities				
Safety / Vision Zero (Support)	2	3	5	I-84 has "Deadman's Pass" near Umatilla Reservation
Take Climate Action (Support)	2	2	4	
Increase Weight Limits for Trucks	2	1	3	
Prioritize Emergency Response & Routes (Support)	0	2	2	
Remove Highway Trust Fund Restriction / Amend Constitution (Support)	1	0	1	
Decarbonize Transit	0	1	1	

Bend, OR - September 12, 2024 Public Hearing

In-Person: 40

Virtual: 2

Written Submissions: 42

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 47				
Transit (Fund)	17	11	28	Loss of Point Bus connecting to Amtrak, lack of Bend buses after 5:30 (lack of staff), lack of transit in Deschutes, create transit district, airport bus, amphitheater bus, connect Bend and Redmond, bus to Messner Nordic Ski Area, Central Oregon Breeze
Paratransit (Fund)	4	4	8	Contract with Uber and Lyft for ride packages to supplement Dial-A-Ride
Rural Transit (Fund)	2	4	6	Basin Transit Service, Cascades East Transit, Quail Trail Transit
Passenger Rail (Fund)	3	2	5	To Redmond, Sun River
Active Transportation (Fund) Total Mentions - 42				
Bicycle and Pedestrian Network (Fund)	15	10	25	La Pine/Three Rivers/Oregon Water Wonderland, Wilson Path, Drake to Juniper Corridor
Micromobility (Fund/Support)	2	2	4	
Safe Routes To School (SRTS) (Fund)	4	4	8	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	2	3	5	Lava Butte-Bend-La Pine Path
Operations and Maintenance (Fund)	7	20	27	Snow removal, especially Cascade Lake Hwy; Juniper St (faulty repair); US 20 and 97; OR 126; various local streets; rest stops
Small County Funding	3	7	10	
Freeway Expansions (Don't Fund)	5	1	6	
Bridge Improvements (Fund)	2	3	5	
Great Streets (Fund)	3	2	5	
Wildlife Crossings (Fund)	1	2	3	State funding threshold triggers fed matching
EV Rebates & Electrification (Fund)	2	0	2	Charge Ahead program
Freeway Expansions (Fund)	2	0	2	US 97 and overpass, US 20, OR 126
ConnectOregon - Redirect Air Funds	1	1	2	Pollutes, only benefits wealthy
Graffiti and Trash Cleanup (Fund)	0	1	1	
No New Roads	0	1	1	
REVENUE				

Bend, OR - September 12, 2024 Public Hearing

Increase STIF / Oregon Transit Tax (Support)	9	4	13	
Local Funding Options (Support)	1	5	6	
Tax by Weight, Road, Safety Impacts (Support)	2	4	6	Studded tires - charge fee, encourage alternatives
Index Everything To Inflation (Support)	1	4	5	
Road User Charge (Support)	1	4	5	Include EVs
Progressive Funding Mechanisms (Support)	3	0	3	
Improve Revenue Sharing Options for Small Cities	1	2	3	
Registration Fees for EVs (Support)	1	2	3	
Mitigate Financial Impacts to Low-Income (Support)	0	2	2	
Raise Gas Tax (Support)	1	1	2	
Eliminate Gas Tax	0	2	2	
Raise Registration Fees (Support)	0	2	2	
Toll Before Widening (Support)	0	2	2	
Align Registration Fees with GHG Impacts (Support)	0	1	1	
Car Sales Tax (Support)	0	1	1	Sales tax on all goods and services
Secure Adequate Revenue for Priorities	0	1	1	
POLICY and other priorities				
				Make crossing highways/tracks/roundabouts safer, standardize signal and curb ramp placement, relocate rail switchyards out of city, mandate helmets for bicyclists
Safety / Vision Zero (Support)	18	14	32	
Take Climate Action (Support)	9	11	20	
Multimodal Transit Connection Improvements (Support)	4	6	10	
Protect the 50/30/20 Split (Support)	0	4	4	
Increase ODOT Accountability and Transparency (Support)	0	3	3	
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	2	1	3	
Pedestrian Prioritization at Signalized Crossings (Support)	2	0	2	
Prioritize Emergency Response & Routes (Support)	1	1	2	Exchange S of Deschutes River Woods
Enforcement re: Traffic Violence (Support)	1	1	2	Speeding within corridor
Decarbonize Transit	1	0	1	
Address Language and Technology Barriers for Transit	1	0	1	Web access for visually impaired

The Dalles, OR - September 13, 2024 Public Hearing

In-Person: 15

Virtual: 0

Written Submissions: 10

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 20				
Transit (Fund)	4		4	Carpooling, schools
Rural Transit (Fund)	4	4	8	Intercity, Gorge Pass transit, Columbia Area Transit, Gilliam County Transportation, Sherman County Community Transit, The Link Public Transit
Paratransit (Fund)	6	1	7	Intercity for healthcare needed from rural areas to major cities
Passenger Rail (Fund)	1	0	1	
Operations and Maintenance (Fund)	4	2	6	Keep ODOT O&M facility open; snow removal including 19 and 206
Active Transportation (Fund) Total Mentions - 4				
Bicycle and Pedestrian Network (Fund)	2	0	2	7 Mile Hill Rd - conflict with cars
Safe Routes To School (SRTS) (Fund)	1	0	1	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	0	1	1	Connect Columbia Hwy Bike Trail from Mitchell Point to Hood River
Freeway Expansions (Fund)	2	1	3	Roundabout at Hwy 30 and Mt. Adams (Hood River), Rose Quarter
Bridge Improvements (Fund)	2	1	3	Hood River / White Salmon bridge, I-205 Abernethy Bridge
Wildlife Crossings (Fund)	1	0	1	Over I-84
Small county funding	0	1	1	
REVENUE				
Increase STIF / Oregon Transit Tax (Support)	1	1	2	Discretionary fund is 4x oversubscribed yet it provides essential intercity connections
Index Everything To Inflation (Support)	1	0	1	
POLICY and other priorities				
Safety / Vision Zero (Support)	5	1	6	Heights Business Master Plan / Hood River jurisdictional transfer
Prioritize Emergency Response & Routes (Support)	3	1	4	
Multimodal Transit Connection Improvements (Support)	1	0	1	

Statewide / Salem - September 25, 2024 Virtual Public Hearing

Virtual: 29

Written Submissions: 132

*Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 31				
Transit (Fund)	15	0	15	Woodburn Transit, Cherriots
Rural Transit (Fund)	4	4	8	Cherriots Regional, Columbia Area Transit, Gilliam County Transportation, Sherman County Community Transit, The Link Public Transit, Gorge Transit Pass
Paratransit (Fund)	3	2	5	Silver Trolley
Passenger Rail (Fund)	3		3	Downtown to St Johns, Portland to Vancouver and Salem on repurposed BNSF tracks
Active Transportation (Fund) Total Mentions - 12				
Bicycle and Pedestrian Network (Fund)	5	2	7	Secure bike parking, May St. Elevated Sidewalk, connect Columbia Hwy Bike Trail from Mitchell Point to Hood River
Micromobility (Fund/Support)	3	0	3	
Safe Routes To School (SRTS) (Fund)	2	0	2	
Operations and Maintenance (Fund)	9	2	11	Upgrade on Helmick Rd, upgrade Forest Lane
Freeway Expansions (Don't Fund)	4	0	4	
Bridge Improvements (Fund)	3	1	4	Columbia Crossing, 3rd bridge in Salem, replace Lost Lake Bridge/White Salmon Bridge/Bridge of the Gods
Freeway Expansions (Fund)	3	1	4	Newberg-Dundee Bypass, Hwy 22 and 51, Hwy 97 passing lanes, Hwy 30 roundabout at Mt. Adams
Seismic Resilience (Fund)	2	0	2	
Great Streets (Fund)	1	0	1	
REVENUE				
Local Funding Options (Support)	2	2	4	
Increase STIF / Oregon Transit Tax (Support)	3	1	4	
Raise Gas Tax (Support)	2	0	2	Index to inflation
Road User Charge (Support)	2	0	2	
No Tolling	2	0	2	
Improve Revenue Sharing Options for Small Cities	2	0	2	
Mitigate Financial Impacts to Low-Income (Support)	1	0	1	
Tax Corporations (Support)	1	0	1	Retail delivery companies
Congestion Pricing (Support)	1	0	1	
Tax by Weight, Road, Safety Impacts (Support)	1	0	1	
Tire Tax (support)	1	0	1	

Statewide / Salem - September 25, 2024 Virtual Public Hearing

POLICY and other priorities				
Safety / Vision Zero (Support)	9	1	10	Hwy 22 and 51, Hwy 97 passing lanes
Take Climate Action (Support)	6	0	6	
Decarbonize Transit	2	0	2	
Protect the 50/30/20 Split (Support)	2	0	2	
Better Representation at the Table / State (Support)	1	0	1	
Prioritize Emergency Response & Routes (Support)	0	1	1	
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	1	0	1	
Multimodal Transit Connection Improvements (Support)	1	0	1	

Happy Valley, OR - September 26, 2024 Public Hearing

In-Person: 49

Virtual: 1

Written Submissions: 33

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 66				
Transit (Fund)	20	12	32	Expand youth pass beyond PPS and include summer access, increase security, more TriMet service to Happy Valley, faster/more direct routes
Rural Transit (Fund)	8	6	14	South Metro Area Regional Transit, Regional Travel Options, Cherriots, Sandy Area Metro
Paratransit (Fund)	4	7	11	
Passenger Rail (Fund)	3	6	9	Wilsonville to Salem, Amtrak Cascades, expand MAX
Active Transportation (Fund) Total Mentions - 33				
Bicycle and Pedestrian Network (Fund)	7	13	20	Wilsonville Town Center Plan, Ride to Own eBikes
Micromobility (Fund/Support)	1	4	5	
Safe Routes To School (SRTS) (Fund)	0	5	5	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	0	3	3	
Freeway Expansions (Fund)	15	6	21	Cazadero Trail/Amsigger Rd (shoulder); Newberg-Dundee Bypass; 2017 projects; IBR
Operations and Maintenance (Fund)	6	6	12	Fix Hwy 43
Freeway Expansions (Don't Fund)	2	4	6	Especially Rose Quarter
Seismic Resilience (Fund)	2	4	6	
EV Rebates & Electrification (Fund)	1	2	3	
No Light Rail on Columbia Crossing	2	0	2	
Great Streets (Fund)	0	1	1	
Don't Fund Transit; Be Accountable With Existing Funds	1	0	1	
Wildlife Crossings (Fund)	1	0	1	
Graffiti and Trash Cleanup (Fund)	0	1	1	
Portland Ferry (Fund)	0	1	1	
REVENUE				
Mitigate Financial Impacts to Low-Income (Support)	6	5	11	
Registration Fees for EVs (Support)	5	3	8	
Tax by Weight, Road, Safety Impacts (Support)	5	3	8	
Road User Charge (Support)	4	3	7	Expand OReGO
No Tolling	7	0	7	
Increase STIF / Oregon Transit Tax (Support)	2	5	7	
Index Everything To Inflation (Support)	3	3	6	

Happy Valley, OR - September 26, 2024 Public Hearing

Tolling (Support)	3	2	5	Establish local buy-in, not diverting traffic into local communities, for bridge maintenance only, exempt Charbonneau
Raise Gas Tax (Support)	2	2	4	Tie to inflation
Progressive Funding Mechanisms (Support)	3	1	4	
No New Taxes	3	0	3	
Registration Fees for Bicycles (Support)	2	1	3	
Raise Registration Fees (Support)	0	2	2	
Eliminate Gas Tax	1	1	2	
Congestion Pricing (Support)	0	1	1	
Tire Tax (support)	0	1	1	
Car Sales Tax (Support)	1	0	1	
Increase Parking Costs Along Transit Lines (Support)	1	0	1	
Fees on Retail Delivery Companies (Support)	0	1	1	
Tax Transit and Bikes (Support)	1	0	1	
Address the Highway Cost Allocation Study (HCAS); Freight Paying Too Much	1	0	1	
Raise Fines for Moving Violations	1	0	1	
POLICY and other priorities				
Safety / Vision Zero (Support)	11	15	26	Jurisdictional transfer of Hall Blvd, school crossings on 82nd, Roethe Rd
Take Climate Action (Support)	9	9	18	
Increase ODOT Accountability and Transparency (Support)	10	2	12	Necessary for selling tax increases, more information to public (meetings, annual reports), audit, reduce administrative costs, make fee collection more efficient (use DMV branches)
Protect the 50/30/20 Split (Support)	3	2	5	
Multimodal Transit Connection Improvements (Support)	3	2	5	
Decarbonize Transit	1	3	4	
Pedestrian Prioritization at Signalized Crossings (Support)	0	3	3	Roethe Rd
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	1	2	3	
Enforcement re: Expired Registration (Support)	1	2	3	
Address Language and Technology Barriers for Transit	2	0	2	
Remove Highway Trust Fund Restriction / Amend Constitution (Support)	1	0	1	
Better Representation at the Table / State (Support)	1	0	1	
Enforcement re: Traffic Violence (Support)	0	1	1	
Cap Don't Widen I-5 Rose Quarter	0	1	1	

Hillsboro, OR - September 27, 2024 Public Hearing

In-Person: 41

Virtual: 3

Written Submissions: 122

***Sum of tallies below is not sum of commenters - one commenter can mention multiple topics; tallies are a best estimate**

Topic	Tally* Oral	Tally* Written	Total	Notes
SPENDING				
Public Transportation (Fund) Total Mentions - 140				
Transit (Fund)	14	74	88	Stop removing bus shelters, fund youth passes, add MAX tunnels under downtown and Lloyd district, more frequent service / later hours, faster times (dedicated / grade separate lanes and tracks, signal preemption), consolidate transit agencies, more streetcars, more accessibility for people using mobility devices, expand transit to S Hillsboro / Jenkins Estate / SW Corridor, expand FX bus to 82nd and TV Hwy, expand Park & Ride
Passenger Rail (Fund)	2	24	26	Vancouver / Albany / Eugene / Salem / Coos Bay/ Bend, faster Amtrak with stops at airports, add freight capacity
Paratransit (Fund)	5	10	15	Ride Connection, LIFT
Rural Transit (Fund)	2	9	11	Cherriots, Flix and Greyhound, Stadler FLIRT between Eugene and Portland airport, Washington County to North Coast
Active Transportation (Fund) Total Mentions - 101				
Bicycle and Pedestrian Network (Fund)	8	58	66	More barriers from traffic, more sidewalks, secure bike parking
Safe Routes To School (SRTS) (Fund)	4	10	14	
Oregon Community Paths; Trails; Multi-Use Paths (Fund)	2	10	12	Salmonberry Trail, Banks-Vernonia Trail, Red Electric Trail, Oregon Coast Trail, Westside / Rock Creek / Fanno Creek / Waterhouse Trails
Micromobility (Fund/Support)	2	7	9	
Freeway Expansions (Don't Fund)	4	52	56	Rose Quarter, OR 217, Interstate Bridge
Operations and Maintenance (Fund)	10	34	44	OR 6, US 26 / 30 / 101, culverts, potholes, transfer urban arterials from ODOT to cities, roads covered with ice / snow / leaves
Portland Ferry (Fund)	0	6	6	AKA Frog Ferry
EV Rebates & Electrification (Fund)	1	3	4	More chargers at residential buildings
Freeway Expansions (Fund)	4	0	4	OR 127, US 26 / I-405, Cornelius Pass Rd bridge, Westside Bypass, I-5 South
Bridge Improvements (Fund)	1	3	4	Guardrails - Necarney Bridge, widen OR 130 bridges
Seismic Resilience (Fund)	0	4	4	
Great Streets (Fund)	0	3	3	
ConnectOregon - Redirect Air Funds	1	1	2	
Wildlife Crossings (Fund)	0	1	1	
Graffiti and Trash Cleanup (Fund)	0	1	1	
No New Roads	0	1	1	
REVENUE				
Road User Charge (Support)	4	6	10	Choice between flat fee and by the mile
Mitigate Financial Impacts to Low-Income (Support)	3	7	10	Mitigate displacement along transit improvement areas, discounted fares
Increase STIF / Oregon Transit Tax (Support)	0	9	9	
Tax by Weight, Road, Safety Impacts (Support)	1	6	7	

Hillsboro, OR - September 27, 2024 Public Hearing

Index Everything To Inflation (Support)	2	2	4	
Tolling (Support)	2	2	4	With sunset date, both Columbia bridges
No Tolling	0	4	4	
Registration Fees for EVs (Support)	3	1	4	
Progressive Funding Mechanisms (Support)	1	2	3	Base road user charge on vehicle value
Raise Gas Tax (Support)	3		3	
No New Gas Taxes	0	3	3	
No New Taxes	0	2	2	
Local Funding Options (Support)	0	2	2	Washington County gas tax and registration fee
Eliminate Gas Tax	1	0	1	
Congestion Pricing (Support)	0	1	1	
Toll Before Widening (Support)	0	1	1	
Tire Tax (support)	0	1	1	
Fees on Retail Delivery Companies (Support)	0	1	1	
Address the Highway Cost Allocation Study (HCAS); Freight Paying Too Much	1	0	1	
POLICY and other priorities				
Take Climate Action (Support)	7	56	63	Discontinue leaded aviation fuel, regulate Uber and Lyft, single-user EVs not a real solution
				Arrington Rd, Complete Streets, Jurisdictional transfer of SW Hall Blvd, better lighting for crossings, drivers diverting from freeways, N Lombard and SE 82nd, get more drivers into rail, Oleson and Shattuck Rds / Vermont St, ODOT work zones, lower speed limits, raise fees on vehicles with hood heights above 30", road diet for SW Scholls Ferry
Safety / Vision Zero (Support)	9	48	57	Electrify rail over long term, but prioritize increased use in short term; zero emissions trains for tracks near residential
Decarbonize Transit	2	8	10	Third-party audit
Increase ODOT Accountability and Transparency (Support)	2	5	7	
Multimodal Transit Connection Improvements (Support)	2	4	6	
Cap Don't Widen I-5 Rose Quarter	0	5	5	
Protect the 50/30/20 Split (Support)	1	2	3	
Prioritize Emergency Response & Routes (Support)	2	1	3	
Support Compact Mixed Use Neighborhoods (Land Use, Pro-Housing)	1	2	3	
Pedestrian Prioritization at Signalized Crossings (Support)	0	2	2	
Address Language and Technology Barriers for Transit	1	1	2	
Better Representation at the Table / State (Support)	1	0	1	