
ADOPTION DOCUMENTS PACKET

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Oregon Transportation Plan Public Feedback

**Full Record of Public Comment:
3/24/2023 – 5/12/2023**



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Translated Language	Entry Date Submitted	First Name	Last Name	Organization*	Comments
Chinese	4/16/2023	lisa	c	CEls Chinese community	allover great plan. need better road maintenance especially potholes issues in our city.
Chinese	4/16/2023	wen	l	CEls Chinese community	it's good plan, there's need for multilingual on public transportation directions and signages.
Chinese	4/16/2023	tong	z	CEls Chinese community	this plan is great because it utilize many people in many levels to meet people current need and lifestyle. My hope is to reduce traffic and better road maintenance.
Chinese	4/16/2023	Jia	l	CEls Chinese community	allover good plan, but we need to take care the funding issues, hope not to implement more tolling on our streets or highway.
Chinese	4/16/2023	charlene	w	CEls Chinese community	it's a great plan, but need to focus on safety, homelessness, and pothole issues.
Chinese	4/16/2023	Jin	s	CEls Chinese community	great plan to prioritize ev infrastructure. i'm hoping there plan to build bicycle lane on the highway that can take us cross state lines.
Chinese	4/16/2023	Wanna	L	CEls Chinese community	Hope this plan can address current issues of racism, violent, crimes and safety for public transportation and homelessness issues.
Chinese	4/16/2023	sally	Xiao	CEls Chinese community	overall great plan. I hope there's help to reduce congestion on I205 connecting I5, perhaps adding another lane.
Chinese	4/16/2023	Rong	H	CEls Chinese community	it's a good plan. i like to see more safety for utility poles and power lines
Chinese	4/16/2023	Qianha	zh	CEls Chinese community	great plan to prioritize bicycle and pedestrian safety and use. we also need to address the safety and homelessness issues
Chinese	4/16/2023	Kelly		CEls Chinese community	It's a great plan. hope to add more shelters for public transportation stop stations
Chinese	4/16/2023	shelly	c	CEls Chinese community	It is a good thing to update the plan after 20 years due to the increase of populations, climate changes.
Spanish	5/9/2023	Saul	De los Rios	none	A comment related to safety: Some buses go very fast and it puts in danger those who are inside the bus as well as the people who are driving on the same street. Is there a way to train better the bus drivers?
Spanish	5/9/2023	Elizabeth	Palacio	none	Do you have a safety plan when the snow falls? I have seen that many cars get stuck on the roads because they don't have chains for the cars. Can they do a program for low income people to get free chains?

* Where indicated, in-language outreach was facilitated by community engagement liaisons (CEls) from PKS International

Translated Language	Entry Date Submitted	First Name	Last Name	Organization*	Comments
Spanish	5/9/2023	Abilio	Vicente	none	When they talk about security they should take into account the movement of merchandise. People are buying more online like on amazon and other internet sites, in many cases they are late because there are problems on the roads and also because of the weather. I would like this plan to focus on the future taking into account that many people will buy online. There are a lot of places that are empty like Walmarts or other stores that you can't find what you need because they may be late or have problems getting the products to their destination.
Spanish	5/9/2023	Maria	Tuch	none	There are people who smoke in the buses and my question is: Is it normal to smoke inside the buses? Is it legal? Specifically on bus 54. When I talked to the bus driver he told me not to get into that problem and that's why I was left with the doubt. "We want this information to get to the people who have the power to solve this problem."
Spanish	5/9/2023	kendony	Grave	none	In relation to safety it goes hand in hand with roads or streets. If there are roads with two lanes and another road has more lanes, logically the one with less lanes will have more traffic and the one with more lanes will have less traffic. This plan talks about security but in the buses there are constantly fights and the driver can't do anything because it is not his job. Is the payment of a security guard included so that these problems on the buses end up on the buses?
Spanish	5/9/2023	Braulio	Chamonica	none	It is a question What is equity mean?
Vietnamese	4/12/2023	Linh	Nguyen	CELS Vietnamese community	Does ODOT have the plan for reducing gas yet?
Vietnamese	4/12/2023	Nhu	Nguyen	CELS Vietnamese community	Language in English doesn't make sense
Vietnamese	4/12/2023	An	Bui	CELS Vietnamese community	Can I advocate for the City?

* Where indicated, in-language outreach was facilitated by community engagement liaisons (CELS) from PKS International

Translated Language	Entry Date Submitted	First Name	Last Name	Organization*	Comments
Vietnamese	4/12/2023	An		CELS Vietnamese community	Is the ODOT the funder for this project?
Vietnamese	4/12/2023	Chi	Bui	CELS Vietnamese community	Do you promote green space cross the state?
Vietnamese	4/12/2023	Chi	Bui	CELS Vietnamese community	What kind of plan to improve safety for Portlander?
Vietnamese	4/12/2023	Chi	Bui	CELS Vietnamese community	I recommend should do the first step is for safety for Portlander such as clean up....
Vietnamese	4/12/2023	An	Bui	CELS Vietnamese community	Can you explain about exquity?
Vietnamese	4/12/2023	An	Bui	CELS Vietnamese community	When do you start a plan?
Vietnamese	4/12/2023	Myle	Hoang	CELS Vietnamese community	Do you have any resources for help with buying electric car?
Vietnamese	4/12/2023	Trang	Le	CELS Vietnamese community	What will you do for safety on Max station or Bus station in the future?
Vietnamese	4/12/2023	An	Bui	CELS Vietnamese community	How to meet your plan?
Vietnamese	4/12/2023	An	Bui	CELS Vietnamese community	Does State, or City, or County to adopt the policy?
Vietnamese	4/12/2023	Nhu	Hoang	CELS Vietnamese community	Can you give us specific sample how can improve transportation use fuels, some projects that you invest to?
Vietnamese	4/12/2023	Michael	Ninh	CELS Vietnamese community	Will ODOT have back up plan for electric car such as internet connection disruption?...
Vietnamese	4/12/2023	Khanh	Le	CELS Vietnamese community	Will ODOT provide public transportation?
Russian	4/16/2023	Natalia	Kendrych	none	When you talk about climate being a priority, what are some practical things that are in the plan if any.
Russian	4/16/2023	Natalia	Eremin	none	Uber and Lyft regulations are important. Like other cities do it - where lyft uber CAN go and where they can not. To regulate traffic and not create one lane stoppers.
Russian	4/16/2023	Olha	Hridin	none	The economy cards need to be popularized, advertised and encouraged. Not just electric vehicles that may not be affordable to people.

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Oregon

Tina Kotek, Governor

Oregon Bicycle and Pedestrian Advisory Committee

555 13th St NE, Suite 2

Salem, OR 97301-4178

OBPAC@odot.oregon.gov

www.oregon.gov/ODOT/Get-Involved/Pages/OBPAC

4/27/2023

Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

Re: Oregon Transportation Plan Update

Dear Oregon Transportation Commission,

Please consider the following comments from the Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) regarding the Oregon Transportation Plan Update.

Overall: OBPAC is pleased to see that the needs of people walking and biking, safety (including safety of vulnerable users), and equity are incorporated throughout the document and reflected in the policies and strategies. We appreciate that the equity aspects go beyond ODOT and include advisory committees and overall more inclusive engagement and representation.

Investments Scenarios: Why does the active travel percentage decrease as funding scenarios increase in overall funding? We would like to better understand this and wonder if assumptions may need to be reassessed. As the easier, lower cost, stand-alone active travel projects are completed the projects that remain are becoming more expensive due to their complexity and difficulty. The scenarios should mention the need vs proposed funding of active transportation projects.

Prioritization: Tradeoffs are necessary given limited funding resources, even if more funding is secured. We are pleased to see “When solutions are identified that can save lives but may conflict with other goals, such as freight mobility or decreasing emissions, safety takes precedence.” (page 23) How is this reflected in the mobility related policies?

ODOT can't afford to maintain the existing system while achieving all of the additions needed to achieve the OTP goals. It needs to prioritize and make tradeoffs to align with values in the goals. Efficiency may need to be decreased in priority and maintenance will need to be more strategic. Maintenance for off-street paths (still nonexistent), should be a priority in the OTP. We are glad to see maintenance of off-street paths mentioned in Strategy MO.3.1.3 since it is already needed and will increase in need in the coming years.



Oregon

Tina Kotek, Governor

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555 13th St NE, Suite 2

Salem, OR 97301-4178

OBPAC@odot.oregon.gov

www.oregon.gov/ODOT/Get-Involved/Pages/OBPAC

Policies: Throughout the OTP there were some tradeoffs that could be more specific to be more useful. The policies are so broad and extensive that they may water down focus and achievements when it comes to implementation. While autonomous/emerging technology was mentioned in the OTP, there wasn't enough emphasis put on that area. For example objective MO.6 doesn't seem to get at autonomous vehicle/connected vehicle much. The state should be proactive with a regulatory and policy framework instead of trying to clean up a worsened safety situation after lives have been needlessly lost.

Accuracy and Details:

- Pg. 12 - The bridge numbers in the graphic at the bottom of the page seem off.
- Pg. 17 - Safety graphic: does this incorporate bicycle and pedestrian crash statistics? Consider showing bicycle and pedestrian specific crash statistics to illustrate how bicycle and pedestrian users are the most vulnerable when using transportation facilities.

We look forward to working with you on reflecting these policies in modal plan updates and upcoming funding decisions. Thank you for your continued support for active transportation in Oregon and for including OBPAC in these conversations.

Sincerely,

Transmitted via e-mail

Emma Newman and Mavis Hartz
Co-Chairs, Oregon Bicycle and Pedestrian Advisory Committee

CC: OBPAC Members
Karyn Criswell – ODOT Public Transportation Division Administrator
Susan Peithman – ODOT Policy and Implementation Manager
Jessica Horning – ODOT Pedestrian & Bicycle Program Manager



NATURAL RESOURCES DEFENSE COUNCIL

May 9, 2023

TO: Members of the Oregon Transportation Commission (OTC)
Kris Strickler, Director, Oregon Department of Transportation (ODOT)
Amanda Pietz, Administrator, Policy, Data and Analysis, ODOT
Representative Susan McLain and Senator Chris Gorsek, Co-Chairs, Joint
Legislative Transportation Committee
Governor Tina Kotek
Kelly Scannell Brooks, Transportation Advisor
Karin Power, Energy and Climate Advisor
Janine Benner, Director Oregon Department of Energy

FROM: Angus Duncan¹

SUBJECT: Oregon Transportation Policy – Comments

[technology + policy (incentives/regulation)] X velocity = arrested climate change

A plan in which everything is of equal priority is a plan where nothing is prioritized.

If Oregon's OTP cannot demonstrate analytically that it is setting priorities to solve the above equation, it fails the test of compliance with the state's climate goals.

More importantly, it fails all Oregonians, present and future.

I must begin with my gratitude that these comments on ODOT climate policymaking will not be as uniformly critical as they have been in past years. There have been positive developments in climate actions within ODOT and the state government, of which I will gratefully take note below.

¹ I write these comments in part reflecting my participation in the Sustainability and Climate Change stakeholder sub-group assembled by ODOT. I also write as Chair Emeritus of the Oregon Global Warming Commission, as former Director of Energy Policy, US Department of Transportation, and in my present capacity representing NRDC in the Pacific Northwest.

On the other hand, ***the modest if now at least discernable shift in prioritizing transportation emissions reductions in Oregon and nationwide is unlikely, without very substantial further commitments and increased velocities of delivery, to make a meaningful difference in climate outcomes in the time we have left for blunting the worst effects of climate disruption.*** Since Oregon has the capability to be a leader nationally and globally in turning around these profoundly threatening emissions, it has a commensurate responsibility to set and meet meaningful goals in a timely fashion.

For ODOT's contributions to transportation greenhouse gas (GHG) reductions, the bottom line is: Casting ahead to 2027, the conclusion of the next STIP cycle, and by its own analysis ODOT – and Oregon – have barely moved the emissions needle. Meanwhile the Legislature and the agency are gearing up to spend \$1 Billion (including a bonded \$700 MM) on a new I-5 bridge, another \$1 Billion on the Rose Quarter widening, and another half-Billion to \$1 Billion adding a lane each way on I-205 and earthquake proofing the bridge.

ODOT and other state agencies remain subject to Governor Brown's Executive Order 20-04 which sets emissions reduction goals and directs, in part:

“3A. Agencies shall exercise any and all authority and discretion vested in them by law to help facilitate Oregon's achievement of (these GHG) goals”

3B. To the full extent allowed by law, agencies shall prioritize and expedite any processes and procedures . . . that could accelerate reductions in GHG emissions.

3C. . . . agencies shall . . . integrate climate change . . . and the state's GHG emissions reduction goals into their planning, budgets, investments and policy making decisions. . . .

(1) Prioritize actions that reduce GHG emissions in a cost-effective manner.”

And only last month (March 2023) the Intergovernmental Panel on Climate Change issued another, more dire still, warning that the planet is approaching a 1.5°C warming gain tipping point after which damage to the climate and all it affects will become “irreversible².”

Against this caution, ODOT's best case climate planning³ -- the “Final Scenario Selection” – in June 2021, offers this improvement in its STIP 2024-27 resources allocation: ***“Slight GHG reductions anticipated (Modest improvements above the baseline)***

² See IPCC AR6 Synthesis Report: Climate Change 2023. <https://www.ipcc.ch/report/sixth-assessment-report-cycle/>

³ “Process for Evaluating the GHG Emissions Implications of the Statewide Transportation Improvement Program (STIP)_Report to the Governor on Executive Order 20.04” progress.

(emphasis added).” This is as measured from the self-administered “D-“ grade ODOT gave its own 2021-24 STIP.

Perhaps ODOT believes the effects of other actions outside ODOT’s purview will kick in post-2027 to offset our state’s slow start. And perhaps they will, but that is a hope, not a plan. While ODOT and the state may hope – as I do – that battery technology and EV uptake will accelerate post-2027, if we take our state goals seriously we should be rapidly deploying the incentives and charging infrastructure, electrifying and scaling up transit services, and taking the other actions they will complement and accelerate effects of federal actions and market forces. We should also assume some of this range of measures will not deliver as hoped. State or national politics may swerve to the conservative side of the road; a conservative judiciary may invalidate critical options; economic recession may hamper commercialization of new technologies.

Will Oregon have in place the *institutional* changes to maintain our momentum when political forces and technology curves go flat or turn against us?

Director Strickler cautions the Transportation Commission, in his memo on commencing the 2027-2030 STIP process, that:

“The Infrastructure Investment and Jobs Act (IIJA) expires in 2026. At that point, one-time funds for bridges and EV charging will expire, and there is significant risk that federal funding will fall below current levels⁴.”

In fact 2023-27 STIP funding already drops 20% from the 2021-23 funding levels⁵ (thus climate-affecting expenditures go up as a percentage of the overall program but remain flat in dollar terms and decline in real terms . . . when they should be rising to this challenge!).

Does ODOT prioritize maintaining momentum in upgrading and deploying EV charging infrastructure? What’s the plan for maintaining and strengthening charger system momentum if federal resources flatline or decline?

In any of these eventualities, or none of them, it is axiomatic that regulatory drivers have to be paired with programmatic ones – incentives, infrastructure investments, public information – to be effective and to develop traction and acceptance with the public⁶.

⁴ Kris Stickler, ODOT Director; Memo to OTC re Agenda Item K: 2027-2030 STIP; April 27, 2023

⁵ See page 10 of these comments.

⁶ The building and equipment electric energy efficiency gains realized over the past 40 years in the region have been achieved by beginning with incentives and early adopter customer assistance in making efficient choices, followed by strengthened building and equipment code to complete the transition.

There is the additional concern that our state’s transportation policies should advance equity values as well as functional ones. It is well established in the transportation literature (and acknowledged in ODOT’s White Paper; see footnote) that automobiles and the roadways they rely upon disproportionately advantage upper income, mostly white households. Transit and affordable housing along transit corridors redress some part of this advantage for lower-income, often households of color. It is admirable that ODOT has developed a “Social Equity White Paper”⁷. It would be better still if ODOT had the revenue and programmatic authority to support transit and other mobility choices that were tailored to the needs of the community to be served⁸. ODOT’s funding and professional resources continue to disproportionately favor the agency’s traditional roads-and-bridges projects.

Low-income communities are also the recipients of many of the downsides of a roads-and-bridges priority: the adverse health consequences of ICE emissions; the disruption of neighborhoods by the siting and operations of highways across them; and the disproportionate impacts of climate change on these households.

This is not to argue here the merits of the proposed interstate highway expenditures cited above, although one cannot but note that they will facilitate vehicle travel for the affluent in mostly internal combustion engine (ICE) vehicles through the approximately next two decades. These comments also acknowledge with gratitude the positive actions from other state agencies (see footnote 5, below).

But these comments intend to raise, explicitly, the question of priorities within the state’s transportation budget, which is the best single expression of current priorities.

We can appreciate the demands on ODOT for maintenance and repair, for responding to local governments’ needs list, for addressing safety issues . . . and, generally, for fixing the potholes. But we are obliged to question the usefulness of these expenditures when weighed against our unwillingness to rise to the oncoming challenge of climate change.

We are obliged to ask this question with respect to OTP doctrine and ODOT operations specifically: ***Where is the priority given to GHG reductions and climate action that the Governor called for in EO 20-04. For that matter, where is the priority and urgency that the IPCC Report calls for, and that Oregon is capable of delivering?***

⁷ ODOT “Social Equity White Paper”, September 2021
(<https://www.oregon.gov/odot/Planning/Documents/Equity-White-Paper.pdf>)

⁸ See also MOSAIC

For Starters

What policies and programs might the OTP adopt that would reflect a serious decarbonization agenda? It's a long list, but here are four starter ideas:

1. Condition local distributions of STIP dollars on community adoption of GHG reduction goals, ways and means; and on the performance of these commitments. These might (illustriously) include:
 - a. EV-ready Level 2 charging stations, or at least the conduit and wiring, required in all existing garages of a certain size, and by a certain date.
 - b. EV Level 2 charging stations required at all parking spaces in all new garages.
 - c. Identify and systematically deploy street-access charging and reserved adjacent street parking spaces.
 - d. Urban planning/zoning that aligns housing/commercial densities with transit corridors.
2. Suspend Rose Quarter lane-expansion commitments pending deployment and effectiveness testing of the intended congestion pricing demonstration.
3. Identify state transportation corridors where mode choices are being made and systematically deploy ODOT's MOSAIC least cost planning tool (or its successor) to develop a preferred modal frame within which the state and community can make informed investment choices. Treat "least cost" broadly to include both internalized and externalized costs that can be monetized, or quantified, or simply declared and weighed in decision-making.
4. Propose to the legislature that ODOT shift its revenue model from the gas tax to a VMT X vehicle efficiency metric⁹, together with price indexing. At the same time, propose to the legislature that the OTC may allocate a significant percentage – at least 25% -- of ODOT "roadway " revenues to transit and other non-roadway modal investments and operating costs that are consistent with a MOSAIC corridor least cost analysis.

The Record

⁹ To capture and reflect both local airshed and GHG emissions.

The record on Oregon – and ODOT – responding with urgent and meaningful actions to the climate crisis is not good.

Transportation greenhouse gas (GHG) emissions in our state in 1990 were \pm 21 mmTm CO₂e. In 2021 transportation emissions were – drumroll – 22 mmTmCO₂e¹⁰.

While we can take some comfort in our per capita emissions declining (Oregon’s population grew by almost 50% since 1990), that statistic is meaningless for climate purposes. The atmosphere cares only for total concentrations of GHGs, not per capita or per GDP emissions.

And we must note that over roughly the same period Oregon Vehicle Miles Traveled (VMT) grew by 30%. The fact that our overall transportation emissions remained static is thus due almost entirely to our drivers being provided with more fuel-efficient vehicles, which they then went out and drove 30% more miles.

We can also take some comfort in useful initial steps toward breaking out of the torpor that Oregon transportation climate policy has been in for most of the last 20 years¹¹. It should be acknowledged that most of the state-level transportation emissions actions have been undertaken by agencies other than ODOT. There have been other laudable actions¹² by the state and local governments, businesses and individuals. And now these

¹⁰

Table 2: Oregon Emissions in Million Metric Tons of CO₂e by Sector: 1990-2021 (Source: DEQ, 2023)

Sector	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Transportation	21	22	24	24	23	22	22	21	21	22	23	24	24	23	20	22

¹¹ In 2004 Governor Kulongoski’s Global Warming Advisory Committee delivered its first, deeply concerning, report on Oregon’s transportation and other emissions trends and likely painful consequences.

¹² Some of the transportation climate actions undertaken in Oregon over the last ten years:

- Oregon has adopted a Clean Fuels Program that is incrementally requiring cleaner vehicle fuels.
- Oregon has adopted California’s Advanced Clean Cars Standard that will require all cars and light trucks sold after 2035 to be zero-emitting¹²; and California’s Advanced Clean Trucks Standard aimed at a first tranche of zero-emissions heavy duty trucks.
- Oregon has an Electric Vehicle (EV) tax credit and other incentives to complement federal incentives (available to some, not all, vehicles; and some, not all, buyers);
- Oregon’s Department of Environmental Quality has adopted a Climate Protection Plan that will systematically drive down industrial, residential and commercial, and transportation fuels emissions by 90% in 2050, and by 46% in 2035.
- Portland has adopted an EV Ready Code that requires EV-ready charging at parking spaces in certain new residential and mixed-use construction (but not in any existing parking facilities, so

are complemented by potentially game-changing national legislated programs¹³ supporting transportation electrification.

State and local programs, however, are also often compromised by a too-limited scope (e.g., applicable only to new vehicles/garage construction) and too much delay in implementation (e.g., relying on turnover instead of incenting/regulating faster turnover).

With these gains and limitations in mind, does the Oregon Transportation Policy (OTP) and other transportation policy activity promise sufficient commitment that Oregon's GHG reduction goals become realizable? Will transportation emissions truly begin to dramatically decline as ODOT projects, or simply continue to go sideways as new emissions offset reduction improvements, as in the past 30 years?

Since we can't be certain of the future, we need to evaluate ODOT's present levels of commitment and whether they will be sufficient and timely.

The prospects are not wholly encouraging.

Statewide Transportation (GHG Reductions) Strategy (STS), and ODOT Transportation Emissions Projections

Ten years ago an ODOT-sanctioned advisory group (chaired by then OTC Chair Gail Achterman) developed and delivered a consensus STS to the Commission. The Commission and ODOT, with the tacit acquiescence of the Governor and Legislature, responded by putting the plan on the shelf for the next five years. In 2018 ODOT moved to evaluate its GHG progress and compare that work to what the STS might have driven forward . . . and gave itself a D- grade.

To its credit, however, also in 2018 ODOT and the OTC determined to revisit and reapply the STS vision and work product in developing its climate policies going forward¹⁴. In collaboration with the Departments of Energy, Land Conservation and Development, and Environmental Quality, ODOT reconsidered the six categories of strategies and 133 actions identified in the STS. The four agencies considered where actions had been undertaken

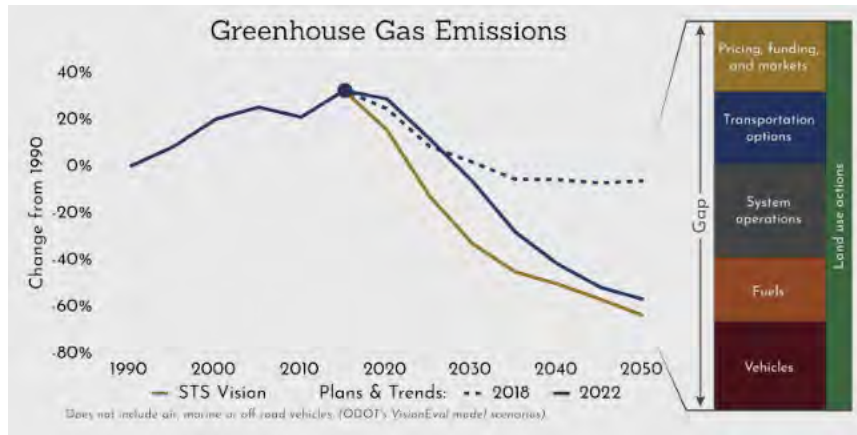
again progress is as slow as turnover rates allow). Portland also has a Clean Energy Fund that is allocating \$750mm over five years to electrification of heating, cooling and transportation with priority to low-income households and neighborhoods.

- Tri-Met has committed to an all-electric bus fleet as its existing ICE buses phase out.

¹³ President Biden's "Inflation Reduction Act" and his Infrastructure and Jobs Act.

¹⁴ See STS: Multi-Agency Implementation Work Plan Update 2023-24, at: https://www.oregon.gov/odot/Programs/Documents/Every%20Mile%20Counts/STS%20Multi-Agency%20Implementation%20Work%20Plan_2023-2024.pdf

and where they could be activated anew. They evaluated what, if the STS vision and actions were pursued with vigor, might be accomplished. They have produced a web page (<https://www.oregontransportationemissions.com>) to summarize work underway or to be undertaken. The report begins with an emissions projection chart that, in light of past transportation emissions history, can only be described as “hopeful.”



The curves all *promise* significant progress in reducing emissions. There is plausible hope that the curve could in fact bend downward in future years, but this is due in its most substantial part to: (1) federal intervention in auto design to require

cleaner cars; (2) California’s exercise of its singular right to set fuel economy standards that Oregon can then adopt, and (3) the contributions of other state agencies and local governments (see footnote 11). Meanwhile ODOT will administer the federal funds (with a state match) for EV charging infrastructure on designated federal highways, and federal funds to support transit but with only modest contributions from the state-derived revenues in the Department’s \$3.9 billion budget. ODOT received \$100mm from the legislature to support transit, since most of its gas tax dollars can’t lawfully be used for most transit expenditures.

The OTC also committed \$100mm to EV charging infrastructure in May of 2022 (half of this amount comes from federal infrastructure bill funding, with a 20% local match; unclear where the balance appears). The Commission also added \$100mm to the 2024-27 STIP (see STIP, below) for bicycle-pedestrian programs.

ODOT’s argument for expecting falling emissions (as shown in the figure above) are detailed in subsequent ODOT charts¹⁵.

- The first two, “Vehicle Technology” and “Fuel Technology” are agendas driven nationally, which Oregon can support and benefit from but not materially influence.

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OREGON TRANSPORTATION EMISSIONS : Emissions reduction progress: State of Oregon Emissions Website (<https://www.oregontransportationemissions.com>)–

- The third, “Transportation Options”, accurately shows “Transit Service – Urban/Intercommunity” emissions reductions growing more problematic by 2050.
- “System Operations” shows little movement in emissions either way.
- “Land Use” related emissions reductions look substantial but are mostly due to Oregon’s land use laws and urban growth boundaries. Inexplicably, “Parking – Management” shows emissions reductions reaching goals, while “Parking – Pricing” shows zero progress. How exactly is this possible? Doesn’t say.
- Finally, “Pricing, Funding and Markets” includes “congestion pricing” although it’s problematic whether such pricing will in fact reduce net emissions, or may actually increase them.
- “Carbon Pricing” shows emissions progress but, again, due to the DEQ-administered carbon reduction rule.
- “Other true costs of driving” shows no progress as ODOT has shown no appetite for shifting to a revenue model that would charge vehicles for consumption of airshed (local pollutants) and carbon emissions per mile driven as well as wear and tear on the pavement.

It’s hard to see in this litany where exactly ODOT itself is driving emissions reductions apart from modest increases in funding for transit, EV charging, bike and pedestrian infrastructure and Americans with Disabilities Act mobility measures. Meanwhile, the greatest share of ODOT’s budget continues to go to maintenance of existing roads and bridges, and to consideration of major new capital projects (I-5 and I-205 bridges; Rose Quarter I-5 expansion).

Statewide Transportation Improvement Program (STIP)

During the OTP public comment hearing, ODOT’s Erik Havig acknowledged that the STIP is where the Department expresses its priorities in allocating state and federal transportation dollars.

We’ve noted above the gains and limitations present in ODOT’s STIP allocation of funds, and the equivocal message it sends on ODOT’s commitment.

In January 2021 ODOT analyzed the GHG consequences of its 2021-23 and 2024-27 STIP programs to be funded by STIP¹⁶. The “Final Scenario” of this examination shows a

¹⁶ “Applying a GHG Emissions Lens to STIP Decision-making, January 2021. (https://www.oregon.gov/odot/Programs/Documents/CO_STIP_GHG_Phase1_ReportAddendum.pdf)

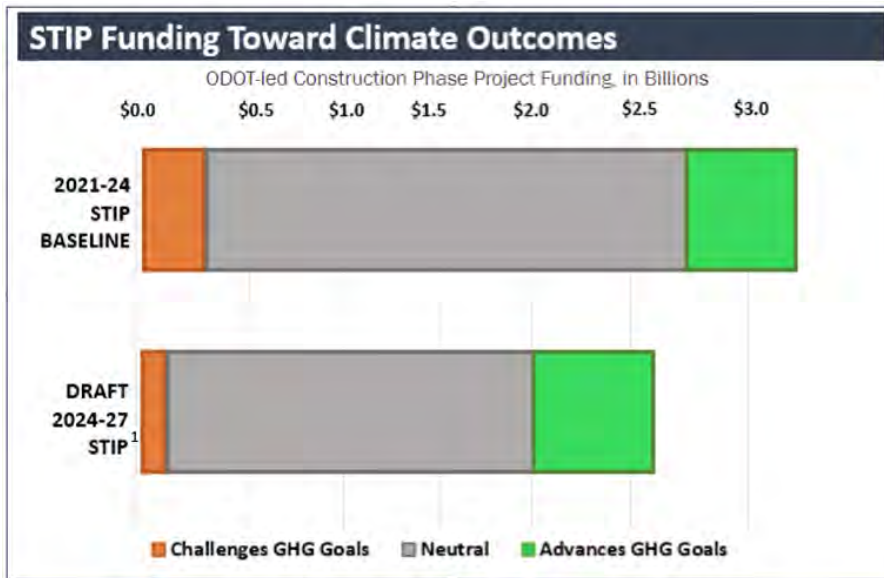
net allocation of STIP funding “Toward (Improved) Climate Outcomes” of 19% of funds compared to only 7% in the 2021-24 STIP. That sounds like a significant improvement but is qualified by two considerations:

- Total STIP funding declined from 2021 to 2024 by $\pm 20\%$, so actual dollars allocated Toward Climate Outcomes remained about the same for the two periods; and
- Much of the overall available STIP funding is federal and earmarked for specific uses, so while ODOT administers the dollars it has little discretion in directing them. Almost all the ODOT STIP dollars available for Electric Vehicle charging infrastructure and for transit are federal fundings, and are so earmarked. It’s unclear what ODOT discretionary dollars, if any, are going to these two core GHG-reducing actions.

In a follow-up ODOT analysis¹⁷, the *percentage* of STIP funding allocated by ODOT for “neutral” purposes (e.g., largely roads and bridges) was approximately the same in both STIP allocations: 75% in 2021 and 73% in 2024. Affirmative investments in climate action were roughly the same in both periods, but negative effects (as ODOT classifies them) declined.

¹⁶ <https://www.oregon.gov/odot/Pages/SAP.aspx>

¹⁷ Greenhouse Gas Emissions Evaluation for the 2024-27 Statewide Transportation Improvement Program - Results Summary & Key Findings: March 2023
(https://www.oregon.gov/odot/STIP/Documents/GHG_Emissions_Evaluation_for_2024-27_STIP.pdf)



This March 2023 STIP analysis concluded that, “Compared to the 2021-24 STIP, the 2024-27 STIP invests more in projects that have beneficial emissions outcomes. . . . Quantified emissions analysis shows a small emissions decrease within the STIP portfolio. **Compared with Oregon GHG targets, the amount is roughly 0.5 percent towards targets** (emphasis added).” ODOT then references “other ODOT, state and local partner agency strategies . . .” and “electrification” as promising greater reductions but acknowledges that “**current emissions are narrowly changed.**” This conclusion reinforces the argument in these comments that ODOT’s contributions to reducing GHGs are too little/too late compared to the need to increase both scale and velocity of emissions reductions (per IGCC).

TEINA¹⁸

The TEINA is an admirable multi-agency state effort to put some meat on at least one of the state’s and ODOT’s GHG/Climate policy objectives: electrifying the transportation rolling stock, from scooters to cars to Over-The-Road freight trucks. It starts with SB 1044 (2019) quantitative goals for gross numbers of EVs; and while the state missed its 2020 goal (under 40,000 of the targeted 50,000 EVs), it has hopes for the still-distant 2025 goal of 250,000 EV’s. With new federal and refurbished state incentives, and

¹⁸ Transportation Electrification Infrastructure Needs Analysis, ODOT, August 2022 (<https://www.oregon.gov/odot/Programs/Documents/23021%20T031%20TEINA%20Report%20August%202022.pdf>)

notwithstanding that present (2023) numbers are between 60,000 and 70,000 vehicles, another 180,000 in the next 2.5 years may not be out of reach (that's a 250% increase).

To get there, however, Oregon will have to persuade lots of drivers facing car turnover time that range and recharging issues will be managed to their satisfaction; e.g., more than minimally. For many that will mean, at least, easy, fast and accessible charging – an experience akin to pulling into a gas station for a fill-up. And that in turn will mean, per TEINA, a 500%+ increase in “charging ports” by 2025 (over 2020 levels).

Credit to TEINA for setting challenging but likely honest goals. It is likewise honest in specifying conditions under which the goals are plausible. One is “Update Oregon’s building codes to make them EV ready.” Since we have to assume the bulk of the hoped-for EV purchases will be to buyers with existing home, business, shopping and recreational circuits, EV-ready building codes will need to address existing as well as new construction. But there is community (contractors; developers; building owners and managers) resistance even to requiring installation charger wiring in garages of new buildings, during construction when the incremental cost is minimal. Of course there is greater resistance still to retrofit requirements.

And while there are multiple actual or potential suppliers of public and commercial charging facilities across the state, there’s also relatively little coordination of deployment strategies, operating and payment systems, availability standards and other efforts to make scaling this challenge more likely to succeed. That potentially means oversupply of charging where the market seems to bear it and charging gaps – or even deserts – where the market doesn’t promise quick commercial returns. It potentially means a jungle of different connector designs, payment protocols, reservation rules, time-on-charger rules and so on – not the simple, intuitive access that will encourage EV purchases.

In 2022 Oregon joined Washington and California to require that all new car sales from 2035 on must be zero-emissions, AKA electric. That’s another useful numerical goal (and a projection relied upon by the Global Warming Commission’s TIGHGER¹⁹ analysis showing Oregon on a pathway to meeting its “90% below 1990 emissions levels by 2050”). Achieving these goals assumes many building blocks are in place, relatively soon, in sustainable quantities and distributions, to assure vehicle buyers that an EV is a plausible,

¹⁹ “Roadmap to 2030: Transformational Integrated Greenhouse Gas Emissions Reduction Project Report (TIGHGER) March, 2023
(<https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/64275c449499a72eb55aa206/1680301133140/2023-TIGHGER-Project-Report.pdf>)

practical and affordable choice. Chief among these is the accessibility of convenient and fast recharging.

As Jim Rowan, Volvo's CEO, has said of EV world leader Norway's goals and accomplishments: "[The combination of incentives and ubiquitous charging] took away all the friction factors.²⁰" Norway is set to phase out all sales of internal combustion vehicles by 2025, ten years ahead of US west coast states' commitments.

ODOT's planning process, and particularly the OTP, needs to get to this level of detail, get to priorities, and get to the efficient and functional deployment of the charging infrastructure. Oregon communities that adopt charging infrastructure rules need to know that incentives will support them, and that ***STIP and other state revenue distribution priorities will advantage early adopters***. A properly designed charging infrastructure will have to be in place *in advance* to assure drivers/buyers to take the EV plunge. If they don't know how deep or cold the water is, or whether there are large rocks just beneath the surface, they will not proceed at the needed velocities²¹.

Oregon and its like-minded companion states may also have to weather another Trump-like period of national governance hostile to climate and clean car policies, so institutional tools – state programs, incentives, resource allocations – will have to be durable enough to weather indifference or hostility from the feds.

Oregon Transportation Plan (OTP)

The OTP is supposedly the document containing overall policy and program guidance for ODOT. It is roused out and reviewed every couple of decades or so, although with the changes knifing through the transportation sector today from technology, climate imperatives and government regulatory actions, ODOT may be obliged to revisit its ground rules more often in the future.

This 2023 draft plan yields too often to business-as-usual (BAU) demands and as a result foregoes the substantial opportunities ODOT has to reduce Oregon's greenhouse gas (GHG) emissions. It leaves largely untouched a transportation system that, in a state which ostensibly prioritizes climate action, remains our state's largest source of GHG emissions to the atmosphere. ***It does not prioritize climate outcomes***, contrary to EO 20-04.

²⁰ Quoted in New York Times, "In Norway the EV Future Has Already Arrived," May 9, 2023

²¹ Even if the pace of EV uptake is as projected in TEINA and TIGHGER, there will still be substantial numbers of internal combustion engine vehicles on the road through 2050. Current turnover time is 17 years from date of purchase. Circumstances favorable to EVs could reduce that; a challenged market could extend it.

This is the most grievous consequence, but hardly the only one, of a transportation planning system whose implicit priorities remain Business-As-Usual (BAU) allocations of resources. We know this not because the Department explicitly asserts it in planning documents –in fact it often asserts the contrary -- but because ODOT’s year-over-year allocations of budget resources – as ODOT itself describes them – have hardly budged. There are year-to-year incremental changes, especially as federal funds stipulations vary, but no major departure from BAU that would reflect emerging, different-/ greater-than-BAU challenges . . . and the shifting of priorities to rise to these challenges²².

The Draft OTP proposes dozens of unprioritized actions. There is something in the OTP for everyone to like²³ but of course not all goals will be realized. So what get priority?

The “Policy Framework” proposes six priorities²⁴ but fails to rank these against each other. It then fails to prioritize the many interior actions subsequently proposed in the OTP.

Picking at this plan paragraph-by-paragraph would only obscure critical larger questions. Instead I focus my comments where ODOT and the OTC should be focusing their OTP attentions, on these two larger themes: priorities and climate.

Priorities

I want my comments to first, acknowledge that this OTP fairly reflects the breadth and complexity of modern transportation policy. I begin with the stipulation that policy and measures must be many things to many interests, each of which has a vested interest in its issues being prioritized.

²² . . . unlike Oregon’s electric utilities, as evidenced by Portland General Electric’s just-submitted Clean Energy Plan that will shutter fossil fuel power plants and install thousands of megawatts of wind, solar and batteries in a dramatic break from the past (see “PGE lays out clean energy plan” in the Oregonian page D1, April 5, 2023 (<https://www.oregonlive.com/environment/2023/04/how-pge-plans-to-get-more-clean-electricity-to-meet-demand-emission-goals.html>). PGE must reduce its historic emissions by 80% by 2030 and achieve zero carbon emissions by 2040.

²³ E.g., within Economic and Community Vitality: “Move goods and provide access to services in an innovative way to help Oregon’s economy thrive.” What’s such an “innovative way?” “EC:2.3.1: Emphasize use of less-polluting freight vehicles . . . to move goods within urban environments while supporting heavier freight activity at the periphery of urban environments and for intercity travel.” Hmmmmm? And with what tools – budget and regulatory actions – will this be accomplished? How will ODOT’s budget dollars flow to this action relative to, say interstate roadway capital projects? The OTP is silent on these tradeoffs.

²⁴ “Save Lives; Center Equity; Reduce Greenhouse Gas Emissions; Secure Sustainable and Reliable Transportation Funding; Maintain the Existing System and Complete Critical Connections; enable the Efficient Movement of Goods and Services.” Draft Oregon Transportation Policy March 2023, Section 5.1: Policy Framework, pp. 23-25 (https://www.oregon.gov/odot/Planning/Documents/OregonTransportationPlan_Public_Review_Draft.pdf)

But . . . this is all the more reason the OTP needs clearly delineated priorities and accountability – goals, milestones, tracking analysis – to evaluate whether priorities are correctly reflected in budgets and actions. While actions will be needed and proposed for higher and lower priority goals and many actions in between, we should be clear how priorities are served relative to each other.

***A plan in which everything is of equal priority
is a plan where nothing is prioritized.***

If the draft OTP equally prioritizes, say, “Maintain the Existing System and Complete Critical Connections” with “Reduce Greenhouse Gas Emissions,” we must look to either (a) allocation of resources, or (b) achievement of milestones/goals to judge whether these are in fact equally supported by ODOT’s budget or accomplishments. We know from the discussion above that there is neither budgetary nor accomplishment parity between the two “priorities.” Far larger sums are allocated to roadways and bridges, existing and proposed, while transportation GHG emissions have flatlined for 30 years and ODOT has earned near-failing grades from both the Oregon Global Warming Commission (see 2013 OGWC Biennial Report) and, more compellingly, from itself²⁵

Of course priorities are essential to any plan subject to the straitened budgets created by the Department’s fiscal circumstances (as described effectively in the four funding scenarios analyzed in Section 7.4) .

Additionally, the integrating and weighing of broader State of Oregon policy priorities (land use; housing; greenhouse gas emissions) that intersect with transportation policy oblige ODOT to reference these in establishing priorities for its limited resources (also well delineated in Section 6.4).

So what are the priorities in this Plan? Apart from tracking ODOT’s priorities through their year-over-year budgets and allocations, I was able to identify several – not always aligned – efforts within this document to enunciate priorities.

On pages 23-25 the plan identifies six priorities for Oregon’s transportation system (see footnote 23, above).

On page 1 the OTP identifies seven “Resiliency Focus Areas²⁶.”

²⁵ “Applying a GHG Emissions Lens to STIP Decision-making, January 2021.
(https://www.oregon.gov/odot/Programs/Documents/CO_STIP_GHG_Phase1_ReportAddendum.pdf)

²⁶ Safety
Climate and Weather
State of Good Repair
Seismic Resiliency
Widening Social Inequities

On page 2 the OTP sets out eight ‘Key Transportation Challenges²⁷.’

While there is some overlap among the three lists and 21 topics, there are also differences from list to list. There are no guideposts for a reader (or advocate of an ODOT course of action) to within the need to focus dollars on “eliminating fatalities and serious injuries, maintaining lifeline routes and key corridors, sustaining transit service and adding critical connections for biking, walking and rolling.”

In contrast, page 2 of the Plan identifies eight “Key Transportation Challenges.” These include several priorities that do not make the page 25 list, including: “Lack of Funding; Greenhouse Gas Emissions; Historic Underinvestment in Disadvantaged Communities; Supply Chain Disruptions; (and) Growing Urban Congestion.”

Then, “Section 5: Policy Framework” (beginning on page 23) recites six policy areas of endeavor that ODOT must address but without any sense of priorities.

The “Goals, Objectives, Policies and Strategies” in Section 6 then offers 45 pages of discrete policies and actions, many or most aspirational, some with quantifiable objectives but many without. I was unable to find the key that would unscramble the relative importance – to the Department, the state or its citizens – of the dozens of actions spread over their 45 pages

For example, from page 69:

Strategy SC.1.2.1: Support transportation electrification of all modes, including: micromobility (electric bikes and scooters), light vehicles (cars and trucks), and medium and heavy-duty vehicles (commercial freight trucks and transit buses).

These are admirable aspirations but absent quantified goals, interim milestones, tracking, budgetary relationship to other actions, etc., they are a profession of interest, not a priority.

The three-year Action Plan²⁸ also offers “priorities:”

Changing Technologies
Transportation Revenue Challenge

²⁷ Increase in Fatalities and Serious Injuries
Disrepair of Transportation Assets
Lack of Funding
Greenhouse Gas Emissions
Historic Underinvestment in Disadvantaged Communities
Supply Chain Disruptions
Growing Urban Congestion
Incomplete Bike and Pedestrian Network

²⁸ <https://www.oregon.gov/odot/Pages/SAP.aspx>

“The plan revolves around three priorities—equity, a modern transportation system, and sufficient and reliable funding. These priorities set the overall direction for the agency and include underlying goals that focus our work.”

In none of these instances is there any:

- quantification of the challenges,
- prioritizing the challenges,
- specification of appropriate kind or level of actions (including allocation of resources) keyed to expressed priorities,
- setting of measurable goals and milestones, or
- incentives to meet, or consequences for failure to meet, the (absent) goals and milestones.

These multiple statements of “priorities” in a single document, and the absent implementing actions and criteria for success (as well as similar values I have enumerated in earlier comments) lead to two damaging outcomes described below, neither of which serve ODOT or the state well.

First, a stakeholder – say, a local government trying to integrate its priorities with ODOT’s – will be misled and confused by the differences, the imprecisions, *and the* absence of metrics that would otherwise clarify how the local and state policies can be reconciled.

Second, some stakeholders might look at the history of muddled state priorities and conclude that they might turn these imprecisions to their` advantage by opportunistic citations.

Appendix C of the OTP stirred my hopes by promising “Key Performance Indicators and Example Metrics.” Those hopes were dashed by the generic nature of cited “Oregon Performance Measures” keyed mostly to the STS that bespoke “GHG emissions for ground passenger and commercial services” but gave no values the OTP might set as goals nor a time frame for achieving reduced GHG emissions (the text doesn’t actually say “reduced” emissions are the objective but we can give ODOT the benefit of the doubt here). There is no link to an agenda of actions or a schedule for achieving the unstated goals (unless we count the all too unspecific “Governor: GHG emissions reductions compared to 1990 levels.”)

There is an effort to improve on this state of affairs in Section 7.4, which reports on an analysis of different allocations of resources to different scenarios of actions – an exercise in prioritizing that involves “tiers” of actions and quantified budget allocations. Scenarios are valued based on “Key Performance Indicators” (7.6.2). This is getting

perilously close to actually measuring outcomes. But in the end the OTP provides (in Section 7.6.3) only generalized outcomes: an “increase” or “reduce(d)” outcome relative to current values in six categories of “performance Indicators.”

The text and figures acknowledge that absent **both** a step up in revenues²⁹ **and** a reallocation of much or most of the increases to transit and vehicle electrification, climate (and equity) remain largely orphaned.

This is consistent with the conclusions of an April 5, 2023 Report³⁰ concluding that if federal infrastructure dollars are largely used by state DOTs for BAU purposes as expected, i.e., for capital roadway projects, these “investment decisions could increase cumulative emissions by 170 million tons of carbon dioxide equivalent (CO₂e). . . . (The Report notes that) Spending on roadway contracts in 2022 was nearly 30 times higher than spending on rail and transit contracts, while just 1 per cent of IIJA (Infrastructure Investment and Jobs Act) funds are being put toward cycling and pedestrian infrastructure.

And there is no policy-stipulated end value to measure against. Why not? We know there are legislatively adopted quantitative State of Oregon goals elsewhere, e.g. for GHG emissions reductions. Does this Plan, if implemented, disaggregate the state totals into transportation emissions and then align needed reductions with actions to achieve?

It does not.

There is no way of knowing since, on page 96, we are only told that the preferred direction for GHG Emissions was “Reduce.” By how much? By when? By what actions? With what budget? Not much prioritizing guidance in here³¹.

It's certainly possible that I have misread or elided over passages in this document that are more instructive as to ODOT's priorities. But if *I* have been unable to coax clarity on this point from the OTP text (while specifically seeking such rankings out,) and having reasonable familiarity with the issues, how much more difficult must it be for other ODOT stakeholders, less schooled in transportation policy, to find and rank and understand what the Department's priorities are?

²⁹ Revenue increases are proposed as either a “Major Increase” or “Blue Sky” condition since these two have different allocation priorities along with higher revenues.

³⁰ “A Fork in the Road: States Will Determine the Future of US Transportation Pollution” Rocky Mountain Institute and Georgetown Climate Center. <https://rmi.org/states-will-determine-the-future-of-us-transportation/>

³¹ See also Footnote 12, page 8.

Climate

So what to do about climate?

“Reduce” emissions, okay.

But that’s neither quantitatively linked to Oregon’s GHG goals (or Transportation’s share), or to the Governor’s EO, or to other activities reflected in this OTP. We don’t know, from this OTP’s treatment of either GHG emissions goals or of other transportation activities sanctioned in the document (actions also generally without quantifiable goals themselves), how transportation emissions reductions are prioritized. Apart from general references to the STS³² adopted ten years ago and largely ignored until 2018, we don’t know what actions, in what sequence, with what allocated resources and/or regulatory tools, should be marshaled to accomplish what level of “reductions.”

At the risk of repeating some data points cited above, the following offer a useful stepwise elucidation of state transportation GHG policy and offer *both context and a start on metrics for the progress we need to make in Oregon*:

1. Oregon’s Transportation GHG emissions haven’t budged since 1990.

Transportation emissions have accounted for between 35% and 40% of Oregon’s total emissions since the state started counting in 1990. Total transportation emissions 30 years ago were 21 mm Tm; in 2021 they were 22 mm Tm.

At the same time we have Oregon’s electricity supply already declining and on a ramp to reduce emissions 80% below 1990 levels by 2030, and 100% by 2040. Emissions in 2020 were down 25% from their 2000 peak, and down 12% -- or 2.5 million tons – from 2010³³.

Why progress in one sector and not the other? It’s not overly complicated.

For electricity we have had, for many years, combined incentives and regulatory tools which have encouraged energy efficiency, and also encouraged low-emissions technologies like wind, solar and battery storage efficiencies. In response, these technologies have gained efficiencies while unit costs of production have plummeted. We devised and used Integrated Resource Planning (IRP) tools and regulatory frameworks which have obliged – and

³² State Transportation [Greenhouse Gas Reduction] Strategy developed by ODOT staff, consultants and stakeholders, and in 2013 presented to the OTC which chose at the time to “acknowledge” but not accept and implement its recommendations; see above at pp. 4-6..

³³ Oregon Department of Environmental Quality, Greenhouse Gas Emissions from Electricity Consumed, <https://www.oregon.gov/deq/ghgp/Pages/GHG-Emissions.aspx>

enabled – the utilities to align their resources and operations with state policies and with guidelines laid down the Public Utility Commission.

Combined, these establish priorities and guide implementation consistent with those priorities in an area no less complex and demanding than transportation planning. Utilities, planners and regulators did not seek a BAU option in their IRPs that would let them avoid the numbers or their obvious consequences³⁴.

In contrast – and notwithstanding explicit state priorities on emissions reductions laid out by both the Legislature and the Governor – Oregonians continue to drive mostly gasoline and diesel cars and trucks. Why? Because the transportation sector has not had the explicit priorities that have resulted in levels of investments, incentives and other tools that would propel low carbon technologies forward to customer affordability and acceptance³⁵.

We appreciate the differences between the two emissions sources. Our utilities can largely choose their sources of electricity, while Oregon travelers are subject to national and global transportation industries' choices (e.g., vehicle designs and fuel options). But because we have fewer tools does not mean we should fail to pick up and use the tools we have.

2. Climate Change is Not Pausing for Us To Get Our Priorities In Order: This **second** “data point” was communicated only last month by global scientists assessing probabilities of the planet avoiding the worst effects of climate change. The 2023 IPCC³⁶ reports those probabilities as . . . dim.

- If every signer of the Paris Accords were to deliver on its emissions reduction pledge, we'll still end up on the wrong side of the relatively “safe” 1.5°C threshold.
- And every signer is **NOT** delivering on its pledges. Even the US, with adoption of its historic IJJA and IRA³⁷ last year – and assuming IRA resources are deployed in a timely and effective way -- is expected to still fall 20% short of its 2030 pledge.

³⁴see “PGE lays out clean energy plan” in the Oregonian page D1, April 5, 2023
<https://www.oregonlive.com/environment/2023/04/how-pge-plans-to-get-more-clean-electricity-to-meet-demand-emission-goals.html>

³⁵ Revealingly, ODOT and stakeholders did develop a planning tool analogous to the utility “Integrated Resource Plan,” – at least for specific corridors – but the MOSAIC program was never deployed widely or built upon for sector-wide planning.

³⁶ See IPCC Summary for Policymakers at https://report.ipcc.ch/ar6syr/pdf/IPCC_AR6_SYR_SPM.pdf

³⁷ Inflation Reduction Act, which contains much of the Administration’s climate initiative . . . and only a little inflation reduction.

The disruptive climate effects we are already experiencing – in Oregon and around the globe – will worsen in any event, but without those timely GHG reductions we will go from preparing for bad effects to anticipating far worse ones.

- 3. Good News, but Not Good Enough:** The **third** data point is at least superficially encouraging. Globally, one in every seven cars purchased last year was electric³⁸. In the US, EV market-share last year almost doubled the 2021 threshold (to 7.2% of light duty vehicles sold), in what otherwise was a down year for car sales.

But EVs in Oregon – one of the sales leaders among states -- are still under 3% of vehicles on the road³⁹, and turnover time for light duty vehicles is ± 17 years.

While lithium battery prices bumped up last year, they have still dropped 90% since only 2010. As new battery materials and techniques emerge, these components too will result in downward trends. On April 3, 2023, the battery giant LG announced a new “wireless” battery design that shaves almost 200 pounds off their 800-volt long-range vehicle battery model and extends its range commensurately⁴⁰.

Why is this kind of progress possible? Because battery makers and vehicle companies are finally seeing an emerging market that will be continuously fueled by consumer demand aided in critical measure by incentives and policies, from governments and utilities, that are driving innovation.

Those incentives and policies need to be amped up, at both federal and state levels, if the necessary rate of emissions reductions is to be achieved. And they need to be correlated with much wider state, local and private sector deployment of charging infrastructure. That infrastructure in turn needs to be as accessible and intuitive to use as a gas pump or the non-early-adopted consumers will not shift to EVs nearly as fast as they must.

- 4. How State and Federal Transportation Dollars are Prioritized Makes a Difference.** A fourth data point comes from the above-referenced Rocky

³⁸ Most of these gains were in China, where the government can be more . . . “directive.”

³⁹ Per Oregon Electric Vehicle Dashboard and Statista (<https://www.statista.com/statistics/196010/total-number-of-registered-automobiles-in-the-us-by-state/>)

⁴⁰ And just since the LG announcement on Monday, another battery developer, working with Mercedes Benz, announced a silica-based design it projects will extend range by 20% and drive full recharge time down to ten minutes. A third report, from Argonne National Lab, described a ‘1000 mile’ lithium-air battery design.

Mountain Institute and the Georgetown Climate Center. These organizations analyzed three scenarios for allocating the transportation funding in the Biden Administration’s Infrastructure Investment and Jobs Act (IIJA). The studies⁴¹ concluded that :

- a. if state transportation departments continued with business-as-usual allocation of these new resources – e.g., largely to roadway construction and maintenance, as in 2022⁴² with only modest allocations to low- and non-emitting transportation modes – US transportation sector GHG emissions *will continue to rise* between now and 2040.
- b. At the same time, `EPA projects that federal IRA funding for electric vehicles (EVs) could lift new EV sales share to **one** car in three by 2032.“ If the newly-proposed EPA clean car rules are adopted the EV sales share could go up to **two** cars out of three by 2032⁴³ . . . but, unless the EPA mandate is matched by the wide deployment of *easily accessible fast-chargers*, makers and dealers could hit the post-Early-Adopter wall and be left with large inventories of unsellable EVs, a discouraging prospect. Given the longer (17 years) turnover time for vehicles to be removed from the fleet, 2032 is already late for this level of progress. There is much work left to be done by state and local governments and other market participants to complete the EV support infrastructure.

What Does Failure Look Like?

Failing *combined* Federal and state efforts to promptly marshal the full range of transportation emissions tools – including EVs, transit, bike and pedestrian support and complementary land use rules – Oregon will not achieve climate change “escape velocity.”

Absent a *profound* reorientation of transportation priorities – comparable to that underway with the electric utilities and proposed for transportation in the STS but not yet acted upon by ODOT or the OTC ; and most emphatically *not reflected* in the OTP – Oregon should expect future GHG emissions from transportation to remain in the same range they have occupied for the last 30 years, or at best decline only – and *too* – slowly.

⁴¹ “A Fork In The Road: States Will Determine the Future of US Transportation Pollution.” Rocky Mountain Institute and Georgetown Climate Center. <https://rmi.org/states-will-determine-the-future-of-us-transportation/>

⁴² In 2022, the report notes, “Spending on roadway contracts . . . was nearly 30 times higher than spending on rail and transit . . . one per cent of IIJA funds are being put toward cycling and pedestrian infrastructure.”

⁴³ “EPA Is Said to Propose Rules Meant to Drive Up Electric Car Sales Tenfold”, New York Times April 9, 2023.

While technology could theoretically drive the needed emissions curve reductions in the future, without accelerated deployment it will not do so in a time frame that will meaningfully lower exposure of Oregonians to the mushrooming perils of climate disruption. Certainly it's important that our traffic intersections function efficiently and our roadway pavement is kept in good repair, **but these allocations of attention and resources must be subject to a priority focus on reducing transportation GHGs – as stipulated in EO 20-04 – together with goals, ways and means, actions and measured outcomes against milestones.** When we are consistently meeting our emissions milestones, we can attend to the next level of priorities.

In bluntest terms, it won't matter that potholes got filled if emissions don't go down.

Equally important, climate change is an existential, not an incremental, peril. It is not the usual transportation need that will respond to incremental remedies. *A little more money redirected to an incremental increase in transit service levels is utterly meaningless as a response to order-of-magnitude-greater climate imperatives.*

More importantly, states like Oregon need to be driving emissions reductions at a meaningful **velocity**, pulling along **both** the technologies **and** the communities and other states still in the slow lane. Our failure to play our part will mean neither the technologies nor their adoption will proceed at a sufficient and meaningful velocity. It's not just the slower states that will then suffer; so will all Oregonians.

The equation is:

[technology + policy (incentives/regulation)] X velocity = arrested climate change.

If Oregon's OTP cannot demonstrate analytically that it is solving this equation, it fails the test of compliance with the state's climate goals.

More importantly, it fails all Oregonians, present and future.

Documentation

Governor's Executive Order 20-04 (https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf)

Intergovernmental Panel on Climate Change (IPCC) AR6 Synthesis Report: Climate Change 2023. <https://www.ipcc.ch/report/sixth-assessment-report-cycle/>

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(<https://www.oregon.gov/odot/Planning/Documents/Equity-White-Paper.pdf>)

Oregon Transportation Plan Public Review Draft: March 24, 2023
(https://www.oregon.gov/odot/Planning/Documents/OregonTransportationPlan_Public_Review_Draft.pdf)

Transportation Electrification Infrastructure Needs Analysis, ODOT, August 2022
(<https://www.oregon.gov/odot/Programs/Documents/23021%20T031%20TEINA%20Report%20August%202022.pdf>)

ODOT "Social Equity White Paper", September 2021
(<https://www.oregon.gov/odot/Planning/Documents/Equity-White-Paper.pdf>)

¹“Roadmap to 2030: Transformational Integrated Greenhouse Gas Emissions Reduction Project Report (TIGHGER) March, 2023

(<https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/64275c449499a72eb55aa206/1680301133140/2023-TIGHGER-Project-Report.pdf>)

“A Fork in the Road: States Will Determine the Future of US Transportation Pollution” Rocky Mountain Institute and Georgetown Climate Center. <https://rmi.org/states-will-determine-the-future-of-us-transportation/>

From: [Kim Davis](#)
To: [Oregon Transportation Plan](#)
Subject: OR Transportation Plan comments
Date: Tuesday, May 9, 2023 3:24:05 PM

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

I am very concerned by how little the current OTP acknowledges and addresses the critical environmental juncture we are at. During a time now broadly known as the sixth extinction, the OTP must improve several critical areas to better protect and restore what is left!

To better protect our environment and biodiversity, the plan must include outdoor light pollution mitigation, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. The impacts of light pollution on fauna and flora are well understood. Light pollution is one form of pollution we can reverse relatively easily.

Please also be certain to include a return to an integrated vegetation management plan and commit to a rapid reduction of pesticide use on, and mowing of, roadside vegetation. All land use matters. In addition, strong measurable efforts to protect marbled murrelets on ODOT's lands identified as having high nesting probability should be integrated in the plan.

I do appreciate that you are addressing wildlife movement in the OTP! Please take this a step further and also commit to the development of a robust wildlife corridor plan.

Thank you for considering these issues more fully.

Sincerely,
Kim Davis
97306



May 9, 2023

VIA EMAIL

OTP@odot.oregon.gov

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR 97301
Attn: Adam Argo, Project Manager

RE: RHA Comments on Oregon Transportation Plan

Dear Adam:

Thank you for the opportunity to provide comments on the Oregon Transportation Plan (“Plan”).

Renewable Hydrogen Alliance (RHA) is a non-profit trade association based in Portland, Oregon that advocates for and promotes the use of renewable energy to produce hydrogen and other carbon neutral fuels. Our scope is the Pacific Northwest and we advocate in both Olympia and Salem. RHA’s membership includes hydrogen production and fuel cell equipment manufacturers, light, medium and heavy duty vehicle manufacturers, electric and natural gas utilities, fueling station developers, independent power producers, renewable hydrogen project developers and other members with an interest in the renewable and electrolytic hydrogen sector.

The Plan attempts to set out a reasonable path for the Oregon Department of Transportation (ODOT) to manage Oregon’s transportation infrastructure well into the future. It notably considers how the transportation system needs to change and adapt to new realities of climate change, restricted financial resources and the need for greater emphasis on ensuring that disadvantaged communities and underserved populations have more equitable access to various transportation modes. RHA is pleased to see ODOT highlight alternative fuels in the Plan, and in particular, hydrogen, as a pathway for the agency to help the state meet its greenhouse gas (GHG) emission reduction goals.

In addition, RHA strongly supports Strategy MO.6.2.2. However, this strategy does not seem to apply or translate to other strategies or policies outlined in the Plan. As the Plan is considered a long-term vision for what the transportation system needs to be in Oregon, RHA would like to see much more emphasis on the planning needs for establishing all zero-emission vehicles (ZEV) technologies, including fuel cell electric vehicle (FCEV) platforms in the state in order to accelerate the decarbonization of transportation.

RHA’s detailed comments are outlined below:

1. **Terminology matters.** There is a lack of clarity on how the Plan defines vehicle “electrification”. As RHA has stated in many other comments in writing and verbally in Oregon state agency stakeholder meetings, it is extremely important for the agency to expressly delineate, when it is using the term “electrification” in the context of the transportation system, whether it is talking

about just BEVs or also FCEVs. RHA would strongly recommend that, in light of Oregon’s adoption of the Advanced Clean Cars Rule II and the Advanced Clean Trucks Rule, that the Plan refer to both types of powertrains comprehensively as “zero emission vehicles”. ZEV is the terminology adopted by the State of California when it was the first state to pass the aforementioned transportation emission reduction regulations and effectively captures both vehicle technologies.

2. **In contrast to the recommendations set out by ODOT’s Hydrogen Pathway Study, there is a lack of priority on the need for fuel neutral zero emissions transportation infrastructure across vehicle segments (Strategy SC 1.1.1; SC 1.2.1; SC 1.2.2).** The Hydrogen Pathway Study called out the need for pilot projects to demonstrate deployment of FCEVs and hydrogen fueling infrastructure in various vehicle segments, however, the Plan only mentions it with regard to heavy duty vehicles. In addition, these strategies refer to charging infrastructure needs to meet the “Clean Car regulation” – RHA would like to remind ODOT that the Clean Car regulation includes FCEVs.

If the state is going to effectively reduce GHG emissions in the transportation sector, we are going to need battery electric vehicles **and** fuel cell electric vehicles in the light duty segment. A recent study by McKinsey ([Clean Hydrogen Joint Undertaking](#)) highlighted this point in an analysis of what is going to be necessary to effectively transition Europe’s vehicle fleet away from fossil fuels:

“Two infrastructures are better than one. A future optimal mix of infrastructure would include both BEV and FCEV infrastructures. Decarbonizing the EU road fleet through the deployment of two technologies can reduce risk and is expected to cost less from an infrastructure perspective than if only BEV infrastructure were deployed. Our analysis found that a 100% BEV ecosystem could cost €3 trillion to €5 trillion more through 2050 from an infrastructure perspective than a combined ecosystem. The development of multiple technologies can also reduce the risk of resource exhaustion and alleviate other deployment bottlenecks that might arise should only one technology pathway be pursued. [Emphasis RHA]

Last, the availability of both technologies could accelerate xEV adoption as users gain the ability to choose between power trains based on their needs [Emphasis RHA]. Investing in both technologies delivers infrastructure and TCO (total cost of ownership) advantages over investing in only one.”

Furthermore, under Policy SC.1.2.5, there is no mention of a critical but widely overlooked issue with vehicle charging facilities which is the need to address the current lack of maintenance, out of service and vandalism issues impacting accessibility to the existing charging infrastructure and how the Plan might address those issues.

3. **Providing Oregonians equal access to BEVs and FCEVs and their related infrastructure is the more equitable approach to carry out Strategy SE.3.2.1.** A balance of accessible powertrain technologies ensures that Oregonians can acquire the vehicle that works best for their particular circumstances – whether that is minimal driving in an urban setting with ample charging availability, living in a multifamily dwelling where charging is not available or long distance driving in rural areas where extreme temperatures, terrain and towing needs make FCEVs the better choice. To this end, SE.3.2.2 should include affordable financing for FCEVs as well.

To achieve broad support for this Plan from Oregon citizens, they need to be assured that the state is not going to force them into a single option of passenger vehicle technology that may not meet their needs or is inappropriate for their circumstances.

4. **For Oregon to effectively increase the resiliency of the transportation system to withstand the impacts of climate change, extreme weather events and seismic events (Objective SP.6)**, and “to ensure sufficient alternative fuel station resilience, supply and density to support emergency evacuation scenarios and routes”, hydrogen will have to be part of the plan. Sufficient supplies of stored hydrogen will be particularly important if the electricity grid is disabled and there is no way to charge battery electric vehicles and transport people to safety or move critical goods and services.
5. Finally, regarding the **Plan’s addressing transportation investments (Section 7.4)**, we would again request that ODOT replace the Investment Category of “Electrification” with “Zero Emission Transportation”.

State policies and funding supporting FCEV deployment, fueling infrastructure and market adoption are well advanced in California and rapidly advancing in Washington. Currently, Oregon is the gap on the West Coast with regard to supporting hydrogen transportation options even though the transportation decarbonization priorities and policies are virtually identical in all three states. Oregon cannot be the drag on reducing GHG emissions or increasing ZEV accessibility in a region of the country that comprises the fourth largest economy in the world.

RHA appreciates the difficulty of this work and the effort that ODOT’s leadership and staff have dedicated to it and RHA is always available to be a resource for information and assistance on the topics of hydrogen policy, progress and projects around the Northwest.

We look forward to continuing to engage with ODOT on Oregon’s transition to a zero emission transportation future that includes policy, incentives and support for widespread deployment of fuel cell electric vehicles in all classes and the fueling infrastructure necessary to support that deployment. This is the only way to ensure Oregon is on the path to meet its transportation GHG reduction targets, and improve our state’s air quality for everyone, including those most burdened by air pollution and harmful climate impacts.

Thank you again for the opportunity to provide our feedback on this very important work.

Sincerely,



Michelle Detwiler
Executive Director
m.detwiler@renewableh2.org
971-727-9423



KALMIOPSIS AUDUBON SOCIETY

P.O. Box 1265 • Port Orford OR • 97465

May 10, 2023

To: Oregon Department of Transportation, OTP Project Team

Re: Draft Oregon Transportation Plan

Submitted via: OTP@odot.oregon.gov

Dear Oregon Transportation Plan team:

I am writing on behalf of the Kalmiopsis Audubon Society. Our organization has more than 400 members in Curry County on Oregon's South Coast, who care about habitat for birds, fish and wildlife and about livability of our local communities. U.S. Highway 101 is the central roadway of our members' lives, and our organization has for decades volunteered with the Adopt a Mile program (until recently when our signs were removed). We've also engaged with the local ODOT office through the past several decades to collaborate on wayfinding sites along this scenic highway and also lighting design in one of our local communities where traffic patterns are being updated for safety and ADA compatibility. Living through several landslides and closures, we've very much appreciated the work and effort that goes into keeping Highway 101 safe and passable.

All that's to say, we recognize the importance of state Highway 101 in our lives, we appreciate ODOT, and we appreciate the opportunity to provide input on the Public Review Draft of the Oregon Transportation Plan (OTP).

The draft OPT plan addresses many important topics for our state, but we'd like to urge you to include consideration of a few more.

LIGHTING

We urge ODOT to more substantively consider ways to reduce light pollution from its road and highway system. An estimated 50% of light pollution comes from highway lighting, and so we urge ODOT to consider innovative and adaptive methods to reduce excess lighting. Best practices have already been developed in some other states and by other agencies and organizations, such as Illuminating Engineering Society, Dark Sky International, and the National Park Service.

In our rural communities, night skies are regarded as a natural asset, important for tourism and livability for residents. Our region is now becoming a world-class destination for night-time landscape photography, and *Oregon Coast Magazine* and Travel Oregon has promoted the night skies along our coast as an amenity for visitors.

We've had firsthand experience with ODOT installing new highway lighting in Port Orford. Because of top-down requirements for "highway" safety and very limited flexibility—when the state agency recently designed lane upgrades for our small town, we were confronted with the reality that very bright fixtures designed for HIGHWAYS would be installed at our crosswalks.

To be clear, although Highway 101 is a designated state highway, but it's also our "main street" and just half a block from residential neighborhoods—and we do have migratory birds flying right over our town at night!

The region's ODOT staff worked with our community— trying to accommodate our night sky protection code. In our town's final agreement, ODOT agreed to "shielded" fixtures to reduce light trespass into nearby neighborhoods but still had to install tall, bright lights to illuminate cross walks—even though there is very little traffic and virtually no cross-walk use at night. We were asking for lower poles, less bright lights—or better yet, some alternatives, such as lighted bricks installed right in the crosswalk, or lights triggered only when pedestrians are actually present. But these were not deemed possible.

This example points to the need for ODOT to proactively recognize the values of night skies, even as it works to ensure public safety— and we hope that a higher-level policy review at the state level might result in better solutions, options, and outcomes for rural communities throughout the state. We very much appreciate that ODOT has indicated in the draft OTP a strong interest in working towards solutions that fit specific communities.

This is especially important now that new LED fixtures are much brighter and "bluer" in the light spectrum than traditional sodium vapor fixtures.

There are many reasons to protect night skies from the detrimental impacts of light pollution—human health, wildlife health, conserving energy and costs, and protecting the beauty of stars for reasons of both spirit and economics. The beauty of the night skies has moved people for millennia and if we can take some thoughtful, proactive steps to better manage our lighting needs, there is truly the possibility for a win-win outcome on many fronts.

Roadside vegetation management

Many of our members have been disappointed to see heavy-handed cutting of thousands of trees in the Highway 101 scenic corridor and a new cyclical routine of regular mowing and herbicide spraying every 3 years to keep noxious invasive plants in check. Herbicides can be useful tools, but should ideally be used judiciously rather than regularly broadcast. We are concerned that continual mowing and herbicide spraying are not truly a sustainable and

efficient strategy. In the OTP, we would like to see ODOT consider more sustainable alternatives for future vegetation management.

Wildlife considerations

In the OTP, we would like to see greater consideration of wildlife conservation with strategies for reducing wildlife collisions and also for addressing concerns about threatened and endangered species.

For example, marbled murrelets are a rare seabird that nests in forests within 30-50 miles of the Oregon Coast that are listed as federally threatened and state endangered species. According to the Draft Endangered Species Management Plan for Marbled Murrelets recently developed by ODOT to comply with the Oregon Endangered Species Act, roughly 1175 acres of ODOT owned land has old growth forest character the makes it highly probably for murrelet nesting. At this point, the endangered species plan only aims to avoid “take” –or actual killing of birds –by cutting trees outside of nesting season. Instead, we’d like to see ODOT avoid degrading or destroying nesting habitat and to consider active habitat management practices to help accelerate marbled murrelet recovery. Given the extent of murrelet habitat under ODOT ownership, the OTP should include consideration of strategies and goals to better conserve and improve this habitat –and habitat for other species that may be especially impacted by ODOT land and road management practices.

Thank you so much for your work on developing an excellent transportation plan for our state, and we thank you for considering our input.

Sincerely,



Ann Vileisis
President, Kalmiopsis Audubon Society



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

May 11, 2023

Mr. Michael Rock
Transportation Planning Unit Manager
Oregon Department of Transportation
355 Capitol Street NE
Salem, OR 97301-3871

Re: Metro Comments on the Oregon Transportation Plan

Dear Michael:

Thank you for the opportunity to comment on the draft Oregon Transportation Plan (OTP). This effort represents a major shift in direction for the plan toward urgent issues confronting our state – notably climate change, transportation safety and transportation equity. We strongly support the clarity and boldness of many of the new plan policies and Metro appreciates being included in the crafting of the draft document.

The direction you have laid out with the new OTP closely aligns with many of the policy priorities in the draft 2023 Regional Transportation Plan (2023 RTP) currently being developed in the greater Portland region. This not only reflects our common concern about the multiple challenges we are facing as a region and state, but also the collaboration we have committed to in recent years, like Metro’s Climate Smart Strategy (CSC) in 2014, and more recently, in development of our updated Regional Mobility Policy.

In this spirit, the Metro staff comments in this letter largely focus on areas where we see continued opportunity for a coordinated, collaborative approach to addressing state and regional concerns, thus ensuring that we have the greatest impact tackling the urgent issues that both the draft OTP and 2023 RTP are centered upon.

As you know from Metro’s work at the state level, we do not subscribe to the “two Oregon’s” notion that our region is in competition with the rest of our state, especially at a time when it is incumbent that we work together as a state to address shared concerns like climate change, safety and equity. This is where the OTP is uniquely positioned to provide the linkage from the 2023 RTP to the broader statewide transportation system strategies – and where the OTP can build upon the RTP for state-level strategies that apply within the Portland area. The new Regional Mobility Policy is a perfect example, and we look forward to similar collaboration with ODOT as the OTP is implemented through the state’s various modal plans, STIP process and other planning tools and processes.

Specific Comments on the draft OTP

The following comments from Metro staff are specific to the draft document. Comments and suggestions are focused on improving coordination with metropolitan planning organizations (MPOs), including Metro and our 2023 RTP, and implementation of the OTP through ODOT's modal plans, STIP process and other planning tools and processes.

4.1 - Vision and Values Statement

Vision statements are important points of consensus in any planning effort, and we strongly support the people-focused framing of the vision, as well as the new emphasis on protecting the natural environment when making transportation decisions. The statement accurately captures both the problem statement setup in the previous chapter of the draft OTP as well as values shared by the OTP Policy Coordinating Committee (on which Metro Councilor Juan Carlos Gonzalez participated).

5.1 - Policy Framework

Saving Lives

“The OTP calls for a safe systems approach...”

We strongly support this policy. Metro is fully committed to the safe systems approach through our Regional Safety Strategy (2018) and in our draft 2023 RTP. We will be advocating for this policy to be centered in updates to ODOT's modal plans, facility plans and procedures, including the Oregon Highway Plan, Analysis Procedures Manual and Oregon Highway Design Manual, and the STIP process.

“When solutions are identified that can save lives but may conflict with other goals, such as freight mobility or decreasing emissions, safety takes precedence. “

We strongly support this language in principle, but often differ with region-level ODOT definitions of what constitutes “safety”. Oregon has adopted a safety target of achieving zero fatal and serious injury (Injury A) crashes by 2035 (Oregon Transportation Safety Action Plan, updated in 2021). The Portland region also has an adopted Vision Zero target for 2035 (Regional Transportation Safety Strategy, 2018). In the recent call for projects phase of our 2023 RTP update, ODOT region staff brought forward several major widening projects for our throughways (interstate and some statewide highways in the Oregon Highway Plan) framed as safety projects. However, the serious transportation injuries and deaths in our region are overwhelmingly occurring on the arterial street system (district highways in the Oregon Highway Plan), where few projects were brought forward by ODOT. The key to realizing the intent of this policy will depend on whether it is successfully mirrored in the implementing plans that guide region-level ODOT decision making.

Centering Equity

“Transportation decisions have disproportionately impacted communities and populations, leading to disparities in access to and the safety of the transportation system.”

This is an important step forward for ODOT, given the history of major transportation projects in our state displacing already marginalized communities. The best example is the I-5 corridor in North Portland, where freeway construction through the heart of the Albina neighborhood in the 1950s and 60s continues to have harmful ripple effects on the Black community today.

For this reason, we recommend that the OTP equity policy framework be expanded to include restorative justice, acknowledging the obligation of the State of Oregon to account for past harms. This should be accomplished with an intentional commitment to new investments that help affected communities recover and a long-term commitment to manage the existing system infrastructure in a way that addresses past harms and reduces future burdens on these communities. The ongoing I-5 Rose Quarter project is a good step in this direction, but the collaborative work with the community on this project resulted because of community action, not a clear, guiding mandate from the OTP to address past harms. This update to the OTP should establish that expectation for all projects moving forward.

Reducing Greenhouse Gas Emissions

“This plan also calls for getting more people biking, walking or taking transit, land use patterns that support use of those modes, and pricing the transportation system... along those lines, this plan also limits roadway expansion to occur only after pricing, options for shifting modes, use of demand management strategies, and operational improvements are explored and projected to be insufficient at reducing congestion.”

We strongly support this policy framework, as it reinforces the approach adopted in our region through the Climate Smart Strategy. We also support the approach of demonstrating alternatives to roadway expansion are evaluated first, as this has been policy in the RTP since 2000, though not consistently followed by ODOT. We look forward to seeing this framework reinforced in updates to the Oregon Highway Plan and Analysis Procedures Manual, and ODOT facility plans as the new OTP is implemented.

Maintaining the Existing System and Completing Critical Connections

“Primarily, this plan identifies the need to focus dollars on eliminating fatalities and serious injuries, maintaining lifeline routes and key corridors, sustaining transit service, and adding critical connections for biking, walking, and rolling.”

We support this policy framework, as well. This closely aligns with the draft 2023 RTP policy, but per previous comments, will require careful, directive implementation through

ODOT’s modal plans, corridor planning and facility plans, and the Oregon Highway Design Manual to have an impact at the ODOT project level.

Enabling the Efficient Movement of Goods and Services

“However, there are still likely be areas of severe congestion where strategic roadway enhancements will be needed to improve timeliness and reliability for freight.”

This language is concerning and appears to provide a loophole for pushing forward legacy capacity projects at a time when the OTP is attempting to pivot toward climate, safety, equity and cost efficiency outcomes. The term “strategic roadway enhancements” might be intended to describe system management solutions, but it is overly broad here, and seems to include highway capacity expansion, as well. This section is also at odds with the previous climate policy framework for using tools like pricing to manage highway use, and could simply continue the practice of building unmanaged, general purpose highway lanes that will always fill to capacity from latent demand in our region.

While not used in this section, the policy framework here opens the door to the idea of “bottlenecks” that show up later in the draft OTP. We would encourage ODOT to move away from the focus on “bottlenecks”. It is an old-school, overly simplistic view of the highway system that has a long history of bringing costly, unmanaged capacity in the form general purpose and auxiliary lanes that quickly fill with latent demand, and the “bottleneck” recurring, once again. With modern planning and analysis tools and a mature highway system that is already built to six lanes across most of the region, we know that the issue is heavy, focused demand in some of our most intensely traveled corridors, not a lack of lane capacity. We have the tools to address these areas of focused demand without resorting to more widening, and the OTP should help project planners and engineers pivot away from general capacity projects and toward these management tools.

Objective 6.1 - Economic and Community Vitality

“Strategy EC.1.1.1: Invest in transportation projects and programs that connect areas of compact development (or planned for compact development) with walking, rolling, biking, and transit facilities and services.”

We support this strategy, though it will require ODOT to invest substantially in complementary local systems owned and operated by local governments and transit providers. This is a break from past practice and will be especially challenging as transportation revenue from traditional gas tax sources continues to decline. However, this approach can often provide the least-cost option for protecting interstate and statewide travel movements on throughways in metropolitan areas, and should be implemented through the Oregon Highway Plan and the Analysis Procedures Manual to ensure that the policy is carried through to project development.

“Strategy EC.2.1.2: Maintain and enable access for general commercial vehicles to key freight origins and destinations and intermodal facilities.”

We support this strategy, especially as an opportunity to build on Metro’s Regional Freight Strategy (2018) for the Portland region, which is more detailed and outcome-based than the more general Oregon Freight Plan.

“Strategy EC.2.2.1: Study commodity flow in Oregon and identify and improve current and potential freight bottlenecks, seeking solutions that address needs.”

As per previous comments, we are concerned about the focus on “bottlenecks” as a catch-up for perpetuating legacy highway capacity projects developed in the past under dated or since-abandoned mobility policy. In our region, this includes many auxiliary lane projects contained in ODOT’s Congestion Bottleneck Operations Study (CBOS), a set of major highway capacity projects that were developed by ODOT without public or policymaker review, yet it is the source of many of the major highway capacity projects submitted for inclusion the 2023 RTP.

“Strategy EC.3.1.1: Promote the ability of people to access essential destinations, such as employment, education, and health care, with and without access to a private vehicle. “

We support this strategy as another opportunity to build on the 2023 RTP and its regional mobility corridor framework, which is much more detailed than the OHP and represents a multi-modal vision for our major travel corridors in the region.

“Strategy EC.3.4.1: Incorporate trees and vegetation within project areas to enhance the attractiveness of communities and transportation systems, ensuring that plantings maintain the visibility and safety of transportation system users and are appropriate for the environment...”

We support this strategy as it supports our Climate Smart Strategy and our Green Streets best design practices for managing stormwater impacts on streams and the natural environment as well as reducing the impacts of climate change that communities are already experiencing..

“Strategy EC.3.4.3: Reduce or avoid negative air quality, noise, and visual impacts from the transportation system on adjacent communities.”

As per previous comments, we suggest linking this strategy more broadly to restorative justice and that ODOT build on the equity mapping Metro has set forth for the Portland region in the 2023 RTPs.

6.2 - Social Equity

“Objective SE.1: Recognize past harms and remove barriers to inclusion and opportunity.”

Agree, but per previous comments, we recommend expanding to include restorative justice and an ongoing commitment to lessening existing harms from existing facilities through best management practices and investment in affected communities.

“Objective SE.2: Make decisions through processes that are transparent, inclusive, and engaging to all people affected by the transportation system.”

This OTP update should mandate project-specific planning across the modal plans, especially the Oregon Highway Plan, and implementing documents like the Oregon Highway Design Manual and Analysis Procedures Manual. However, to fully engage the public in decision-making on investments, the OTP should direct these modal plans – and especially the Oregon Highway Plan – to become project specific documents, with project-based systems analysis and findings on their ability to advance toward the OTP goals.

The current system of deferring to region offices to identify and prioritize projects for inclusion in the STIP without the benefit of a long-term system plan of project-specific investments to draw from does not allow for the kind of public engagement and trade-off decisions on investments that the draft OTP is depending on. This represents a major change in the way ODOT does business, and it should be called out explicitly in the draft OTP.

“Policy SE.1.1 - Acknowledge the role of Oregon’s history in altering the landscape, traditions, communities, and trajectory-of-prosperity for Indigenous people, tribes, and nations, and—through collaboration—elevate the quality of transportation for Indigenous people, tribes, and nations to State of Oregon standards or better. “

We support this policy, but we suggest expanding it to more specifically include other marginalized communities – or create a separate policy with this intent, if this policy is intended to speak solely to the acknowledgement of Indigenous people and Tribes.

“Strategy SE.1.3.2: Prioritize investments for systemically excluded and underserved populations to reduce disparities in access to economic, recreation, and social destinations.”

Agree, and as stated in previous comments, there is an opportunity to collaborate with Metro and our work in mapping and assessing transportation impacts on BIPOC and other marginalized communities in our region.

“Policy SE.2.1 - Ensure the voices of all people are heard in decision-making processes.”

Agree, as stated previously, but for this to become an adopted practice at the ODOT regional level it will need to be spelled out in more prescriptive fashion in this plan or other implementing documents.

“Strategy SE.3.1.1: Invest in projects that would clearly benefit the safety and public health outcomes of systemically excluded or underserved populations.”

We support this strategy, but it is very broad and open to wide interpretation. To achieve the intended outcome, the OTP should establish a more specific, prescriptive framework for this to be successfully incorporated into the Oregon Highway Plan, STIP decisions and other ODOT plans and processes.

“Strategy SE.3.1.2: In response to the higher rates of roadway fatalities for people walking and biking in areas that are predominantly low income and BIPOC, make multimodal safety investments in areas with a high concentration of systemically excluded or underserved populations.”

We strongly support this strategy, but it is at odds with the project priorities being advanced by ODOT in our region as part of the 2023 RTP update. The challenge for the OTP in reaching this outcome is for the plan to lay out a path for shifting resources to these areas as part of the STIP and in MPO regional planning efforts. The challenge in the Portland area is how to use the OTP to move the investment focus from freeway projects to the far more dangerous district highways, and whether OTP performance measures will guide these investments.

“Strategy SE.3.3.3: Invest in the infrastructure and levels of service that make existing low cost modes of travel—such as walking, rolling, biking, and transit—more convenient, and available.”

We support this strategy, but as stated previous, this will require ODOT to invest in locally owned and operated systems – a significant pivot from past practice.

“Strategy SE.4.1.2: Increase transportation investments that benefit systemically excluded or underserved populations.”

We strongly support this strategy as a step toward restorative justice, per pervious comments. However, the OTP should be more specific and prescriptive on how this should be implemented through the Oregon Highway Plan, other modal plans and processes, and through STIP decisions.

6.3 - Mobility

“Strategy MO.1.1.1: Complete the most critical multimodal connections. Define priority networks for all modes based on connectivity and access to destinations; integrate these networks into plans and investment decisions at the state, regional, and local levels.”

We support the broadening of ODOT’s role to expand beyond state-owned facilities, but as per previous comments, this will require better coordination with the RTPs across all eight of Oregon’s MPOs, and this strategy should specifically mention the role of the Oregon Highway Plan and STIP in making investments on non-state owned facilities and services.

“Strategy MO.1.1.3: Increase public transit ridership by enhancing network coverage, frequency, or span of service...”

We support this strategy, and especially the broadening of ODOT’s scope to include supporting public transit as an OTP outcome, though this will clearly require new sources of funding that are not constitutionally limited to right-of-way infrastructure to be meaningfully implemented. This reality should be stated here or in later chapters of the draft OTP, as support for transit has long been an area where state funding support is needed.

“Strategy MO.1.1.4: Complete critical bicycle and pedestrian connections to areas with a high proportion of transportation-disadvantaged people...”

We support this strategy, and per previous comments, this will require investments in local or regional transportation systems that represent a change from past practice for ODOT. This should be stated as an intent as part of the strategy narrative.

“Policy MO.2.1 - Prior to adding new motor vehicle capacity, assess whether the capacity or other needs can be reasonably addressed by a cooperative approach among agencies... [including] context-appropriate pricing strategies (e.g., roadway tolling, charging for parking, or incentives)”

We support this policy, but we would also point to the fact that all these considerations have been part of the RTP since 2000 yet have not been consistently followed by ODOT in project decision making. Instead, our ODOT region staff have relied upon National Environmental Policy Act (NEPA) processes and periodic updates to the RTP to make these findings, which falls short of a meaningful consideration of the alternatives at an individual project level, prior to initiating NEPA.

“Strategy MO.2.1.1: Establish an investment prioritization process that emphasizes throughput of individuals and freight (e.g., multimodal freight- and people-movement capacity) rather than the quantity of vehicles (e.g., volume-to- capacity ratio of a roadway).”

We support this strategy is generally consistent with the proposed Regional Mobility Policy that ODOT and Metro have developed over the past three years in that it is a step away from a V/C ratio policy. However, the draft policy uses travel speeds as a measure for our throughways, so our reading of this section is that the updated Oregon Highway Plan would need to include further metrics that measure goods and people movement to inform funding decisions that reflect this strategy. This strategy is consistent with Metro’s framework of regional mobility corridors where we track goods and people movement in the aggregate for our major travel corridors.

“Strategy MO.2.1.3: Prior to implementing projects that add motor vehicle capacity, work with partners to avoid the impacts of latent and induced demand.”

Per previous comments, we support this strategy as a needed pivot from the current motor vehicle capacity-driven solutions that are being brought forward for highways in the 2023 RTP update.

“Strategy MO.4.1.2: Make investments that enable safe movement and delivery of goods, considering appropriate access for freight vehicles, availability of truck parking, and driver amenities.”

This strategy touches on the issue of truck parking, a growing dilemma across the country in an era where rapid change is occurring in how trucks and deliveries are dispatched. We suggest expanding on the truck parking problem that has emerged around our region (and likely the state) to more clearly direct updates to the Oregon Freight Plan and periodic STIP investment decisions toward solving truck parking solutions.

“Strategy MO.4.2.1: In urban areas, implement context-sensitive solutions such as shared transit-and-freight-only lanes to help freight move through congested areas and support transport of goods to market...”

We support this strategy in concept and recommend that it specifically direct the Oregon Highway Plan, Oregon Freight Plan and Oregon Public Transportation Plan to incorporate the concept as part of their respective updates responding to the new OTP.

“Strategy MO.4.2.3: Reserve space within existing rights-of-way for future high-capacity transit per locally and regionally adopted plans.”

We support this strategy, but recommend that it be expanded to include intercity transit currently being explored in our area, such as high-speed rail. The strategy should also include the need to build infrastructure in anticipation of these spaces being used for transit. The I-205 freeway is our local example of a project being built this way, including overcrossings of protected right-of-way that anticipated future rail transit.

“Strategy MO.4.3.1: Identify freight bottlenecks and identify solutions that support improved freight travel times and reliability, while minimizing the potential for increased passenger VMT. “

Per previous comments, we view the “bottleneck” concept as outdated and simplistic, and one that has played an outsized role in incrementally expanding our freeways without considering other alternatives. We recommend replacing this reference to “bottlenecks” with simply “freight delay areas”, as there many factors beyond the number of lanes on a freeway that affect goods movement in a large, complex urban area like ours. Moreover, we now have the technical tools to understand both the delays and whether they represent a serious impact on our economic health through our commodity flow model.

“Strategy MO.5.1.1: Establish transportation design standards appropriate for the following land use contexts...”

We strongly support this strategy. In our region, it will build upon Metro’s street design classifications in the RTP, which serve as the direct policy connection from our 2040 Growth Concept to street design on the ground that leverages 2040. However, an essential distinction is that this strategy should reflect *planned* land use, and we recommend that change in wording.

“Strategy MO.5.1.2: Apply roadway design elements appropriate to the land use context, with dimensional standards addressing the pedestrian and transition realms (including bicycle lanes, shoulders, and on-street parking).”

Again, we strongly support this strategy with the suggestion that it refer to “planned land use.”

“Strategy MO.5.1.3: Preserve the multimodal people- and freight-moving capacity of transportation corridors, while making enhancements and accommodations that enable safe use and, above all else, prevent fatalities and serious injuries.”

Per earlier comments, this strategy seems to be focused on statewide and interstate highways, which are not where the serious injuries and deaths are most concentrated in our region – it is our arterial streets, including ODOT’s district highways, that are our most dangerous places to travel. Therefore, our concern with the language in this strategy is that it might continue to justify legacy highway widening projects as benefiting both people and goods movement and safety, when the greatest safety benefits could be found at much lower costs on our arterial streets.

“Strategy MO.5.1.4: Invest in off-street walking and biking regional paths to enable more safe, comfortable, and direct connections between destinations.”

As per previous comments, we support this strategy as being consistent with the 2023 RTP and Metro’s Regional Active Transportation Plan (2014), but we suggest that the language acknowledge the change this would require in ODOT’s investment practices when these facilities are owned by local jurisdictions.

“Policy MO.5.2 - Plan for and implement transportation investments that are consistent with and supportive of local, regional, and state transportation and land use plans.”

We strongly support this policy and appreciate this update to the OTP being as inclusive of land use outcomes as it has been drafted. For the Portland area, this closely complements the role the 2023 RTP will play in implementing our Region 2040 Growth Concept at the local and regional level.

“Strategy MO.5.2.2: Consider land use context, modal function, roadway classification, and anticipated users to determine modal priorities and anticipated users on a project-by-project basis.”

Per previous comments, this strategy should explicitly include “planned land use“ to fully embrace the idea that our transportation investments are shaping future development as part of the OTP’s policy framework and intended outcomes.

“Strategy MO.5.2.5: Use modal classifications and appropriate design guidelines to enable long-distance and freight trips in support of state and regional goals.”

We support this strategy, but suggest that it link to RTP motor vehicle and freight classifications adopted in all eight of Oregon MPOs. For the Portland area, this also includes regional design classifications.

6.4 - Stewardship

“Strategy SP.1.4.2: Consider the impacts of roadway pricing on freight and delivery vehicles when developing a user-based roadway pricing program.”

This strategy presumes pricing to be a burden for freight movers, when providing better travel time certainty during peak periods is an invaluable outcome to many industries and a user price or toll would represent a very small part of the overall cost to transport goods. We recommend a more constructive framing: “Consider opportunities to benefit the movement of goods...”, for example.

“Strategy SP.1.4.3: Ensure user-based pricing programs consider the impacts on rural and tribal communities throughout the state, who typically travel farther distances and have limited access to non-auto transportation options.”

We are unclear on the intent of this strategy – is it addressing pricing in rural areas, or the impacts or pricing in urban areas on rural travelers using urban systems? We suggest clarifying the intent.

“Strategy SP.2.1.1: Develop transportation plans and investments to focus on the most cost-effective, resilient, equitable, and carbon-responsible modes and solutions over the long-term.”

We support this strategy, but per previous comments, it should be more specific and prescriptive about how this will be implemented through the Oregon Highway Plan and other modal plans, corridor planning and facility plans.

“Strategy SP.2.1.1 – Tier 2 -- Improve the efficiency and capacity of existing transportation infrastructure and facilities through operational improvements to the existing system, for the movement of people and goods.”

We support this strategy on its face, but we are concerned about the definition of “operations”. In our region, that term has been used to describe new highway lanes built as auxiliary lanes, and some of these have later been redesignated as general-purpose lanes, with still more auxiliary lanes added. Therefore, we specifically exclude new lanes from our definition of “operational improvements” and specifically define auxiliary lanes as new highway capacity in the RTP. This is also consistent with Federal policy definitions of operational improvements in Title 23 § 101 of the U.S Code.

“Strategy SP.4.1.3: Support training, apprenticeship, technical skills development, and career growth opportunities to develop and retain a skilled workforce.”

We support this strategy and see an opportunity for ODOT and Metro to collaborate via our Construction Career Pathways initiative in the Portland area. As the greater Portland region plans for needed investment in transportation projects, the region faces a shortage of skilled construction workers which will drive up construction costs. Addressing this challenge presents an opportunity to deliver shared economic prosperity and advance state and regional equity goals by expanding access to well-paying construction jobs for all residents—including women and Black, Indigenous, and People of Color (BIPOC) workers.

“Policy SP.5.2 -- Define an open decision-making process based on accountability, transparency, and communication, and make clear how public input influences decision-making.”

Per previous comments, this section should direct the various ODOT modal plans to be project-specific in order to meaningfully involve the public in long-term investment decisions and tradeoffs. Doing so would also make the STIP and MTIP processes easier to understand and participate in.

“Strategy SP.6.2.1: Map and assess multi-hazard threats to the transportation system, including extreme precipitation, sea level rise, wildfires, extreme heat, and seismic events.”

We support this strategy and see an opportunity for ODOT and Metro continue to collaborate in Phase 2 of our Regional Emergency Transportation Routes (ETR) planning, linking the OTP to the RTP in future emergency planning and policy to better coordinate our investments.

“Strategy SP.6.3.1: ODOT should seek federal authorization to use Metropolitan Planning Organizations for disaster/resiliency planning at a regional level.”

Per the previous comment, we support this strategy. However, we will also note that this is the only reference we could find in the draft OTP to Oregon’s MPOs. This seems like an oversight that should be addressed as you refine the plan, as not only are we required to coordinate under federal rules, Oregon has also benefitted greatly when ODOT and the MPOs leverage our efforts by working together. As mentioned previously, our Climate Smart Strategy and more recent Regional Mobility Policy update are just two examples of how MPOs can help advance statewide objectives.

6.5 - Safety

“Objective SA.1: Implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.”

“Objective SA.2: Provide transportation systems and facilities that are safe and secure for people to use, maintain, and operate.”

We strongly support these objectives, but as stated previously, there is a disconnect between state and regional safety goals and what ODOT has brought forward in our 2023 RTP call for projects, with a project focus on building highway capacity over addressing safety on district highways, where serious injuries and fatalities are much more likely to occur.

“Strategy SA.1.1.1: Give primacy to safety solutions that address fatalities and serious injuries while:

- *Not increasing vehicle emissions, except when no other safety countermeasure is determined to be effective.*
- *Identifying safety solutions that maintain access for all modes when possible.”*

We support this strategy, with the concerns described in the previous comment.

“Policy SA.3.1 - Make strategic investments in analytics and data science capacity to support safety improvements for transportation-vulnerable people.”

We strongly support this policy and greatly appreciate ODOT’s commitment to providing the statewide data we use to track deaths and serious injuries in our region. We also see an opportunity to collaborate with ODOT to pioneer development of a safety prediction tool as part of our regional travel model. This is an essential need if we are to reach our Vision Zero goal through strategic system investments and enforcement.

6.6 – Sustainability & Climate

“Strategy SC.1.1.1: Close the gap in existing plans, trends, policies, and investments to achieve the STS vision to... price the transportation system to manage demand across modes, supporting greater use of no-emission travel choices, and providing sustainable funding to support needed investments aligned with the STS.”

We strongly support this policy, and per previous comments, would like to see more prescriptive language on how this would be carried out in ODOT’s modal plans, the STIP process and in the Analysis Procedures Manual.

“Policy SC.1.4 - Meaningfully incorporate GHG emissions reduction in transportation decision-making.”

We strongly support this policy, but with the caveat that much work remains for ODOT and Metro to develop a consistent set of GHG tools that can measure emissions from the system planning level for the purpose of meeting our state GHG targets, to the individual project level, in the context of RTP or MTIP amendments and the STIP process. This is a stated desire of our region’s elected officials and a high priority for Metro.

“Strategy SC.1.4.1: Implement a funding allocation framework and project prioritization process that evaluates the impact of investments on GHG emissions and results in total spending that reduces GHG emissions to meet STS and state goals.”

We strongly support this strategy as an extension of our own Climate Smart Strategy and its recognition of the climate emergency that we are all attempting to address.

“Strategy SC.1.4.2: Update project cost/benefit analysis methodologies to consider life-cycle costs; the social cost of carbon (an estimate of the economic costs, or damages, of emitting one additional ton of carbon dioxide into the atmosphere)”

We support this strategy, and per previous comments, would link this work to the need for better and more consistent GHG analysis tools – especially at the project level.

“Strategy SC.1.4.5: Evaluate the impacts of climate change on BIPOC communities and people experiencing low income in programmatic and project-level decisions.”

We support this strategy as an opportunity to build upon the Climate Smart Strategy and 2023 RTP as platforms for future funding allocations.

“Strategy SC.2.1.1: Plant trees and vegetation in public rights-of-way through applying practical solutions and context-sensitive strategies that effectively integrate climate goals while ensuring that plantings maintain the visibility and safety of transportation system users and are appropriate for the environment and future hazard risks...”

Per previous comments, we support this strategy as supports both our Climate Smart Strategy and our Green Streets best practices for streets and stormwater management.

“Strategy SC.2.1.4: Minimize and mitigate harms to sensitive fish and wildlife species, for example, by providing space for terrestrial animal movement along habitat corridors.”

This strategy provides an opportunity for ODOT to coordinate and pilot new designs with Metro using mapped wildlife corridors in our Regional Parks and Nature System Plan (2018).

“Policy SC.2.3 - Minimize transportation contributions to local airshed quality, prioritizing the most affected low-income communities.

“Strategy SC.2.3.1: Ensure that the impacts of pollution are not disproportionately borne by systemically excluded or underserved populations.”

We support these strategies, and per previous comments, underscore our concern about legacy projects from documents and projects that were developed without a public process – like the Corridor Bottleneck Operations Study (CBOS) – moving forward despite policies like this being adopted in the OTP. We suggest that ODOT explicitly identify a public process in the OTP by which documents that will result on transportation project be adopted by the Commission, and a timeline for adoption or phase-out of documents that were not developed and adopted by the Commission with an acceptable level of public engagement.

7.3 – Coordinated Statewide Planning

“7.3.1 Statewide Modal Plans

...The statewide mode and topic plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address. Many statewide modal and topic plans have been updated in recent years. ODOT will reevaluate the most effective way to incorporate the OTP policies as future modal and topic plans are considered for updates.”

Many of our comments have pointed to ODOT’s modal plans, facility plans and STIP process as the key implementing tools for the OTP, along with the Oregon Highway Design Manual and Analysis Procedures Manual. The work program for revisiting these plans and

documents critical for making progress urgent policy matters like climate and safety, and shouldn't be deferred, as it is in this language. As suggested in earlier comments, we also propose that ODOT consider leading off this implementation work with an "Oregon TSP" that can guide these various modal plans with a truly multi-modal vision, just as our RTP guides our various modal plans within the Metro region.

The OTP should provide specific timelines (or deadlines) for these documents to be updated, beginning with those that govern how our highways are managed and expanded – in other words, the Oregon Highway Plan, Oregon Highway Design Manual and Analysis Procedures Manual should be prioritized over other modal plans.

"7.3.2 Facility Plans

...Facility plans include specific area refinement plans, interchange area management plans, and corridor plans. The Oregon Transportation Commission adopts facility plans for the state highway system into the Oregon Highway Plan."

This section should be expanded to ensure that any planning work that results in the identification of projects be considered a "plan" within one of the categories list here, and subject to public engagement and adoption by the OTC. Per previous comments, the Corridor Bottleneck Operations Study in our region -- which identified at least a half billion dollars in freeways projects when it was first developed a decade ago – had no public or stakeholder engagement yet continues to drive investment priorities for ODOT in our region.

7.4 – Scenarios and Investments

"7.4.3 Investment Scenarios

...To help guide current and future investments, the following four funding scenarios were crafted. These will form the basis for funding decisions by the Oregon Transportation Commission, with adjustments made to consider current data and needs utilizing the investment framework considerations and tiers outlined in Strategy SP.2.1.1 of this plan."

The investment scenarios in this section represents an important shift in the OTP to acknowledgement that we have a mature highway system in our state, and that in the future we will be increasingly investing in making it safer, more resilient and more inclusive – and with diminishing funds from traditional revenue sources.

As the OTC considers these scenarios, the elephant in the room is how they will use the new OTP to shift the agency from a "freeway first" mindset that continues to drive investments in the funding pipeline. The plan goes a long way in framing why this pivot is needed, but changing the agency culture is part of that story, and it should be confronted directly in this part of the plan.

“7.6.3 Key Performance Indicators for the Oregon Transportation Plan

The OTP goals and objectives establish measurable systemwide outcomes that will be critical to achieving the OTP’s vision for the future transportation system.”

This is perhaps the most consequential part of the draft OTP. ODOT has an exceptional capacity and tradition of tracking systems and monitoring data to ensure that bridges are maintained, paving restored and signage repaired and updated. For this OTP to have its intended impact on climate, safety and equity in how the state invests in transportation, the same commitment to data-driven investment decisions will be required.

This section is an excellent start – especially the tiering of priorities in the previous section -- but a subsequent section in the plan is needed: “How the KPIs will guide the OTC’s funding decisions”. The plan needs a roadmap for the Commission to follow if these measures are to be taken seriously by ODOT managers and staff in reach region.

Sincerely,



Tom Kloster, AICP
Regional Transportation Planning Manager, Metro
600 NE Grand Avenue
Portland, Oregon 97203

Cc:

Andy Shaw, Interim Director, Planning, Development and Research
Malu Wilkinson, Equitable Development and Investment Program Director
Ted Leybold, Resource Planning Manager
Kelly Betteridge, Investment Areas Manager
Kim Ellis, Principal Transportation Planner
Victor Sin, Policy Advisor to Councilor Gonzalez



Date: May 11, 2023

To: Oregon Department of Transportation OTP Project Team

Re: Draft Oregon Transportation Plan

Thank you for the opportunity to comment on the 2023 Public Review Draft of the Oregon Transportation Plan (OTP). We appreciate that the document reflects ODOT's consideration of equity, sustainability, economic vitality, emerging technology, and community engagement. We also believe that the plan should include consideration of the ways that the impacts of light pollution from ODOT roadways, rest areas and maintenance yards intersect with all of these priorities. Light pollution is growing in Oregon, and impacts our wildlife, our own human health and safety, our access to the night sky, and our astronomy and astrotourism-related activities, which are important elements of economic vitality in rural communities throughout Oregon. Addressing and curtailing ODOT's contribution to light trespass should be included as an explicit priority in this plan.

We would like to see ODOT thoughtfully integrate a commitment to a fully-shielded, 2700K statewide lighting standard into the Oregon Transportation Plan.

The mission of the Oregon Chapter of the International Dark-sky Association (IDA Oregon) is *to preserve the magnificent dark skies of Oregon and diminish light pollution for the health, safety and well-being of all life*. We are uniquely positioned to advocate for dark sky preservation statewide, and are at the forefront of this growing movement in Oregon. As such, we would like to see significant consideration of ODOT's role in reducing light pollution meaningfully integrated into the OTP, including adherence to International Dark-sky Association and Illuminating Engineering Society's [Five Principles for Responsible Outdoor Lighting](#). We appreciate the safety imperative associated with ODOT's lighting systems, and we believe that this can be accomplished while simultaneously following best practices in lighting design, including: lighting that is on only when necessary, is fully shielded, and minimizes the emission of blue rich white light. Taking this step would be a demonstration of ODOT's commitment to minimizing the impacts of light pollution statewide.

IDA Oregon is deeply invested in the preservation of Oregon's outstanding natural night skies. We have committed considerable resources to supporting Oregon Parks and Recreation Department's (OPRD) effort to certify a number of its properties as Dark Sky Parks under International Dark Sky Association's International Dark Sky Place program. Astrotourism is a growing industry in Oregon; state and national parks are invaluable destinations for dark sky tourism and Travel Oregon, Travel Southern Oregon, Visit Central Oregon and the People's Coast all recognize the value of the night sky as one of the amenities that visitors are looking for.

IDA Oregon also coordinates a statewide Sky Quality Meter project which tracks and measures the changing condition of Oregon's night skies over time. We currently have 44 meters operating around the state on state, federal, county, and private land, with several more meters in discussion, and have published 7 technical reports to date using this dataset. The latest report can be found [here](#). The two most light polluted sites in Oregon are in Portland, but have not been running long enough to establish a trend. The three most light-polluted sites in central Oregon show an increase of 4% to 7% per year over a 3 year period. Light pollution is growing in Oregon, and now is the time to take decisive action to ensure that future generations of Oregonians and visitors to our state can still enjoy the wonders of the night sky.

Washington State Department of Transportation has already taken the important step of moving to 3000K lamps on its roadways statewide, and cities like Tucson, Phoenix, San Jose, Hillsboro, and many others have specified a 2700-3000K standard for their roadway lighting. There is no public safety hazard associated with this spectral output, there is little to no energy or cost penalty, and lighting in the range of 2700-3000K is better for the night sky, better for the nocturnal environment, and better for human health and safety than 4000K lamps. Blue rich white light is particularly hard for the aging human eye to recover from once exposed, so in terms of equity, this is an important safety issue for our aging populace in Oregon.

Numerous stakeholders around Oregon have met with and/or encouraged ODOT to follow best practices in lighting design. Yet, to date, ODOT has not been transparent about whether or where lighting policy changes have resulted from these conversations. The OTP commits ODOT to engaging local communities and tailoring transportation solutions to local geographies; **we would therefore like the OTP to clearly define a statewide lighting plan that follows best practices in lighting design, including fully shielded, 2700K lamps, as well as more clearly define the process by which ODOT plans to accept input from stakeholders on its statewide lighting standard.**

Thank you for your time and consideration of these comments.

Sincerely,

IDA Oregon Board of Directors:

Dr. William S, Kowalik, PhD, Chairperson

Michael McKeag, Director

Cathie Flanagan, MBA, Treasurer

Mary Coolidge, Board Member

Margaret McCrea, Board Member

Emily Bernknopf, Board Member



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Councilor Juan Carlos Gonzalez, District 4

May 11th, 2023

Bob Van Brocklin, Chair
Oregon Transportation Commission
355 Capitol Street NE
Salem, OR 97301-3871

Re: Comments on the Draft Oregon Transportation Plan

Dear Chair Van Brocklin and Members of the Commission:

Thank you for the opportunity to comment on the draft Oregon Transportation Plan (OTP) and to participate as a member of the Policy Coordinating Committee.

We live in a time of unprecedented change and challenges and our effort to bring the OTP up to a level that can address this reality is critical. As drafted, the plan represents a major shift in direction for the OTC and ODOT, and I commend you and will continue to support you in ensuring the plan results in real changes on the ground, and in how we can better serve our diverse communities.

The new plan is bold and visionary, tackling the core issues of climate change, racial equity, transportation safety and fiscal uncertainty head-on. In each case, the plan as drafted provides a solid platform to strategically invest our transportation dollars. Yet, it's also true that the success of the plan is dependent on whether it changes the way ODOT does business in planning, designing, and building transportation projects across Oregon. This is where the plan can be strengthened.

The process of culture change and implementing completely new approaches to how ODOT does its work will be a heavy lift. That is exactly what the draft OTP proposes to do. Where the plan could be strengthened is in the hand-off to ODOT's many modal plans (highway, freight, public transportation, active transportation), the decision process for allocating funds (STIP) and design standards for new projects (the Oregon Highway Design Manual). Most importantly, the way in which ODOT directly engages with Oregon's communities will need to be transformed to become the truly collaborative partnership you envision in the draft OTP.

My hope is that the final adopted version of the new OTP will include specific, prescriptive steps and timelines for each of the implementing plans, tools and processes reflected through a work plan. I also encourage the Commission to remain deeply engaged in this phase of OTP implementation. Your leadership and oversight will be needed to ensure that it does make a difference.

In Metro's more detailed staff comments on the OTP, we are also proposing a few specific new policy and practice recommendations in the spirit of making the new plan successful. Significant among these include:

- Expanding the OTP's equity policy framework to include restorative justice, thus acknowledging the obligation of the State of Oregon to account for harms to marginalized communities from past transportation decisions. This would also include making a long-term commitment to managing the existing system in a way that rectifies past harms and reduces future burdens on these communities.
- Adopting a comprehensive transportation system plan that is multimodal and long-range – a state TSP. An overarching system plan is needed to give context to updates to the existing mode-specific plans through the lens of the new OTP. Importantly, this work should precede and shape the planned update to the Oregon Highway Plan, a document that has enormous impacts on how our communities develop, but lacks a multimodal context, where tradeoffs in investments across travel modes and achievement of safety, climate and equity outcomes can be weighed.
- The Department of Land Conservation and Development's Climate Friendly and Equitable Communities (CFEC) rulemaking substantially updated Oregon's administrative rules on transportation planning for ODOT and jurisdictions within Oregon's eight metropolitan areas. The updated rules reset the process for how ODOT evaluates, prioritizes, and advances projects in Oregon to meet safety, climate, and equity goals. Under Oregon's statewide land use program, ODOT projects must be adopted into local and regional TSPs.

The new rules require jurisdictions within all metropolitan areas to demonstrate that project lists in each local transportation system plan will not increase vehicle miles traveled per capita. Furthermore, in the Portland region, Metro is responsible for tracking progress toward our region's state greenhouse gas reduction target. In this way, a multi-modal ODOT system plan (a state TSP) could also be a practical way for the agency to make this transition in the way ODOT projects are prioritized and brought forward to local and regional transportation system plans under CFEC.

- Actively partnering with Metro on solutions that we can help advance the new OTP vision in our region through our Regional Transportation Plan and Climate Smart Strategy. This includes updating guidance documents and innovating new analysis methods and tools needed to evaluate our system plans and major transportation projects for their climate, equity and safety impacts and benefits, thereby informing policy makers on our progress toward the OTP vision and performance measures. The ODOT Statewide Planning Unit, Transportation Planning & Analysis Unit (TPAU) and the Climate Office, in partnership with DLCD, has already started this important work – and we suggest acknowledging its importance and incorporating it in the draft OTP.
- Linking the performance measures in the new OTP to every funding decision the Commission makes through the Statewide Transportation Improvement Program (STIP), including conditions of approval to guide the ODOT region offices who implement state transportation projects and programs.

As chair of the Joint Policy Advisory Committee on Transportation (JPACT), I will be overseeing adoption of a 2023 RTP later this year. We are attempting to tackle the same challenges the OTP is addressing, and the new OTP provides a needed statewide vision that we can work toward in our region. We can make great strides toward our goals for climate, equity, safety, and fiscal solvency here if the OTP is successfully implemented statewide.

Finally, I will share a recent snapshot that underscores the need for the new OTP to have a very clear directive for ODOT managers and practitioners around the state. In our recent call for projects for the 2023 RTP, JPACT and the Metro Council held several collaborative workshops to lay a policy roadmap for the plan that is very consistent with the policy framework in the draft OTP.

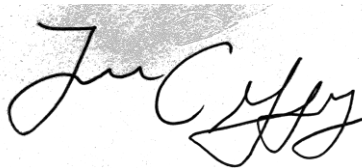
In response to this call, ODOT's region staff and Urban Mobility Office brought forward a single project (Outer Powell Boulevard Multimodal Improvements, \$120 million) to address the needs of the state-owned urban arterials in our region. These urban arterials are some of the most dangerous, historically disinvested streets in our region for people to travel on. Instead, most of ODOT's projects and nearly all of the state's forecasted capital funds were dedicated to highway expansion and two broad safety and operations "buckets" of unidentified projects with a cost of \$1.2 billion but do not provide sufficient detail to know when and where investments might be made or how they will advance climate, equity and safety outcomes.

Understandably, some of the expansion projects were known, like I-205/Abernethy Bridge, I-5 Rose Quarter, and the Interstate Bridge Replacement Program. Yet, it was discouraging for me to see so many other freeway capacity projects coming forward in response to a policy frame that focused so clearly on climate, equity, and safety outcomes. In the absence of ODOT's regional staff bringing forward specific state-owned urban arterial projects to the 2023 RTP, local jurisdictions utilized their own funding capacity totaling more than \$800 million to submit 60 capital projects on state-owned arterials, in lieu of other local priorities, to ensure these projects are eligible for future federal and state funding.

From this recent example, I encourage you and the Commission to consider this question: *how will the new OTP influence future ODOT project and funding priorities in a way that genuinely achieves the vision of the new plan?*

I do believe the new OTP can answer this question with your leadership, and I look forward to working with the Commission and ODOT to ensure its success.

Sincerely,

A handwritten signature in black ink, appearing to read 'Juan Carlos Gonzalez', written in a cursive style.

Juan Carlos Gonzalez
Metro Councilor, District 4
Chair, JPACT
ODOT OTP Policy Coordinating Committee Member

From: [Frank Javorsky](#)
To: [Oregon Transportation Plan](#)
Subject: new taxes
Date: Thursday, May 11, 2023 2:04:51 PM

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

How will those of us who live in rural areas pay for this bag of crap.

Sent from [Mail](#) for Windows

355 Capitol Street NE, MS 11
Salem, OR 97301-3871

May 12, 2023

RE: Draft Oregon Transportation Plan Comments

Oregon Department of Transportation (ODOT):

Thank you for the opportunity to comment on the Oregon Transportation Plan (OTP). This plan is critical to the economic vitality and livability of Oregon since it informs investment decisions by ODOT, Metropolitan Planning Organizations like Metro, and local governments for long-range policy of Oregon's transportation system. The phrasing of the policies and strategies is important to ensure we achieve the desired outcome of the goals and objectives. The City of Hillsboro supports Objective MO.2's intent to reduce vehicle miles traveled (VMT) per capita for passenger vehicles. Our city wants to ensure the Objective MO.2 strategies are applied effectively and appropriately by ODOT once the updated OTP becomes adopted. The application of these strategies needs to be peer reviewed using methods approved by transportation engineers from ODOT and partner agencies prior to implementation.

Strategy MO.2.1.1 suggests establishing an investment prioritization process that emphasizes throughput of individuals, such as people-movement capacity, rather than the quantity of vehicles (e.g., volume-to-capacity ratio of a roadway). The City does not oppose the approach of using people-movement capacity. We want to ensure that the methods used to estimate people-movement capacity are vetted by transportation engineers with relevant subject matter expertise. The derivation of people-movement capacity needs to consider relevant factors and constraints such as traffic control devices. We also want to ensure the methodologies consider 'realistic usage' of the transportation facility that can likely be achieved per hour as a complement to, or possibly weighted more than, theoretical people-movement capacity. The realistic usage calculation should be based on the context of the surrounding area and land use as described in Objective MO.5.

Strategy MO.2.1.2 implements metrics to ensure multimodal improvements that benefit more than just vehicle movement are identified in development review and traffic impact assessment processes. The City does not oppose this strategy. Deriving a metric beyond frontage improvements to ensure multimodal improvements in the development review process that meets the nexus and proportionality test will be challenging. Our City is curious to see what ODOT develops to address this challenge.

Strategy MO.2.1.3 encourages working with partners to avoid the impacts of latent and induced demand prior to implementing projects that add motor vehicle capacity. The derivation of latent and induced demand needs to consider Oregon land use laws and other factors that makes our state different from other states. There should be allowances made for situations where adding more motor vehicle capacity to more direct travel routes may reduce VMT per capita by returning motor vehicles to their preferred route and away from longer-distance diverted routes. There should also be

consideration on whether a goal of the project is to relieve “peak spreading” congestion occurring outside of the typical peak hours that is hampering travel reliability for movement of goods.

The City of Hillsboro requests to participate in the development of the application of these strategies when the OTP update is adopted. Please consider us in future committees. Our Transportation Systems Division will be the point of contact.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Auth". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Joseph Auth, PE
Transportation Systems Engineer

MCAT Transportation Committee Comments
on the Draft Oregon Transportation Plan
Submitted to the Oregon Transportation Commission

May 12, 2023

Dear Oregon Transportation Commissioners:

The Metro Climate Action Team (MCAT) Transportation Committee appreciates the opportunity to comment on the Draft Oregon Transportation Plan. MCAT is a community of volunteers seeking to assist Oregon in adopting science- and equity-based climate solutions. Our Transportation Committee focuses its efforts on the transportation sector of the economy, which is, as you know, acknowledged to be responsible for the highest percentage of greenhouse gas emissions of all of Oregon's economic sectors, reported as 35%.

We believe the Oregon Transportation Plan draft recognizes that **expanding the road and bridge network in Oregon** in order to accommodate the transportation needs for (mostly) single-occupancy and cargo vehicles **is not a viable or sustainable long-term solution** for a host of reasons, climate reasons among them. We agree with that assessment. **The OTP lays out a vision of a fully multi-modal transportation system that shifts reliance** on roads and single occupancy vehicles, and/or trucks for cargo, **to an increased role for public transit, "active transportation," and rail.** This is a huge undertaking which requires many elements of change to be moved forward at once, and the Plan describes most of them. And even before adoption of a new OTP, these changes really should be getting advanced as rapidly as possible. We are pleased to at least see this thinking reflected in the OTP draft. However, we fear the design of the I-5 Bridge Replacement Proposal, with the many lane additions at interchanges (and on the bridge), indicates perhaps only tepid commitment to making the mode shift happen rapidly.

Here are our specific comments on the Oregon Transportation Plan draft:

1. **Facilitate Mode Shift toward Public Transit:** This will save Vehicle Miles Traveled and allow Mass Transit Electrification to save on Emissions. In earlier planning documents you referred to **Transportation as a Service**, which accepts responsibility of plugging the gaps in end-to-end transport system. Success in this area depends on many factors but one important one is, we believe, not well-addressed by the OTP draft, and that is what's known as the "**Last Mile Problem.**" Many models exist for addressing this issue successfully in other cities and regions, but solving this problem effectively is vital to making Mode Shift possible. Here the OTP can provide convincing solutions to the Last Mile Problem to facilitate people's decisions to get out of their cars...

2. **Matching up Investment Options to Policy Direction:** In Part 5 (Policy Framework), in the section titled "Reduce Greenhouse Gas Emissions" the following policy direction is included: "Along those lines, ***this plan also limits roadway expansion to occur only after pricing, options for shifting modes, use of demand management strategies, and operational improvements*** are explored and projected to be insufficient at reducing congestion." [Emphasis added.] Yet, in Part 7, the Investment Scenarios presented for differing levels of funding available foresee a percentage of the available funding going to "Lane Mile Additions" of between 4.5% to 8.8%. (The biggest chunk of funding in all Investment Scenarios is reserved for "Preservation", i.e. maintenance and repair, which is appropriate given our backlog situation.) Despite the percentages for Lane Mile Additions being below 10%, the actual dollar figures are likely to be in the hundreds of millions, and that big a commitment seems to prejudge lack of success for the efforts to promote solutions to congestion problems other than adding new lanes - when we already cannot maintain the road lanes we have. Please realize how important the alternatives listed in bolded section above could be toward avoiding spending on not-really-needed lanes.

3. The discussion in the **OTP about needing to find a new funding system** (more likely a mix of funding strategies) is clear enough and certainly the eroding gas tax must be replaced or supplemented; but it should be made clear in that discussion that a new funding system ought to retain or even strengthen incentives to **help**

accomplish goals mentioned elsewhere in the OTP; such as Vehicle Miles Traveled Reductions, Greenhouse Gas Reductions, Mode Shift Acceleration, etc. The specific methods for incentivizing those goals could be several, but the expectation should be there that they would be built into the revenue structure. We're hoping you can balance congestion pricing and other alternative solutions to eliminate the need for extra lanes. Last-mile connections will be essential to that.

Thank you for the opportunity to submit our comments,

Ed Averill

Rich Peppers

On behalf of MCAT Transportation Committee



May 12, 2023

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR 97301
Attn: Mr. Adam Argo, Project Manager

RE: Nikola Comments on Oregon Transportation Plan

Dear Mr. Argo:

Nikola Corporation (“Nikola”) appreciates the opportunity to provide comments on the Oregon Transportation Plan (Plan). As a leading designer and manufacturer of heavy-duty commercial battery-electric vehicles (BEV), fuel cell electric vehicles (FCEV), and energy infrastructure solutions, Nikola is paving the way as a global leader in zero-emissions transportation. We encourage the Oregon Department of Transportation (ODOT) to include both BEV and FCEV zero-emission vehicle (ZEV) technologies as it considers the decarbonization of freight mobility and goods movement in the state.

Heavy-Duty Zero-Emission Vehicles

Nikola currently has two Class 8 trucks available: the Tre BEV, which is currently available for purchase and has a range of up to 330 miles, and the Tre FCEV, which will enter market production later this year and has a range of up to 500 miles. Additionally, earlier this year, Nikola formally highlighted its integrated hydrogen solution and introduced “HYLA” as our new hydrogen energy brand, which will include an open-access, heavy-duty hydrogen refueling station network to support hydrogen fuel cell trucks from any original equipment manufacturer (OEM) using industry standard refueling equipment.

Mobile Fueling and Charging Infrastructure

To meet the needs of early adopters and fleet operators, Nikola has developed mobile and temporary fueling solutions for both the Tre BEV and Tre FCEV trucks to bridge the gap in advance of permanent infrastructure, including:

- Mobile Charging Trailer (BEV)
- “E-Skid” Charger (BEV)
- Hydrogen Mobile Fueler (FCEV)
- Hydrogen tube storage trailers utilized to increase storage capacity (FCEV)

These offerings will allow fleets to begin their transition to ZEVs today as Nikola finalizes permitting processes and begins construction of permanent hydrogen refueling stations under its HYLA network, which currently has publicly announced 4 site locations in California and 60 stations by 2026 to enable a commercial hydrogen corridor along the West Coast.



Nikola is ready to provide the solutions necessary to support commercial fleets' transition now to meet the concerns and environmental needs of Oregon and its residents.

Nikola also recently announced a definitive partnership with Voltera on hydrogen station infrastructure for up to 50 station locations – creating the largest North American open-network of commercial hydrogen refueling stations.

Recommendations

Nikola is pleased to see ODOT highlight alternative fuels in the Plan, and in particular, hydrogen, as a pathway for the agency to help the state meet its greenhouse gas (GHG) emission reduction goals. In addition, Nikola strongly supports Strategy MO.6.2.2. However, this strategy does not seem to apply or translate to other strategies or policies outlined in the Plan. As the Plan is considered a long-term vision for the State's transportation system, Nikola encourages more emphasis on the planning needs for establishing all zero-emission vehicles (ZEV) technologies, including fuel cell electric vehicle (FCEV) platforms to accelerate the decarbonization of transportation.

1. Terminology matters. Nikola strongly recommends that, considering Oregon's adoption of the Advanced Clean Cars Rule II and the Advanced Clean Trucks Rule, that the Plan refer to both types of powertrains comprehensively as ZEVs. ZEV is the terminology adopted by the State of California when it was the first state to pass the aforementioned transportation emission reduction regulations and effectively captures the role of both vehicle technologies to address reduction of carbon emissions and criteria pollutants from the transportation sector.

2. Nikola appreciates the Plan's focus on heavy duty infrastructure and would also recommend aligning with the recommendations set out by ODOT's Hydrogen Pathway Study, to prioritize fuel neutral zero emissions transportation infrastructure across vehicle segments (Strategy SC 1.1.1; SC 1.2.1; SC 1.2.2). The development of multiple technologies can also reduce the risk of resource exhaustion and alleviate other deployment bottlenecks that might arise should only one technology pathway be pursued. Investing in both technologies delivers infrastructure and total cost of ownership (TCO) advantages over investing in only one. The inclusion of a Hydrogen Refueling Infrastructure credit, mirroring California's program, would also be encouraged to incentivize development of commercial hydrogen refueling stations as well as funding for both mobile and fixed hydrogen refueling infrastructure is also essential.

3. Providing commercial heavy duty fleets equal access to BEVs and FCEVs and their related infrastructure is the most equitable approach to carry out Strategy SE.3.2.1. A balance of accessible powertrain technologies ensures that fleets can acquire the vehicle that works best for their particular use case. To this end, SE.3.2.2 should include affordable financing for FCEVs as well.



4. For Oregon to effectively increase the resiliency of the transportation system to withstand the impacts of climate change, extreme weather events and seismic events (Objective SP.6), and “to ensure sufficient alternative fuel station resilience, supply and density to support emergency evacuation scenarios and routes”, hydrogen will have to be part of the plan. Sufficient supplies of stored hydrogen will be particularly important if the electricity grid is disabled and there is no way to charge battery electric vehicles and transport people to safety or move critical goods and services.

5. Finally, regarding the Plan’s addressing transportation investments (Section 7.4), we would again request that ODOT replace the Investment Category of “Electrification” with “Zero Emission Transportation”.

State policies and funding supporting FCEV deployment, fueling infrastructure and market adoption are well advanced in California and rapidly advancing in Washington. Currently, Oregon is the gap on the West Coast with regard to supporting hydrogen transportation options even though the transportation decarbonization priorities and policies are virtually identical in all three states.

Nikola appreciates the effort that ODOT’s leadership and staff have dedicated to the Plan and we look forward to continuing to engage with ODOT on Oregon’s transition to a zero-emission transportation future that includes policy, incentives and support for widespread deployment of fuel cell electric vehicles in all classes and the fueling infrastructure necessary to support that deployment. The inclusion of all zero-emission vehicle technology, including hydrogen technologies, is the only way to ensure Oregon is on the path to meet its transportation GHG reduction targets, and improve the state’s air quality for everyone, including those most burdened by air pollution and harmful climate impacts.

We look forward to staying engaged in this process and working with all stakeholders to advance a zero-emissions transportation future in the State of Oregon.

Sincerely,

A handwritten signature in black ink, appearing to read "Alana Langdon".

Alana Langdon
Head, Government Affairs and Global Policy
Nikola Corporation
alana.langdon@nikolamotor.com



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Phone: 503-823-4000 Portland.gov/Transportation

Mingus Mapps Commissioner Tara Wasiak Interim Director

May 12, 2023

Michael Rock
Transportation Planning Unit Manager
Oregon Department of Transportation
355 Capitol Street NE
Salem, OR 97301-3871

Dear Mr. Rock,

Thank you for the opportunity to comment on the draft update to the Oregon Transportation Plan (OTP). This draft update is a substantial step forward from past versions of the OTP. The City of Portland appreciates the work to include equity, climate, safety and maintenance into this important guiding document for the state’s transportation system. We see strong potential alignment with the values and vision expressed in our Transportation System Plan and the draft 2035 Regional Transportation plan for the Portland Metro region. However, the extent to which that alignment is to be realized and those shared outcomes achieved will depend upon the efficacy of the plan’s implementation, monitoring and course correction over time by ODOT as well as its partners across the state. As such, we recommend strengthening the new elements and providing better clarity about how the plan will be implemented in the complicated, interwoven transportation system on which our communities depend. In addition to the comments in this letter, please see attached document for more specific recommended edits.

Prioritization, responsibility and implementation

While many of the identified actions are thoughtfully and thoroughly crafted, the guiding transportation plan for the state should provide more clarity about how the actions are prioritized and assigned to the many interrelated systems and entities that make transportation work for everybody. The introduction to the Plan states that all entities have a role to play in implementation. However, the plan does not clearly assign prioritization or responsibility, leaving ambiguity about what should be done first and by whom.

There should be stronger prioritization and assigned responsibilities in the plan as well as short-term targets and direction for updating local TSPs to support the goals and implement the policies in the Plan. We appreciate the inclusion of the 10 implementing actions listed on page 92, but believe they are very high level



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and should include more specific implementing actions and responsibilities, either in the plan or as part of the next stage of implementation planning.

We appreciate that Objective SP.2 begins to establish some prioritization through a set of tiers to guide investment prioritization, and we generally agree with the ordering (with one exception noted in our detailed comments that follow). However, it is unclear how these tiers will be applied. Will this be applied to all ODOT actions as soon as the OTP is adopted? What will be the enforcement? ODOT already has a number of stated goals and requirements around safety, climate, and VMT reduction, which are currently not being applied to guide agency investment decisions to ensure that the goals are met. To ensure the seeming intent of these new policies to align investment with the policies and goals in the Plan, we strongly recommend that these tiers be strengthened and the process for applying them clarified. This tiered approach may need to be pulled out of the “objective” role within the document and applied instead as an overarching prioritization approach for the whole plan.

The Key Performance Indicators will be an important part of prioritization, monitoring and course correction. We recommend that these be developed as soon as possible – with specific targets (including interim targets), not just directionality – and integrated into regular performance monitoring.

While Section 7.3.1 on Statewide Modal Plans recognizes that “statewide mode and topic plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address, we are concerned that the language further suggests that recent updates to those plans may suffice for the near-term, given recent updates to some of those plans. Given the significant policy changes in the draft OTP, it will also be essential to update existing plans and projects to reflect OTP guidance so there is a coherent strategy reflected and applied throughout these implementation tools. The timeline for this work should be developed as soon as possible. The OTP should provide specific timelines (or deadlines) for these documents to be updated, beginning with those that govern how our highways are managed and expanded – in other words, the Oregon Highway Plan, Oregon Highway Design Manual and Analysis Procedures Manual should be the first updates to be completed.

There are also a number of places in this document where the need for coordination and careful analysis of the impacts of actions on other entities should be more strongly described. See the attached document for more details.

Climate

This is the state’s guiding document for all transportation decisions and investments. The climate elements should be strengthened to reflect the urgency of the need for action to reduce transportation greenhouse gas pollution and the clear direction of the adopted Oregon Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions. We appreciate the inclusion of Objective MO.2: reduce the per capita VMT for passenger vehicles and would like to see this objective better reflected across the document (see the attached document for specifics).

Essential role of funding

This document will be adopted at a crucial moment when transportation systems at every level are facing a looming financial crisis of increasing costs and precipitously declining revenues. It cannot be silent on the need to allocate limited resources and identify new revenues extremely thoughtfully.

The OTP update should also include more explicit direction about the need for state, regional and local governments to collaborate and coordinate around funding and investment for system maintenance and

operations as well as new infrastructure. Every action one entity takes to secure a new source of revenue must be assessed for its impacts not only on system user behavior and outcomes but also on the ability to secure revenue for other transportation needs. For example, if a road pricing policy instituted by one entity affects the ability of others to meet their policy and revenue needs, that must be analyzed and addressed. Additionally, many of the strategies in this document call out the need to enhance transit, bicycle and pedestrian connections, all of which will require significant investment in local systems.

Please see the attached document for more detailed comments. Thank you for the opportunity to weigh in on this important plan.

Sincerely,

Shoshana Cohen
Intergovernmental, Resources and Policy Affairs Manager

ATTACHMENT: SPECIFIC EDITS

Prioritization, responsibility and implementation

- In the Policy Framework section, under “Enable the Efficient Movement of Goods and Services,” the document states “However, there are still likely to be areas of severe congestion where strategic roadway enhancements will be needed to improve timeliness and reliability for freight.” This language undercuts many of the other goals in the document, including safety, climate, and VMT reduction, and opens the door to excuse adding roadway capacity. There are many other – and more effective - ways to address congestion than adding capacity, and this language should be removed.
- Strategy MO.1.1.2 describes improving walking, rolling, biking, and transit systems until “they are as competitive as possible with auto travel.” This phrase should be amended to “at least as competitive as auto travel.” In many contexts it is not only entirely *possible* to make these modes more efficient, affordable, safe and comfortable than auto travel, but it will be *necessary* to do so in order to achieve many of the OTP goals.
- Policy MO.2.1 includes the possibility of using a “cooperative approach” when adding new motor vehicle capacity, but it’s not required, nor is it clear which stakeholders are assigned this responsibility in the described “cooperative approach.” This policy should be revised to clarify that the cooperative approach is required and that local and regional goals are supported.
- Strategy MO.2.1.3 calls for projects that add motor vehicle capacity to “work with partners to avoid impacts of latent and induced demand” without assigning rights and responsibilities. This strategy should be revised to reflect that a project that increases motor vehicle capacity must include in the project itself the multimodal investments that are necessary to reduce VMT in order to avoid the impacts of induced and latent demand on the rest of the local and state system. Local jurisdictions cannot be left on the hook – without funding – for mitigating the added VMT caused by ODOT’s motor vehicle capacity increases. Additionally, we recommend that the words “motor vehicle” be added before “demand” at the last sentence. Demand is often used as if it only relates to vehicles, ignoring the latent demand for transit, walking and bicycling.
- Strategy SP.2.1.2. describes a strategy of transferring ownership “to reduce maintenance costs”. Transfer does not reduce maintenance costs – it just moves them to a different entity in the statewide system. If this is an ODOT-only action, it should be clearly indicated.

Climate

- The climate component of Drivers of Change (2.2) is very short compared to the others, and is very heavy on adaptation, which has the effect of suggesting that adaption is all that is necessary, removing the focus from mitigation. We recommend moving the adaptation language to 2.5, Resiliency and Disaster Planning, and adding some additional detail to the mitigation language.
- The climate statement in the Vision and Values Statement (4.1) should be amended to include the need to reduce Vehicle Miles Traveled, not just the need for clean fuels. The data is clear that we will not reach our state climate goals without taking immediate, aggressive action on both reducing and decarbonizing VMT. We recommend revising the second half of the first sentence from “reduce emissions caused from travel” to “reduce vehicle miles traveled per capita for passenger vehicles,” which would also be consistent with Objective MO.2.
- Strategy EC.2.2.1 identifies bottlenecks as a problem. This language is tied to the longstanding practice of state DOTs to expand roadways piecemeal, always justifying expansion by the existence of bottlenecks created by previous roadway capacity, and undermining climate goals. We recommend

reframing this strategy to focus on system management solutions, including reducing VMT and providing robust freight options.

- Policy SC 1.1 should explicitly identify VMT reduction as a strategy to reduce GHG emissions.
- In order to achieve VMT reduction, safety, and equity goals, it will be essential to dramatically increase investment in non-SOV modes. This is not reflected in the way that these modes are described in the document. The language used for 3.2 Bike and Ped is much more passive and less directive of investment than that used for other modes. For example, “System gaps exist” vs “requires substantial investments.”

Equity

- The Equity element of Drivers of Change (2.1) includes a side box that identifies equitable outcomes as prevention of negative effects and does not include the provision of positive effects. The current system distributes both positive and negative outcomes unjustly; the measure of the future system will be the degree to which it corrects that, not just preventing additional damage.
- Strategy SP.1.2.1 only includes direction to implement “in a manner that does not disproportionately burden people experiencing low income” under congestion pricing – none of the other pricing approaches include it. It would also be helpful to provide more clarity on the meaning of “disproportionately” in this context.


Role of transit and rail

- Section 3.5, Public Transportation, should identify that successful public transit is a key component to reducing congestion as well as VMT and GHG.
- Section 3.6, Passenger Rail, should identify that passenger rail reduces VMT and congestion as well as GHG. The statement “Funding is very limited for passenger rail improvements” should be expanded for clarity – what kind of funding, and why - or omitted.
- In Strategy SP.2.1.1, the transit bullet from the second tier – “Improve the efficiency, frequency and reliability of public transportation services” – should be moved into the top tier and replace “preserve current public transportation service levels.” Robust public transit is essential to meeting climate and equity goals, and merely preserving current levels is profoundly inadequate. The STS directs an increase in transit service (Strategy 9), and that should be reflected here.

Funding

- The language in the fourth “key driver of change” is misleading, suggesting that the declining transportation funding is due to fuel efficient vehicles. The policy on Secure Sustainable and Reliable Transportation Funding, while it is clearer about why the funding crisis exists, also suggests that decarbonization is the primary problem. This framing is false, as demonstrated in the scenario section. Even if all decarbonized transportation paid revenues exactly in parity with what they would have paid in gas taxes, the system would collapse, because gas taxes have not been raised and indexed appropriately, and costs have increased. It is important to accurately describe the key driver of change; inaccuracy in problem definition will point us toward ineffectual or even counterproductive solutions.
- The Stewardship of Public Resources section is missing direction on the structure of transportation funding. We are particularly concerned about the absence of policy guidance about the use of debt. Every debt incurred in the present constrains the actions of future Oregon policymakers who will not be able to use transportation revenue for their own current needs and visions. This responsibility should be articulated and ideally directed by policy in the OTP.

- Strategy SP.1.3.11 should be strengthened to clarify that transportation revenue approaches must be aligned with the other OTP policies. Many transportation revenue structures – particularly user fees – can affect the behavior of people using the system directly and indirectly, especially when reflective of other policy goals beyond the revenue generation alone (e.g., based on emissions profile, weight or income). Our collective experience with using taxes on fossil fuels to fund the system demonstrates the folly of ignoring the impact of revenue structures on policy outcomes. Revenue cannot be siloed away from the other transportation system goals, and this should be explicitly and strongly identified in the draft OTP.
- We would also like to understand how best to square the cost per mile values presented on page 82 with apparently similar cost per mile values derived from the Statewide Transportations Strategy developed as part of Metro’s RTP process (in coordination with ODOT’s Climate Office), which find significantly higher costs per mile to be assumed policy intervention.

VisionEval scenario assumptions 

	RTP23 + AP (Adopted state Plans)	RTP23 + STS
Throughway pricing	RMPP, IBR, and I-205: avg. ~\$0.13/mi on I-5 and I-205	\$0.30/mi during peak periods (~2x RTP23 rates)
Additional gas taxes / equivalents	None	\$0.39/mi

Land use and transportation

- The draft document identifies that there is a connection between land use and transportation, but it emphasizes the ways that transportation investments should be tailored to land use and does not recognize or address the ways that transportation investments affect land use.
- Objective EC.1 should include a second strategy along the lines of “Deprioritize transportation investments that lead to the development of less-efficient land uses that do not support climate, equity, or fiscal responsibility goals.”
- Policy MO5.2 should describe how transportation drives land use, not just be responsive to it.
- The graphic on page 46 should be reviewed and revised, particularly if it is intended to be implemented in planning. For example, the graphic shows a “low” ranking for transit users on “residential corridor” (illustrated with four-story apartment buildings). This guidance does not reflect the climate, equity, mobility, congestion management, safety, and VMT reduction goals elsewhere in the document. At a minimum, the transit user ranking for residential corridor should be revised to “Varies” if not “Medium” since the transit needs in a 4-story residential corridor would seem to be at least as great as those in the suburban fringe or in a rural community.

KPIs

- The Reduce Transportation Cost Burden KPI should include households with higher incomes than \$25k. In fact, it should apply to all income levels since the Transportation Cost Burden construct is itself expressed relatively as a proportion of income.
- The travel time reliability KPI should include all modes.
- We appreciate that there are KPIs for GHG emissions and VMT reduction.



Date: May 12, 2023

To: Oregon Department of Transportation OTP Project Team

Re: Draft Oregon Transportation Plan

Thank you for the opportunity to comment on the 2023 Public Review Draft of the Oregon Transportation Plan (OTP). We appreciate the document reflects broad consideration of equity, climate change, sustainability, economic and community vitality, transportation safety and emerging technology; we also believe that there are some significant oversights in each of these areas that merit thoughtful inclusion in this plan's framework.

Our comments are focussed on providing recommendations on a wide breadth of issues related to the transportation system, with three important areas of recommendation to reduce negative impacts our environment;

- Reduction of Oregon's transportation based carbon emissions
- Meaningful integration of systemwide light pollution reduction strategies
- Establishment of a wildlife corridor program

ADDRESSING OREGON'S TRANSPORTATION BASED CARBON EMISSIONS:

40% of Oregon's carbon emissions come from transportation, the state of Oregon has aggressive targets for reduction in carbon emissions that ODOT needs to begin to take seriously. The health and well-being of our ecosystems and our planet depend on an urgent, dramatic reduction in greenhouse gas emissions, and Portland Audubon urges ODOT to adopt immediate and aggressive plans to provide alternatives to carbon-based transportation. Reducing transportation-based emissions requires ODOT to unwaveringly commit to explicit plans to both reduce Vehicle Miles Traveled (VMT) and encourage adoption of electric vehicles. VMT reduction (overall, not merely VMT reduction per capita) must be the agency's priority, and this unwavering commitment to lowering the number of miles that Oregonians drive private automobiles must be reflected in ODOT's financial plans, infrastructure plan, and programmatic offerings. This entails a moratorium on the state's continued proposed expansions of roads and freeways and a robust paradigmatic shift into investing in transit (both inter- and intra-city),

active transportation, and realignment in land use planning to support dense walkable communities. In addition to reducing carbon emissions, these investments also dovetail nicely with numerous other goals expressed by our organization, including cleaner air, investing in street lighting friendly to both birds and pedestrians, and less car-related runoff pollution. We support the broad direction outlined in the policy recommendations to the OTP submitted by The Street Trust and the Oregon Environmental Council.

LIGHTING:

We would like to see significant consideration of ODOT's role in reducing light pollution integrated meaningfully into the OTP, including adherence to DarkSky International (formerly International Dark-sky Association) and Illuminating Engineering Society's best practices in lighting design and the minimization of impacts to environmental health, human health, safety and equity, as well as preserving access to the night sky as a livability index and in support of the development of astrotourism as an economic driver in rural communities throughout Oregon.

With jurisdiction over statewide roadways and numerous transportation facilities with associated lighting systems across the state, we would like to see more careful consideration given to the impacts of light pollution on Oregon's wildlife, communities and night skies. According to *Light Pollution Environmental Effects of Roadway Lighting* by Carl Shaflik, BASc, Peng, UBC Department of Civil Engineering, "It has been estimated that up to 50% of all light pollution may be the result of roadway lighting. This puts finding adequate and economic solutions to light pollution firmly in the hands of traffic engineers." Furthermore, according to the [US DOE 2022 Solid State Lighting R&D Opportunities](https://www.energy.gov/sites/default/files/2022-02/2022-ssl-rd-opportunities.pdf) published in Feb 2022 <https://www.energy.gov/sites/default/files/2022-02/2022-ssl-rd-opportunities.pdf>:

"Roadway lighting, signage, and light spillage from buildings at night all have negative impacts on local wildlife. The IES and the IDA as well as the NPS have converged upon a set of best practices for outdoor lighting to reduce skyglow and ecological impacts from lighting. Currently, most LED lighting products and installations do not follow these practices, but LED technology has the capability to fully optimize all of these practices. Migratory birds, hatchling turtles, fish, marine birds, insects, bats, and numerous other animal species are negatively impacted by anthropogenic light at night."

It is possible to simultaneously provide roadway lighting for safety and follow best practices produced by IES and DarkSky International (formerly IDA). As written, the draft OTP makes scant mention of lighting, and no mention at all is made of design considerations to reduce the unintended impacts of light at night. Three mentions of lighting in the OTP are: lighting as a countermeasure to crashes, lighting as a security measure at transportation facilities, and the

reduction of emissions generated by lighting systems. There are, however, many more ways that lighting can and should be overtly considered in this plan, including minimization of impacts to environmental health, human health and safety, contribution to climate change, impacts to Oregon's night skies including to astrotourism, and impacts to rural communities. A very recent and comprehensive 90 page Technical Note has been published by the BLM: Night SKy and Dark Environments: Best Management Practices for Artificial Light at Night on BLM-Managed Lands (Technical Note 457, April 2023 https://www.blm.gov/sites/default/files/docs/2023-04/Library_BLMTechnicalNote457.pdf). This report details the impact of light at night on insects, mammals, birds, reptiles, fish, amphibians and plants and outlines the importance of minimizing light pollution as well as best management practices for doing so.

As discussed in the Introduction of American National Standards Institute (ANSI) and Illuminating Engineering Society RP-8-21: Design Of Roadway Facility Lighting (<https://blog.ansi.org/?p=160622>), lighting design criteria needs to carefully consider a number of goals, including "minimiz[ing] environmental impacts of light at night." ANSI goes on to say that "Knowing how lighting can impact animal communities and influence plants' abilities to respond to light quantity, spectrum, directionality, timing, and duration by affecting their photoreceptors could aid in the decision making of roadway lighting design and installation." This warrants explicit attention by ODOT in the draft OTP.

While technological advancements are addressed in the draft OTP, this section includes no consideration of the potential for adaptive lighting control systems, which can control both color temperature and brightness. As written in The Future of Roadway Lighting by Ronald Gibbons, Joseph Cheung and Paul Lutkevich (Nov/Dec 2015 FWHA-HRT-001), "Traditional approaches to lighting design result in significant over-lighting of roadways and excessive energy usage. Adaptive lighting, that is, adjusting illumination levels based on the needs of roadway users, offers an approach to overcome these challenges" and is a "growing trend in the roadway industry." The potential for adaptive lighting systems warrants inclusion in the OTP.

Background information on light pollution:

We believe the following information summarizing the negative impacts of artificial light at night demonstrates the need for ODOT to include light pollution reduction measures as part of the analysis that goes into its statewide lighting systems.

Ecological Impacts

Deleterious impacts of light pollution have been demonstrated in over 200 species with representatives from every taxa, including birds, fish, mammals, amphibians, invertebrates, and plants. Oregon hosts many millions of night migrating birds during peak spring and fall

migration, and light pollution threatens to pull them off their migration courses where they are at risk of colliding with buildings, being cat caught, and other secondary hazards. Nesting birds exposed to dim white light at night show elevated corticosterone (stress) hormones, and an associated reduction in ability to fledge young. Birds exposed to dim white light at night take nearly twice as long to kick West Nile Virus (WNV) out of their systems than birds that are kept in darkness overnight; this poses a potential public health issue, as WNV is a zoonotic disease. Of 15 bat species documented in Oregon, fully 8 are species of conservation concern on ODFW's Oregon Conservation Strategy Species list. Bats perform important ecosystem services and are highly impacted by artificial light at night—some repelled by light, which functionally fragments their habitat and others attracted to lights to take advantage of insect traps, thus putting themselves at great risk of predation while hunting at streetlights. This is but a tiny snapshot of the impacts of light at night on our ecosystems.

Human Health, Safety and Equity

The American Medical Association published a report in 2016 recommending that municipal conversion of HPS to LED street lighting minimize the emission of blue-rich white light because of concerns about the association between melatonin suppression, dysregulated sleep and breast and prostate cancers, diabetes, cardiovascular disease as well as retinal damage and dangers of direct glare for both drivers and pedestrians.

Again, from the [US DOE 2022 Solid State Lighting R&D Opportunities](#) (Feb 2022)

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Additionally, light pollution and associated health impacts are becoming subjects of environmental justice research. Two recent papers: [Cross-sectional association between outdoor artificial light at night and sleep duration in middle to older-aged adults: the NIH-AARP Diet and Health Study](#) (Xiao et al 2020) and [Light pollution inequities in the continental United States: A distributive environmental justice analysis](#) (Nadybal et al 2020) show this as an emerging equity concern, including that associations between higher artificial light at night and shorter sleep were larger in neighborhoods with higher levels of poverty, and that Asian, Hispanic and Black Americans have twice the mean exposure to light pollution at night in their neighborhoods than White Americans. Neighborhoods with higher proportions of Black, Hispanic and Asian Americans or renter-occupants also experienced greater exposures to ambient light at night, whether in urban or rural areas.

To reiterate, we believe that there is ample information available at this point to warrant the inclusion of light pollution reduction measures as part of the analysis that goes into our statewide lighting system.

Community Effort to Work with ODOT to Establish a 3000K CCT standard

We appreciate that with the conversion of much of its lighting from HPS to LED, new cobrahead fixtures have improved the overall shielding of lighting. However, ODOT has made little discernible progress to date on adapting to stakeholder recommendations and broader industry and agency shifts regarding lower color temperature lighting. Shielding alone, while beneficial, is not enough to mitigate the emission of blue-rich white light into the environment. Even with a conversion to largely 3000K, fully shielded cobrahead streetlight fixtures throughout Chelan County, WA, the National Park Service Natural Night Skies division found night sky brightness in the county to have increased 60% post retrofit (<https://www.sciencedirect.com/science/article/pii/S0301479721008380>). This is simply because of the increase in blue light emission by the 3000K lamps when compared to the previous drop lens HPS lamps.

We began advocating on the need to consider shifting to 3000K CCT standard in 2018, meeting with ODOT personnel numerous times and testifying at the May 2019 Transportation Commission hearing on the Region 1 Pilot Project and the Marquam Bridge Relamping Project, encouraging ODOT to consider concerns about light trespass from neighbors adjacent to the Marquam Bridge as well as impacts to the environment, human health and the night sky. The overall goal of this community collaboration was to encourage ODOT to adopt best practices in lighting design by adopting a 3000K standard and shielding lighting to minimize impacts on adjacent properties. The outcome of this was ultimately an email communication dated June 27, 2019, which quoted a letter from ODOT staff to ODOT Commissioners, indicating that "As a great example of ODOT listening to community concerns and adjusting its approach" ODOT would deploy "3000K fixtures where the ODOT lighting standard was met", with a follow up that "Overall, we anticipate most lights will be able to meet design standards using 3000K lights". However, it remains unclear whether, where and when 3000K versus 4000K lamps are being used and requests for some transparency around this information have gone unanswered to date. We have also received significant pushback from ODOT on fiscal impacts of HB3202, a bill which would require new and replacement lamps on state property and projects to be 3000K or below beginning January 1, 2025. This pushback sends a strong message that this is still not the standard CCT being used by ODOT to date.

Many jurisdictions are now specifying 3000K for their roadway lighting. Washington Department of Transportation has moved to 3000K lighting statewide after using it first in the vicinity of the Puget Sound, North Cascades National Park, and Goldendale Observatory at the

request of their own WSDOT environmental department, the National Park Service, and the Observatory itself, respectively. Based on their overall satisfaction with both the performance and efficacy of the 3000K lighting systems, they have switched entirely to this CCT statewide, and they report no safety concerns whatsoever associated with this shift. Cities including Tucson, Phoenix, San Jose and Hillsboro have moved to specifying 3000K (or below) for their roadway lighting. There is no public safety hazard associated with 3000K lighting, there is no energy or cost penalty, and 3000K is better for the night sky, better for the nocturnal environment, and better for human health and safety than 4000K lamps because 3000K lamps emit less blue rich white light and create less glare than 4000K lamps. Additionally, blue rich white light is particularly hard for the aging human eye (over 40) to recover from once exposed pupils are constricted, so when considering equity, this is an important safety issue for an aging populace in Oregon.

Astrotourism

Astrotourism is a growing area of recreation and driver of travel in Oregon and worldwide. More and more people are traveling to see starry skies, even right here in Oregon. Oregon's Great Basin is in fact the largest intact area of world class dark skies in the lower 48 states. This is an invaluable and threatened natural resource worth preserving for livability, for connection with our cultural heritage, and as an economic driver for rural communities. Astrotourism is a growing industry, evidenced by the emphasis that Travel Oregon, Travel Southern Oregon, and Visit Central Oregon are all placing on stargazing, astral photography, and dark sky tourism. Travel Oregon has recently developed a Dark Sky Tourism Toolkit, and Travel Southern Oregon is leading an effort to designate a large swath of SE Oregon as an International Dark Sky Place (IDSP). Oregon Parks and Recreation District has begun certifying parks as IDSPs, recognizing that the nighttime experience is increasingly a high value resource that parks can offer overnight visitors. Port Orford has updated its Dark Sky Ordinance (originally developed in 2010) and Yachats and many other small towns have developed lighting ordinances aimed at protecting the condition of their night skies.

ROADSIDE VEGETATION MANAGEMENT: TREE CUTTING, MOWING, and SPRAYING

The plan makes no mention of exploring alternatives to ODOT's growing overreliance on roadside pesticide use and tree cutting, such as development of a more environmentally sustainable integrated vegetation management plan. The current approach to vegetation management is unsustainable—for pollinators, for greenhouse gas emissions, for native plant regenerations, and for impacts of airborne and waterborne toxins on nearby human and wildlife communities. We would like to see this addressed in the OTP.

ESTABLISHMENT OF WILDLIFE CORRIDORS

According to the Oregon Department of Fish and Wildlife, “ODOT documents more than 6,000 vehicle collisions with deer and elk each year,” a number which likely does not reflect the true number of collisions as many go unreported, especially if vehicle damage is minimal. We urge ODOT to support current or future legislation that addresses improving wildlife corridors. HB 2999 (2023) would establish a program to reduce wildlife vehicle collisions in areas where wildlife corridors (which have been identified in the Wildlife Corridor Action Plan by Oregon Department of Fish and Wildlife) intersect with proposed or existing public roads. The program would support feasibility studies and plans for creating or modifying road infrastructure in a manner that reduces wildlife-vehicle collisions and promotes public safety. ODOT should support the bill's request to allocate \$5 million from the general fund allocated to the Oregon Conservation Recreation Fund to support this program. Current human-wildlife collision conflicts will only increase as the population of our state increases so ODOT should do all it can to support this program.

COMMUNITY ENGAGEMENT AND STAKEHOLDER INPUT

While we appreciate past opportunities to meet with ODOT to discuss these issues, little measurable progress has materialized from this effort. We would like to see ODOT take more seriously its commitment to engage with community stakeholders in the future on issues addressed in these comments, as described in MO.5: “Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban and urban communities.” It is our understanding that when asked to install human scale lighting with full cut off shielding in some rural communities in Oregon, community requests were dismissed and as a result, increased light pollution and light trespass in these areas. This is not only unfortunate, but an unacceptable outcome at a time when LED technology allows an incredible amount of lighting control. We have also heard that concerns about roadside tree cutting, mowing and pesticide use have also been dismissed. Based on language in this plan, we would expect to see meaningful engagement with local communities in the future about the real impacts of noise, air and light pollution resulting from construction and maintenance projects as well as operational policies.

MARBLED MURRELET HABITAT MANAGEMENT

ODOT is one of 10 state agencies named in the Draft Endangered Species Management Plan for Marbled Murrelets, and yet Marbled Murrelets receive no mention in the OTP. Given that 1175 acres of ODOT lands correspond to high murrelet nesting probability, with only 278 acres of that

falling outside of ODOT highways and ODOT-maintained right-of-way, it bears mention in the OTP. We believe that the OTP should identify habitat restoration goals and other active management practices to help accelerate marbled murrelet recovery, including clear 5-year goals and benchmarks of intended actions, as well as prioritization of specific parcels for active management efforts. ODOT’s current overreliance on simple take avoidance falls short of ODOT’s own espoused responsibility to preserve and improve the quality of Oregon’s natural ecosystems laid out in SC.2 of this plan.

SPECIFIC RECOMMENDATIONS BY SECTION:

Equity

2.1 Equity intro (page 7)—Equity goals should include examination of both lighting-deficient areas and over lighting, especially in high density, low income areas where housing may be constructed adjacent to state roadways, resulting in significant light trespass into residential spaces when lighting is not adequately shielded, especially those where residents do not have control over external factors like using trees to buffer lighting nor the economic means to buy room darkening curtains.

2.2 Climate Change intro (page 7)—This section should include evaluation of the amount of light pollution currently contributed by roadway lighting in the transportation sector and opportunities to mitigate that using lower kelvin temperature lighting, shields, and adaptive lighting systems, and where appropriate, decommissioning of unnecessary lighting. Other state transportation departments, including Washington, are doing this and we would like to see Oregon follow suit.

2.3 Population and Labor Force Changes (page 8) —This section discusses the impact of an aging population in Oregon, but does not discuss the impact of blue-rich white light on the aging human eye and the need to include this consideration in the selection of roadway lighting. This section also addresses urbanization but does not herein address the increase of high density, low income housing situated in close proximity to high volume streets and highways which have higher levels of roadway lighting; this creates the need to mitigate residential light trespass with shields and lower kelvin temperature lighting.

4.1 Vision and Values Statement (page 20) — In the discussion of climate-friendliness, equity, and safety with a goal of having a “minimal adverse impact on the natural environment”, we would like to see that include the well-researched and well-documented impacts of light pollution on whole ecosystems as well as on human health and safety. This section also addresses economic vitality and livability as well as stewardship of public resources. The OTP acknowledges that “Tourism to Oregon’s towns, cities, and beautiful natural wonders enriches

lives and supports economies across the state” and “transportation investments that reflect the values of open decision making, environmental stewardship public health, safety and thoughtful management of the transportation system”. Taken together, ODOT should prioritize the engagement of small communities and their lighting needs as well as the growing astrotourism industry, which provides tremendous economic benefit to rural communities, and is under threat by poorly designed lighting which increases skyglow, including blue rich white light.

5.1 Policy framework (page 23) The Center Equity section acknowledges that “transportation decisions have disproportionately impacted communities and populations,” which have “affected neighborhoods, economic development and air quality for generations.” We would like to see light pollution identified here as one of the cumulative impacts that ODOT’s road system and associated projects and infrastructure have on impacted communities; light pollution has demonstrated health impacts on already vulnerable populations, including sleep dysregulation, cardiovascular disease, high blood pressure, and certain cancers, and research has shown that light pollution levels are higher in neighborhoods with more people of color and lower income residents. This section also addresses the need to reduce GHG emissions in order to rapidly decarbonize, which can, in part, be addressed by utilizing adaptive lighting systems and looking for opportunities to decommission lighting where appropriate.

Section 6 Goals, Objectives, Policies and Strategies

6.1 Economic and Community Vitality (page 27): Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon

Under Objective EC:2 (page 29) Provide safe and reliable movement of goods and materials

- Policy EC:2.3 Fund innovative technology, recommend addition of a Strategy EC2.3.4: Transition to 3000K, fully shielded lighting on all roadways and ODOT properties and explore options for integrating adaptive lighting systems where appropriate.

Under Objective EC:3 (page 30) Provide transportation systems to promote healthy prosperous and cohesive communities

- Policy EC: 3.1 Provide a transportation system that...allows all segments of the economy (industries, communities and individuals) to thrive, add a Strategy EC:3.1.3: Adhere to IES/IDA principles for reducing light pollution in order to protect the astrotourism industry, especially in rural areas of the state.
- Policy EC3.3 Emphasize public health outcomes and maintain and restore community cohesion through system design and investments:

- Modify Strategy EC.3.3.2 Coordinate...resources to provide flexible and responsive transportation improvements and services to... add language about preserving the nighttime character of rural Oregon communities and engage directly with the community members to ensure right-sizing of new and converted lighting.
- Modify Strategy EC.3.3.3 Maintain and improve community members' ability to walk, roll and bike safely where they live... add language about minimizing glare and the emission of blue-rich white light by shielding lighting and selecting 3000K or below lamps, both of which are especially important safety considerations for aging populations.
- Policy EC3.4 When designing new or replacement transportation infrastructure, use the latest design guidance and approved standards appropriate to the context to enhance the comfort and quality of the space for the benefit of the surrounding community
 - Modify Strategy EC.3.4.2 Create welcoming, visible, and well lit spaces that reinforce personal security while naturally deterring illegal or dangerous activity. Add language about using the appropriate amount of layered, warm lighting, which has been shown to improve the perception of safety in public, especially for women and girls.
 - Modify Strategy EC.3.4.3 Reduce or avoid negative air quality, noise and visual impacts from the transportation system on adjacent communities. Add language about cumulative impacts as well as about reducing or avoiding light pollution.

Under Objective EC:4 (page 32) Provide and maintain multimodal intercity connections that support access to ORs natural, cultural and heritage destinations.

- Policy EC4.1 Support Tourism by coordinating transportation investments and operations with the tourist industry and affected communities
 - Modify Strategy EC.4.1.1: Plan for travel related to tourism throughout the state as a critical economic tool for both urban and rural communities and a meaningful, affordable option for families to enjoy Oregon's many natural and urban areas. Add language about planning lighting accordingly to protect astrotourism, particularly in rural portions of the state where organizations like Travel Oregon, Travel Southern Oregon, Visit Bend, Oregon Parks and Recreation District and The National Park Service are actively promoting access to starry skies.

Under Objective SE:4 (page 38) Expand access to essential services and economic opportunities through programs and investments.

- Policy SE.4.1 Ensure the needs of the most transportation vulnerable people and systemically excluded or underserved populations are meaningfully addressed and that policies produce improved outcomes.
 - Modify Strategy SE.4.1.2 Increase transportation investments that benefit systemically excluded or underserved populations Add language about research showing that communities of color and lower income neighborhoods experience twice the level of light pollution as predominantly white neighborhoods, much of which comes from street lighting.

Under Objective MO.5 (page 44) Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban and urban communities

- Policy MO.5.1 Apply a context and performance based approach to planning and designing roadways to integrate flexibility, enhance intermodal connections and improve user experience and safety.
 - Modify Strategy MO5.1.1: Establish transportation design standards (add including lighting levels) appropriate for various land use contexts.

Under Objective SP.6 (page 59) — Increase the resiliency of the transportation systems to better withstand and recover from the anticipated impacts of climate change...

- Policy SP.6.1 Leverage transportation investments to support community health and increase community resilience to chronic climate change impacts.
 - Strategy SP.6.1.1 Seek to mitigate the transportation system’s role in the differing social, economic, public health, and other adverse effects of climate change on people throughout the state...Add language about mitigating the impacts of light pollution on systemically excluded or underserved populations.
 - Strategy SP.6.1.3 Identify opportunities to address the public health hazards of social isolation and poor air quality. Add: and exposure to light pollution.

6.6 Sustainability and Climate Action

Objective SC.2 (page 72) Preserve and improve the quality of Oregon’s water, air and natural ecosystems. Add language: including Oregon’s natural night skies.

- Policy SC.2.1 Require siting, design and development of new and reconstructed transportation infrastructure to reduce the impact on environmentally sensitive areas; enhance and avoid the degradation of the natural environment; and protect water, air and wildlife.
 - Strategy SC.2.1.4: Minimize and mitigate harms to sensitive fish and wildlife species, for example, by providing space for terrestrial animal movement along habitat corridors. Amend this strategy to explicitly include consideration of wildlife corridors as proposed in HB2999, as well as identification of marbled murrelet habitat restoration goals and recovery benchmarks and other active management practices to help accelerate marbled murrelet recovery on ODOT lands.
 - Add a strategy SC2.1.5. Minimize and mitigate harms to sensitive fish and wildlife species by adopting IES/IDA best practices in lighting design including minimizing total lumen output and Kelvin temperature threshold of 3000K or below.
- Policy SC 2.2 Provide transportation system that is environmentally responsible and encourages conservation and protection of natural resources
 - Strategy SC.2.2.1 Create transportation systems compatible with native habitats and species and help restore ecological processes. Add language about development of an integrated vegetation management plan for roadside vegetation in order to reduce the overreliance on tree clearing, mowing and pesticide spraying wherever possible. Integrated vegetation management is better for wildlife and human health and reduces ODOT's contribution to both air and water pollution. Also add language about minimizing ODOT's contribution to light pollution.

7.2 Cross sector coordination (page 76)

- Economic and Tourism — Transportation Coordination — Transportation infrastructure has a major role in supporting business owners, employees, and customers... This will require regular coordination between Travel Oregon, Business Oregon, and ODOT to maximize economic potential and wealth creation while providing a positive experience for visitors... Add language addressing the ways that ODOT can support the robust development of astrotourism throughout our state by reducing its contribution to light pollution and sky glow. Add additional partners for ODOT to be working with on this front, including Travel Southern Oregon, Visit Bend, OPRD, Rose City Astronomers, and other astronomy clubs across the state.

Thank you for your time and consideration of these comments.



Mary Coolidge

BirdSafe Campaign Coordinator
Portland Audubon



Micah Meskel

Interim Urban Conservation Director
Portland Audubon



Joe Liebezeit

Interim Statewide Conservation Director
Portland Audubon



Date: May 12, 2023

To: Oregon Department of Transportation OTP Project Team

Re: Draft Oregon Transportation Plan

Thank you for the opportunity to comment on the 2023 Public Review Draft of the Oregon Transportation Plan (OTP). Please accept these comments on behalf of the Oregon Audubon Chapter network (OAC), a statewide network of Audubon chapters that serve as vital advocates for local communities who care about the health of their environment. The OAC represents a broad geographic distribution of chapters around Oregon that collaborate on statewide priorities to protect native birds and their habitats.

We appreciate the document reflects broad consideration of equity, climate change, sustainability, economic and community vitality, transportation safety and emerging technology; we also believe that there are some significant oversights in each of these areas that merit thoughtful inclusion in this plan’s framework. We would like to see significant consideration of ODOT’s role in reducing light pollution integrated meaningfully into the OTP. We would also like to see a more thoughtful roadside vegetation management program, the establishment of a wildlife corridor program, a more meaningful community engagement standard, and a more active Marbled Murrelet management plan integrated into the OTP.

Each of these topics are addressed in more depth below.

LIGHTING:

With jurisdiction over statewide roadways and numerous transportation facilities with associated lighting systems across the state, we would like to see more careful consideration given to the impacts of light pollution on Oregon's wildlife, communities and night skies. ODOT can play a significant role in curtailing light pollution on its own properties by adopting the International Dark-sky Association (IDA) and the Illuminating Engineering Society's (IES) best practices in lighting design in order to minimize of impacts to environmental health, human health, safety and equity, as well as to support access to the night sky both as a livability index and to help facilitate the growth of astrotourism as an economic driver in rural communities throughout Oregon.

According to *Light Pollution Environmental Effects of Roadway Lighting* by Carl Shaflik, BAsC, Peng, UBC Department of Civil Engineering, "It has been estimated that up to 50% of all light pollution may be the result of roadway lighting. This puts finding adequate and economic solutions to light pollution firmly in the hands of traffic engineers." Furthermore, according to the US DOE 2022 Solid State Lighting R&D Opportunities published in Feb 2022 <https://www.energy.gov/sites/default/files/2022-02/2022-ssl-rd-opportunities.pdf>:

"Roadway lighting, signage, and light spillage from buildings at night all have negative impacts on local wildlife. The IES and the IDA as well as the NPS have converged upon a set of best practices for outdoor lighting to reduce skyglow and ecological impacts from lighting. Currently, most LED lighting products and installations do not follow these practices, but LED technology has the capability to fully optimize all of these practices. Migratory birds, hatchling turtles, fish, marine birds, insects, bats, and numerous other animal species are negatively impacted by anthropogenic light at night."

It is possible to simultaneously provide roadway lighting for safety and follow best practices produced by IES and IDA. As written, the draft OTP makes scant mention of lighting, and no mention at all is made of design considerations to reduce the unintended impacts of light at night. Three mentions of lighting in the OTP are: lighting as a countermeasure to crashes, lighting as a security measure at transportation facilities, and the reduction of emissions generated by lighting systems. There are, however, many more ways that lighting can and should be overtly considered in this plan, including minimization of impacts to environmental health, human health and safety, contribution to climate change, impacts to Oregon's night skies including to astrotourism, and impacts to rural communities. A very recent and comprehensive 90 page Technical Note has been published by the BLM: Night Sky and Dark Environments: Best Management Practices for Artificial Light at Night on BLM-Managed Lands (Technical Note 457, April 2023

https://www.blm.gov/sites/default/files/docs/2023-04/Library_BLMTechnicalNote457.pdf). This report details the impact of light at night on insects, mammals, birds, reptiles, fish, amphibians and plants and outlines the importance of minimizing light pollution as well as best management practices for doing so.

As discussed in the Introduction of American National Standards Institute (ANSI) and Illuminating Engineering Society RP-8-21: Design Of Roadway Facility Lighting (<https://blog.ansi.org/?p=160622>), lighting design criteria needs to carefully consider a number of goals, including “minimiz[ing] environmental impacts of light at night.” ANSI goes on to say that “Knowing how lighting can impact animal communities and influence plants’ abilities to respond to light quantity, spectrum, directionality, timing, and duration by affecting their photoreceptors could aid in the decision making of roadway lighting design and installation.” This warrants explicit attention by ODOT in the draft OTP.

While technological advancements are addressed in the draft OTP, this section includes no consideration of the potential for adaptive lighting control systems, which can control both color temperature and brightness. As written in The Future of Roadway Lighting by Ronald Gibbons, Joseph Cheung and Paul Lutkevich (Nov/Dec 2015 FWHA-HRT-001), “Traditional approaches to lighting design result in significant over-lighting of roadways and excessive energy usage. Adaptive lighting, that is, adjusting illumination levels based on the needs of roadway users, offers an approach to overcome these challenges” and is a “growing trend in the roadway industry.” The potential for adaptive lighting systems warrants inclusion in the OTP.

Background information on light pollution:

We believe the following information summarizing the negative impacts of artificial light at night demonstrates the need for ODOT to include light pollution reduction measures as part of the analysis that goes into its statewide lighting systems.

Ecological Impacts

Deleterious impacts of light pollution have been demonstrated in over 200 species with representatives from every taxa, including birds, fish, mammals, amphibians, invertebrates, and plants. Oregon hosts many millions of night migrating birds during peak spring and fall migration, and light pollution threatens to pull them off their migration courses where they are at risk of colliding with buildings, being cat caught, and other secondary hazards. Nesting birds exposed to dim white light at night show elevated corticosterone (stress) hormones, and an associated reduction in ability to fledge young. Birds exposed to dim white light at night take nearly twice as long to kick West Nile Virus (WNV) out of their systems than birds that are kept in darkness overnight; this poses a potential public health issue, as WNV is a zoonotic disease. Of 15 bat species documented in Oregon, fully 8 are species of conservation concern on ODFW’s

Oregon Conservation Strategy Species list. Bats perform important ecosystem services and are highly impacted by artificial light at night—some repelled by light, which functionally fragments their habitat and others attracted to lights to take advantage of insect traps, thus putting themselves at great risk of predation while hunting at streetlights. This is but a tiny snapshot of the impacts of light at night on our ecosystems.

Human Health, Safety and Equity

The American Medical Association published a report in 2016 recommending that municipal conversion of HPS to LED street lighting minimize the emission of blue-rich white light because of concerns about the association between melatonin suppression, dysregulated sleep and breast and prostate cancers, diabetes, cardiovascular disease as well as retinal damage and dangers of direct glare for both drivers and pedestrians.

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<https://www.energy.gov/sites/default/files/2022-02/2022-ssl-rd-opportunities.pdf>: “We now know that lighting unavoidably affects human health and well-being beyond basic visual function. Lighting provides signals to the human endocrine system that can support or disrupt healthy circadian rhythms with broad implications for health and well-being... Based on the discovery of non-visual photo-receptors within the human eye and subsequent research, it is now clearly understood that existing lighting practices can negatively impact human health and well-being.”

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To reiterate, we believe that there is ample information available at this point to warrant the inclusion of light pollution reduction measures as part of the analysis that goes into our statewide lighting system. These measures should seek to limit both light trespass and the emission of blue light into the nighttime environment, be it urban, suburban or rural.

Community Effort to Work with ODOT to Establish a maximum 2700-3000K CCT standard

We appreciate that with the conversion of much of its roadway lighting from HPS to LED, new cobrahead fixtures have improved the overall shielding of lighting. However, ODOT has made little discernible progress to date on adapting to stakeholder recommendations and broader industry and agency shifts regarding lower color temperature lighting. Shielding alone, while beneficial, is not enough to mitigate the emission of blue-rich white light into the environment. Even with a conversion to largely 3000K, fully shielded cobrahead streetlight fixtures throughout Chelan County, WA, the National Park Service Natural Night Skies division found night sky brightness in the county to have increased 60% post retrofit (<https://www.sciencedirect.com/science/article/pii/S0301479721008380>). This is simply because of the increase in blue light emission by the 3000K lamps when compared to the previous drop lens HPS lamps.

We began advocating on the need to consider shifting to maximum 2700-3000K CCT standard in 2018, meeting with ODOT personnel numerous times and testifying at the May 2019 Transportation Commission hearing on the Region 1 Pilot Project and the Marquam Bridge Relamping Project, encouraging ODOT to consider concerns about light trespass from neighbors adjacent to the Marquam Bridge as well as broader impacts to the environment, human health and the night sky. The overall goal of this community collaboration was to encourage ODOT to adopt best practices in lighting design by adopting a maximum 3000K (or below) standard and shielding lighting to minimize impacts on adjacent properties. The outcome of this was ultimately an email communication dated June 27, 2019, which quoted a letter from ODOT staff to ODOT Commissioners, indicating that:

“As a great example of ODOT listening to community concerns and adjusting its approach” ODOT would deploy “3000K fixtures where the ODOT lighting standard was met”, with a follow up that

"Overall, we anticipate most lights will be able to meet design standards using 3000K lights".

However, it remains unclear whether, where and when 3000K versus 4000K lamps are being used and requests for some transparency around this information have gone unanswered to date. We have also received significant pushback from ODOT on fiscal impacts of HB3202, a bill which would require new and replacement lamps on state property and projects to be 3000K or below beginning January 1, 2025. Pushback from ODOT on this bill sends a strong message that ODOT remains resistant to a 3000K or below standard and that this is likely still not a standard CCT being deployed by ODOT to date in spite of the email communication cited above.

Many jurisdictions are now specifying 2700-3000K for their roadway lighting. Washington Department of Transportation has moved to 3000K lighting statewide after using it first in the vicinity of the Puget Sound, North Cascades National Park, and Goldendale Observatory at the request of their own WSDOT environmental department, the National Park Service, and the Observatory itself, respectively. Based on their overall satisfaction with both the performance and efficacy of the 3000K lighting systems, they have switched entirely to this CCT statewide, and they report no safety concerns whatsoever associated with this shift. Cities including Tucson, Phoenix, San Jose and Hillsboro have moved to specifying 2700-3000K (or below) for their roadway lighting. There is no public safety hazard associated with this temperature lighting, there is no energy or cost penalty, and 2700-3000K or below CCT is better for the night sky, better for the nocturnal environment, and better for human health and safety than 4000K lamps because they emit less blue rich white light and create less glare than 4000K lamps. Additionally, blue rich white light is particularly hard for the aging human eye (over 40) to recover from once exposed pupils are constricted, so when considering equity, this is an important safety issue for an aging populace in Oregon.

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According to the Oregon Department of Fish and Wildlife, “ODOT documents more than 6,000 vehicle collisions with deer and elk each year,” a number which likely does not reflect the true number of collisions as many go unreported, especially if vehicle damage is minimal. We urge ODOT to support current or future legislation that addresses improving wildlife corridors. HB 2999 (2023) would establish a program to reduce wildlife vehicle collisions in areas where wildlife corridors (which have been identified in the Wildlife Corridor Action Plan by Oregon Department of Fish and Wildlife) intersect with proposed or existing public roads. The program would support feasibility studies and plans for creating or modifying road infrastructure in a manner that reduces wildlife-vehicle collisions and promotes public safety. ODOT should support the bill's request to allocate \$5 million from the general fund allocated to the Oregon Conservation Recreation Fund to support this program. Current human-wildlife collision conflicts will only increase as the population of our state increases so ODOT should do all it can to support this program.

COMMUNITY ENGAGEMENT AND STAKEHOLDER INPUT

While we appreciate past opportunities to meet with ODOT to discuss these issues, little measurable progress has materialized from this effort. We would like to see ODOT take more seriously its commitment to engage with community stakeholders in the future on issues addressed in these comments, as described in MO.5: “Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban and urban communities.” It is our understanding that when asked to install human scale lighting with full cut off shielding in some rural communities in Oregon, community requests were dismissed and as a result, increased light pollution and light trespass in these areas. This is not only unfortunate, but an unacceptable outcome at a time when LED technology allows an incredible amount of lighting control. We have also heard that concerns about roadside tree cutting, mowing and pesticide use have also been dismissed. Based on language in this plan, we would expect to see meaningful engagement with local communities in the future about the real impacts of noise, air and light pollution resulting from construction and maintenance projects as well as operational policies.

MARBLED MURRELET HABITAT MANAGEMENT

ODOT is one of 10 state agencies named in the Draft Endangered Species Management Plan for Marbled Murrelets, and yet Marbled Murrelets receive no mention in the OTP. Given that 1175 acres of ODOT lands correspond to high murrelet nesting probability, with only 278 acres of that falling outside of ODOT highways and ODOT-maintained right-of-way, it bears mention in the OTP. We believe that the OTP should identify habitat restoration goals and other active management practices to help accelerate marbled murrelet recovery, including clear 5-year goals and benchmarks of intended actions, as well as prioritization of specific parcels for active management efforts. ODOT's current overreliance on simple take avoidance falls short of ODOT's own espoused responsibility to preserve and improve the quality of Oregon's natural ecosystems laid out in SC.2 of this plan.

SPECIFIC RECOMMENDATIONS BY SECTION:

Equity

2.1 Equity intro (page 7)—Equity goals should include examination of both lighting-deficient areas and over lighting, especially in high density, low income areas where housing may be constructed adjacent to state roadways, resulting in significant light trespass into residential spaces when lighting is not adequately shielded, especially those where residents do not have control over external factors like using trees to buffer lighting nor the economic means to buy room darkening curtains.

2.2 Climate Change intro (page 7)—This section should include evaluation of the amount of light pollution currently contributed by roadway lighting in the transportation sector and opportunities to mitigate that using lower kelvin temperature lighting, shields, and adaptive lighting systems, and where appropriate, decommissioning of unnecessary lighting. Other state transportation departments, including Washington, are doing this and we would like to see Oregon follow suit.

2.3 Population and Labor Force Changes (page 8) —This section discusses the impact of an aging population in Oregon, but does not discuss the impact of blue-rich white light on the aging human eye and the need to include this consideration in the selection of roadway lighting. This section also addresses urbanization but does not herein address the increase of high density, low income housing situated in close proximity to high volume streets and highways which have higher levels of roadway lighting; this creates the need to mitigate residential light trespass with shields and lower kelvin temperature lighting.

4.1 Vision and Values Statement (page 20) — In the discussion of climate-friendliness, equity, and safety with a goal of having a “minimal adverse impact on the natural environment”, we would like to see that include the well-researched and well-documented impacts of light

pollution on whole ecosystems as well as on human health and safety. This section also addresses economic vitality and livability as well as stewardship of public resources. The OTP acknowledges that “Tourism to Oregon’s towns, cities, and beautiful natural wonders enriches lives and supports economies across the state” and “transportation investments that reflect the values of open decision making, environmental stewardship public health, safety and thoughtful management of the transportation system”. Taken together, ODOT should prioritize the engagement of small communities and their lighting needs as well as the growing astrotourism industry, which provides tremendous economic benefit to rural communities, and is under threat by poorly designed lighting which increases skyglow, including blue rich white light.

5.1 Policy framework (page 23) The Center Equity section acknowledges that “transportation decisions have disproportionately impacted communities and populations,” which have “affected neighborhoods, economic development and air quality for generations.” We would like to see light pollution identified here as one of the cumulative impacts that ODOT’s road system and associated projects and infrastructure have on impacted communities; light pollution has demonstrated health impacts on already vulnerable populations, including sleep dysregulation, cardiovascular disease, high blood pressure, and certain cancers, and research has shown that light pollution levels are higher in neighborhoods with more people of color and lower income residents. This section also addresses the need to reduce GHG emissions in order to rapidly decarbonize, which can, in part, be addressed by utilizing adaptive lighting systems and looking for opportunities to decommission lighting where appropriate.

Section 6 Goals, Objectives, Policies and Strategies

6.1 Economic and Community Vitality (page 27): Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon

Under Objective EC:2 (page 29) Provide safe and reliable movement of goods and materials

- Policy EC:2.3 Fund innovative technology, recommend addition of a Strategy EC2.3.4: Transition to maximum 2700-3000K or below, fully shielded lighting on all roadways and ODOT properties and explore options for integrating adaptive lighting systems where appropriate.

Under Objective EC:3 (page 30) Provide transportation systems to promote healthy prosperous and cohesive communities

- Policy EC: 3.1 Provide a transportation system that...allows all segments of the economy (industries, communities and individuals) to thrive, add a Strategy EC:3.1.3: Adhere to

IES/IDA principles for reducing light pollution in order to protect the astrotourism industry, especially in rural areas of the state.

- Policy EC3.3 Emphasize public health outcomes and maintain and restore community cohesion through system design and investments:
 - Modify Strategy EC.3.3.2 Coordinate...resources to provide flexible and responsive transportation improvements and services to... add language about preserving the nighttime character of rural Oregon communities and engage directly with the community members to ensure right-sizing of new and converted lighting.
 - Modify Strategy EC.3.3.3 Maintain and improve community members' ability to walk, roll and bike safely where they live... add language about minimizing glare and the emission of blue-rich white light by shielding lighting and selecting 2700-3000K or below lamps, both of which are especially important safety considerations for aging populations.
- Policy EC3.4 When designing new or replacement transportation infrastructure, use the latest design guidance and approved standards appropriate to the context to enhance the comfort and quality of the space for the benefit of the surrounding community
 - Modify Strategy EC.3.4.2 Create welcoming, visible, and well lit spaces that reinforce personal security while naturally deterring illegal or dangerous activity. Add language about using the appropriate amount of layered, warm lighting, which has been shown to improve the perception of safety in public, especially for women and girls.
 - Modify Strategy EC.3.4.3 Reduce or avoid negative air quality, noise and visual impacts from the transportation system on adjacent communities. Add language about cumulative impacts as well as about reducing or avoiding light pollution.

Under Objective EC:4 (page 32) Provide and maintain multimodal intercity connections that support access to ORs natural, cultural and heritage destinations.

- Policy EC4.1 Support Tourism by coordinating transportation investments and operations with the tourist industry and affected communities
 - Modify Strategy EC.4.1.1: Plan for travel related to tourism throughout the state as a critical economic tool for both urban and rural communities and a meaningful, affordable option for families to enjoy Oregon's many natural and urban areas. Add language about planning lighting accordingly to protect astrotourism, particularly in rural portions of the state where organizations like Travel Oregon, Travel Southern Oregon, Visit Bend, Oregon Parks and Recreation

District and The National Park Service are actively promoting access to starry skies.

Under Objective SE:4 (page 38) Expand access to essential services and economic opportunities through programs and investments.

- Policy SE.4.1 Ensure the needs of the most transportation vulnerable people and systemically excluded or underserved populations are meaningfully addressed and that policies produce improved outcomes.
 - Modify Strategy SE.4.1.2 Increase transportation investments that benefit systemically excluded or underserved populations Add language about research showing that communities of color and lower income neighborhoods experience twice the level of light pollution as predominantly white neighborhoods, much of which comes from street lighting.

Under Objective MO.5 (page 44) Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban and urban communities

- Policy MO.5.1 Apply a context and performance based approach to planning and designing roadways to integrate flexibility, enhance intermodal connections and improve user experience and safety.
 - Modify Strategy MO5.1.1: Establish transportation design standards (add including lighting CCT and lumen levels) appropriate for various land use contexts.

Under Objective SP.6 (page 59) — Increase the resiliency of the transportation systems to better withstand and recover from the anticipated impacts of climate change...

- Policy SP.6.1 Leverage transportation investments to support community health and increase community resilience to chronic climate change impacts.
 - Strategy SP.6.1.1 Seek to mitigate the transportation system’s role in the differing social, economic, public health, and other adverse effects of climate change on people throughout the state...Add language about mitigating the impacts of light pollution on systemically excluded or underserved populations.
 - Strategy SP.6.1.3 Identify opportunities to address the public health hazards of social isolation and poor air quality. Add: and exposure to light pollution.

6.6 Sustainability and Climate Action

Objective SC.2 (page 72) Preserve and improve the quality of Oregon’s water, air and natural ecosystems. Add language: including Oregon’s natural night skies.

- Policy SC.2.1 Require siting, design and development of new and reconstructed transportation infrastructure to reduce the impact on environmentally sensitive areas; enhance and avoid the degradation of the natural environment; and protect water, air and wildlife.
 - Strategy SC.2.1.4: Minimize and mitigate harms to sensitive fish and wildlife species, for example, by providing space for terrestrial animal movement along habitat corridors. Amend this strategy to explicitly include consideration of wildlife corridors as proposed in HB2999, as well as identification of marbled murrelet habitat restoration goals and recovery benchmarks and other active management practices to help accelerate marbled murrelet recovery on ODOT lands.
 - Add a strategy SC2.1.5. Minimize and mitigate harms to sensitive fish and wildlife species by adopting IES/IDA best practices in lighting design including minimizing total lumen output and Kelvin temperature threshold of 2700-3000K or below.
- Policy SC 2.2 Provide transportation system that is environmentally responsible and encourages conservation and protection of natural resources
 - Strategy SC.2.2.1 Create transportation systems compatible with native habitats and species and help restore ecological processes. Add language about development of an integrated vegetation management plan for roadside vegetation in order to reduce the overreliance on tree clearing, mowing and pesticide spraying wherever possible. Integrated vegetation management is better for wildlife and human health and reduces ODOT’s contribution to both air and water pollution. Also add language about minimizing ODOT’s contribution to light pollution.

7.2 Cross sector coordination (page 76)

- Economic and Tourism — Transportation Coordination — Transportation infrastructure has a major role in supporting business owners, employees, and customers... This will require regular coordination between Travel Oregon, Business Oregon, and ODOT to maximize economic potential and wealth creation while providing a positive experience for visitors... Add language addressing the ways that ODOT can support the robust development of astrotourism throughout our state by reducing its contribution to light pollution and sky glow. Add additional partners for ODOT to be working with on this front, including Travel Southern Oregon, Visit Bend, OPRD, Rose City Astronomers, and other astronomy clubs across the state.

Thank you for your time and consideration of these comments. We look forward to engaging with ODOT on the issues we've raised in this letter.



Mary Coolidge, BirdSafe Campaign Coordinator
Portland Audubon

David Harrison, Conservation Chair
Salem Audubon Society

Debbie Schlenoff
Lane County Audubon Society

Ann Vileisis, President
Kalmiopsis Audubon Society

Ellen Porter
Umpqua Valley Audubon Society

Steve Griffiths, Conservation Chair
Audubon Society of Lincoln City

Harvey Schubothe
Cape Arago Audubon Society

Erin Ulrich
Rogue Valley Audubon Society

Darrel Samuels, President
Klamath Basin Audubon

Jim Fairchild, Conservation Chair
Corvallis Audubon Society



May 12, 2023

To: Oregon Transportation Commission (OTC)
Bob Van Brocklin, Chair
355 Capitol Street NE
Salem, OR 97301-3871

Cc: Oregon Department of Transportation (ODOT) - Kris Strickler, Amanda Pietz, Adam Argo; Joint Committee on Transportation (JCT) Co-Chairs McLain and Frederick; Office of Governor Tina Kotek

Re: Comments on Draft Oregon Transportation Plan (OTP)

Dear Chair Van Brocklin and Members of the Commission:

It has been a privilege and honor for The Street Trust and Oregon Environmental Council (OEC) to serve alongside you, Chair Van Brocklin, and our colleagues on the Oregon Transportation Plan Coordinating Committee advising the project team and commission on this update. Thank you for your leadership during your tenure and for accepting our written feedback on the current draft OTP.

Through this Oregon Transportation Plan update, we grappled with and sought ways to reconcile the unprecedented and intersecting crises of increasing social inequality, rapid technological innovation, and pervasive economic and climate uncertainty and instability affecting Oregon and beyond.

We appreciate that systems change is hard and applaud the OTC and other state leaders for their stubborn optimism in updating ODOT, an agency whose past mottos include “Freeways are Easier” and “Oregon Freeways... Symbol of 2nd Century Progress,” to meet the diverse and emerging needs of Oregonians in the 21st Century. The draft update is relatively progressive by U.S. standards and an important step in the right direction toward improving Oregon’s performance on transportation safety, equity, resiliency, and climate.

For the half-century since the passage of SB100, Oregon has been a global leader promoting inclusive public participation in planning processes to “ensure the highest

level of livability” for its people.¹ We quote the preamble to ‘Oregon Statewide Land Use Planning Goal 12: Transportation’ in full below not to be pedantic but as a reminder that **Oregon already committed over fifty years ago to the principles in the draft 2023 OTP update:**

“A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans.”²

This is not intended to disparage current leadership or plan makers, but as a reminder that while participatory and empirically-driven planning processes are a critical element of democratic governance, Oregon’s leaders have not largely made good over five decades on our standing promise to the people in those words above. Values only matter insofar as they are operationalized through prioritized action. In transportation, these trade offs can be reflected in policies and plans, rights-of-way allocation or mode prioritization, but most of the time it happens through funding processes such as the Statewide Transportation Improvement Program (STIP).

In the next couple of years, hard work by the Oregon Transportation Commission will be central to the successful implementation of the updated OTP. **The OTC must build out the next strategic action plan for ODOT which includes OTP implementation monitoring and evaluation alongside budgetary alignment and accountability** to ensure we save lives, reduce barriers, reduce greenhouse gas emissions, and expand mobility and opportunities for Oregonians.

The transportation system is Oregon’s largest greenhouse gas polluter, responsible for about 40% of the overall emissions.³ While The Street Trust and OEC would have preferred overall VMT reduction targets (particularly in Oregon’s densest urban areas), we are glad to see per capita VMT reduction included in this draft plan. We believe that these per capita reductions should at least meet if not exceed the targets set in the STS. That said, if we are to meet our state’s climate, equity, and economic goals we are going to need to shift dramatically away from carbon-intensive modes and single-occupancy trips and dramatically toward more compact land uses, vehicle electrification, and intense investments in public and active transportation options, incentives, and infrastructure.

¹ <https://www.oregon.gov/lcd/OP/Documents/sb100.pdf>

² <https://www.oregon.gov/lcd/OP/Documents/goal12.pdf>

³ <https://www.oregon.gov/energy/Data-and-Reports/Documents/2020-Biennial-Energy-Report.pdf>

We are glad to see development of sustainable and reliable transportation funding as a cornerstone of this OTP update. Through more accurate, comprehensive, and high tech pricing of the system, we can manage demand, encourage mode shifts, and raise revenues in ways that are more climate smart and equitable.⁴ It is critically important that through its new pricing mechanisms, ODOT avoids creating perverse incentive structures in which they are depending on more people making more trips by SOV to make up its budget shortfalls, further burdening low-income and marginalized community members without access to cars.

On the expenditures side of this equation, we believe that the OTP needs to be more explicit about directly tying ODOT spending to the plan's goals, objectives, policies, strategies, and, perhaps most importantly, its key performance indicators (KPI). For example, in the draft OTP the "safety" KPI measures the "occurrence of people being killed or seriously injured on the transportation system." Currently, ODOT is marketing the \$1.4B I-5 Rose Quarter Improvement to the public as a "critical safety" project, despite there being few deaths on this stretch of highway in the last decade. Meanwhile, the Inner Powell Blvd Safety Working Group led by Sen. Kathleen Taylor (D21) just received an estimate of \$115-185M to bring this ODOT facility (where three people have tragically died in the last seven months) to state of good repair. At present, there is a modest request of \$15-30M for improvements on Inner Powell before the Joint Ways & Means Committee this legislative session which may or may not be funded.⁵

Funding misalignments such as this are pervasive across ODOT - on racial equity, safety, GHG emissions reduction, and more. We would like to see stronger, more institutionalized linkage in the OTP between ODOT goals and spending (including through STIP). This linkage - as well as oversight from the OTC on implementation will prove ground where tradeoffs in investments across travel modes relative to key targets can be more accurately (and rationally) weighed. Further, omitting from this plan mention of the billions of dollars in investment needed to update our deadly "Orphan Highways" crisscrossing the state will do nothing to begin solving this massive problem.

In our opinion, these misalignments between revenue, expenditures, and performance on key goals are baked into the current conceptualization of 'Oregon's Transportation System' (Section 3), which is broken down largely by mode (in alignment with Goal 12 above). Aviation, freight, bicycling, walking, public transit, and passenger rail are all elaborated; passenger vehicles, despite being an intense system use representing the vast majority of trips, does not have a dedicated section. If we cannot talk about how we are going to retrofit our infrastructure from a carbon intensive, autocentric paradigm to more complete streets and multimodal networks, how will we ever

⁴ <https://www.oregon.gov/odot/tolling/Pages/Equity-and-Mobility-Documents.aspx>

⁵ Letter to Ways & Means, from Sens Taylor, Dembrow, and Jama and Reps Gamba, Noose, Pham, Nguyen dated April 18, 2023, available on request

accomplish the goals in the plan? Additionally, the definition of “Active Transportation” in the glossary needs to remove the word “non-motorized,” as it excludes e-bikes, e-scooters, and other electric-powered light individual mobility devices.

Finally, and perhaps most importantly, the OTP draft update needs to expand its equity policy framework to include restorative justice and explicitly acknowledge the extent of repair and remediation required to address the modern and historic harm done by oppressive policies and unequal investments by the state across Oregon. Many unjust systems and discriminatory social practices disadvantaged and excluded marginalized communities from past transportation decisions; this persists to this day. The investments we make will continue to benefit privileged groups at the expense of everyone else unless we actively work in a different direction.

Thank you for your service on the Oregon Transportation Commission, Chair Van Brocklin. We have appreciated this opportunity to collaborate with you on this statewide transportation plan update necessary to ensure Oregon has a healthy, equitable society and prosperous economy.

Respectfully submitted,



Sarah Iannarone
Executive Director, The Street Trust



Jacqui Treiger
Campaign Manager: Climate and
Transportation, Oregon Environmental Council

About Us

The Street Trust is a membership organization representing street users from across Greater Portland regardless of mode or zip code. We advocate for a complete, safe, low-carbon, multimodal transportation system that saves lives, reduces barriers, and expands mobility and opportunities to the people and neighborhoods our current system neglects.

Founded in 1968, the **Oregon Environmental Council (OEC)** is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon’s environmental challenges for today and future generations

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jeremy Dickman
Date: Friday, March 24, 2023 11:58:40 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/24/2023

NAME Jeremy Dickman

ORGANIZATION

YOUR ZIP CODE 97759

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? We need to reverse our trend of relying ONLY on single-occupancy vehicles to transport goods and people. We are literally choking the life out of our planet with CO2 emissions, and agencies like ODOT are accomplices in our own murder. We MUST place non-motorized transport and mass-transit at the top of the list in terms of our values in shaping the future of transportation in Oregon.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Mike De Blasi
Date: Friday, March 24, 2023 12:39:38 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/24/2023

NAME Mike De Blasi

ORGANIZATION

YOUR ZIP CODE 97301

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? You wrote that "The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise". So why does ODOT spend or want to spend 100's of million on widening highways and other ways to accommodate cars but won't spend an equal amount on passenger rail? And why not turn every urban highway into a main street with better pedestrian, bicycling and transit infrastructure?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Douglas Olson
Date: Saturday, March 25, 2023 7:57:36 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/25/2023

NAME Douglas Olson

ORGANIZATION

YOUR ZIP CODE 97330

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Introduction

WHAT IS YOUR COMMENT? I get the feeling that if I compared this to the previous planning document it would be virtually the same. Its objective seems to be to make sure that the goals cover any possible project so that project can be justified. Where is the list of proposed projects for 2021 to 2023 with a ranking by priority down to last project that the current/proposed budget will cover? That way we can see what additional projects that a gas tax increase would gain for us.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kerry Cannon
Date: Saturday, March 25, 2023 12:25:09 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/25/2023

NAME Kerry Cannon

ORGANIZATION

YOUR ZIP CODE 97420

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I rather like the Blue Sky plan. Personally, I wouldn't have an issue with higher use fees to help support this plan if the plan and the infrastructure, adequate mindful staffing/employees & safety measures are kept at the forefront, for all Oregonians. The goals and other plan details are realistic & proactive; but if this plan is to come to fruition, effective community & collaborative coordination needs to happen without blame shifting nor lack of accountability.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

With respect for the Policy section's details, one that stands out is "complete critical connections" while maintaining the existing system. In the Englewood area of Coos Bay, a designated off-road walking-shared biking loop would be nice to have access to near or off Pennsylvania Ave. Walking for self-care is an important aspect of my neighbors & for those who don't drive. I know there's levels of constraints like funding, but this may be an attractive feature for land & home sales.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Tow signs along roads with tight curves along Pennsylvania Ave, approaching from the DMV down 5 miles would offer improved safety. Several cars just park in jacked up spots offset their home is unsafe. This posed problems for the snow plow driver with the February snowfall not to mention right turning visibility barriers (driving slow) when driving toward Pennsylvania Place and forward 3 more miles. Thank you, all the best to ODOT & Planning Committee members.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Ron Rommel
Date: Saturday, March 25, 2023 12:00:07 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/24/2023

NAME Ron Rommel

ORGANIZATION Private citizen and Life long Oregonian

YOUR ZIP CODE 97739

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Comment on OTP

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From the beginnings of MAX, the mass transit serving Portland, Oregon, began a new vision for transport.

We should know that building more roads for a growing population of commuters is not sustainable.

It's imperative that an integrated mass transit system be developed to serve both developed and under developed communities. The system must show a safe riding experience. Safety protocols must maximize the enforcement of rider safety. An integrated system would support multiple transportation through multiple methods of transport, like providing electric bicycle and electric vehicle rentals at urban station locations. Mass transit routes should make transfers seamless for passengers. Successful mass transit requires strategic long-range planning that proves to riders it can connect riders to reach further destinations through transportation partnerships with Uber, vehicle rental agencies, Amtrak, Bus lines, and, Airlines.

To be successful, mass transit must build trust and credibility with it's current and future ridership.

Ron Rommel, Life long Oregonian who grew up in Portland, Oregon and now lives in rural Oregon.

La Pine, Oregon

Email: rommelron192@gmail.com

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Karl MacNair
Date: Sunday, March 26, 2023 9:20:28 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/26/2023

NAME Karl MacNair

ORGANIZATION AORTA

YOUR ZIP CODE 97504

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Oregon land use laws are designed to encourage compact development patterns and limit sprawl. However, our transportation funding laws are sending the opposite message to our land use laws. The general public in Oregon is subsidizing driving through

fees (taxes) that are charged to the general population. These fees are prolific in Oregon communities because they are considered fees, not “taxes,” by state law and the local Councils can raise them without a popular vote. City street utility fees are charged to every address in a city. System Development Charges (SDC’s) for transportation are charged to every new building. The tax structure is set up to subsidize driving, so we get sprawling auto-centric development. Passenger trains on the other hand, naturally encourage a denser development pattern. A huge portion of the new condos, apartments, and such popping up all over Portland’s skyline owe their existence to the fact that Portland had the foresight to invest in the MAX and streetcar 40 years ago. We need a carrot to go with the stick of Urban Growth Boundaries (UGB’s). That carrot is passenger rail! If the state of Oregon really wants to realize the land use vision set out in the statewide planning goals, then the state should start investing heavily in passenger rail. A recent study by the International Energy Agency showed that an “aggressive” investment in rail holds “major promise to unlock substantial benefits” in terms of global greenhouse gas emissions. The OTP should include a call to action. My suggestion for action includes: create an aggressive statewide rail plan that identifies a statewide passenger rail network as the top priority and identify transportation funding requirements to spend at least an equal amount on rail infrastructure as is spent on roads, if not requiring even higher investment to make up for years of under-investment.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Tana Libby Hewlett
Date: Tuesday, March 28, 2023 1:21:35 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/28/2023

NAME Tana Libby Hewlett

ORGANIZATION Oregon Department of Transportation

YOUR ZIP CODE 97702

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Many of the goals do not include what will be measured. In what way can we measure that we 'ensure open decision-making? The economic goal: provide systems of movement... we do that already with roads. We wouldn't have to change anything to meet that goal.

Item 2

WHAT IS THE SECTION YOU WISH

TO COMMENT ON?

WHAT IS YOUR COMMENT?

This feels like a collection of buzz words. I would like to see us tie concrete items to elusive ideals.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I would suggest we add SMART goals: Specific, Measurable, Achievable, Relevant, and Time-Bound. Otherwise, we are just saying what we would like.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Debra Burger
Date: Tuesday, March 28, 2023 4:14:11 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 3/28/2023

NAME Debra Burger

ORGANIZATION Oregon Department of Transportation

YOUR ZIP CODE 97301

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Introduction

WHAT IS YOUR COMMENT? Key Transportation Challenges, "lack of funding". Specifically what type of funding? Should we tell the Tale of Two Budgets, and explain specifically why admin budget is needed to keep the lights on and provide ongoing maintenance for the promises made in the document? We have to take care of ourselves so we can continue to take care of others.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

The document is well written. It was just missing that one little piece for me. Nice work all!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Andrew Lindstrom
Date: Wednesday, March 29, 2023 3:38:14 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/29/2023

NAME Andrew Lindstrom

ORGANIZATION

YOUR ZIP CODE 97202

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? In section 3.2, bullet point #4 it is not clear to me what this sentence is trying to communicate. Cyclists and pedestrians certainly face system-wide gaps, but I don't understand why the "features designed to improve safety" is thrown in with that as well. I would recommend being more explicit about how car-oriented street design is dangerous for non-car users. Bullet point #5 does mention this, but in a very wishy-washy way. "Using the system" - means that cars kill them

- this matters.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Oregon's Transportation System

WHAT IS YOUR COMMENT?

In section 3.3, bullet point #5 speed constraints are chalked up to "tight curves and height restrictions". In most of the state, the mainlines of all the major railroads are as straight as topography (the former SP Siskyou subdivision non-withstanding) allows and there is enough vertical clearance for double stack intermodal trains on at least BNSF and UPs mainlines. I would recommend talking about how the western rail duopoly hurts the competitiveness of Oregon industry instead.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Oregon's Transportation System

WHAT IS YOUR COMMENT?

In section 3.5, there is no mention that anyone might take public transportation because it's a genuinely good way to get around. Some people (like me) use transit because it is a more interesting, social, and economical way to get around. Talking about how impacts to public transit are relevant for "equity communities" only reinforces that only poorer people need public transit - when in reality it's a public good that everyone can and should use.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Oregon's Transportation System

WHAT IS YOUR COMMENT?

In section 3.6, bullet point #4 "Funding is very limited for passenger rail improvements". This is a self-inflicted point. The purpose of this document is to determine how funding should be prioritized - not if it exists currently or not. If ODOT wants to fix this funding issue, raising

the gas tax and allowing for funds to be spent on passenger rail and mass transit would be a good place to start.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

EC.2.3.1 is missing railroad electrification - one of the most impactful ways to reduce freight GHG emissions (especially in the hydropower rich PNW)

Item 6

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

EC.3.2.1 framing parking cost as an undue burden for businesses (rather than paying the fair cost of the use and impact of their commerce) is misguided.

Item 7

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

EC.3.2.3 is vague to the point of uselessness. What specific existing digital or automation infrastructure could the state of Oregon meaningfully provide?

Item 8

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

SE.1 - what is the value in recognizing past harms and reducing barriers to (future) opportunity if there is no policy emphasis on undoing those harms? Reducing barriers is good, but without making up for past harms in a restorative way, people who have suffered from state action (racist highway planning,

redlining, etc.) and their families will be stuck behind without any means to get even with their peers who did not suffer those harms.

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - DONALD A.JENCK
Date: Wednesday, March 29, 2023 3:50:21 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/29/2023

NAME DONALD A.JENCK

ORGANIZATION JENCK FARMS LLC

YOUR ZIP CODE 97141

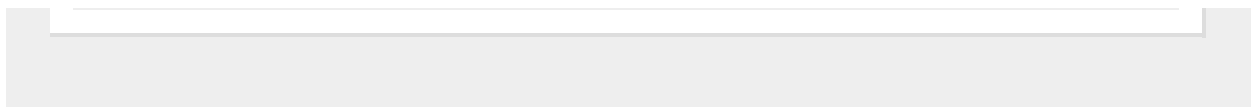
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? EQUITY IS THE NUMBER 1 GOAL?
PROVIDING TRANSPORTATION
INFRASTRUCTURE FOR THE POPULATION
THAT WORKS SHOULD BE THE NUMBER 1
GOAL

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Erik Halstead
Date: Thursday, March 30, 2023 6:41:16 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE	3/30/2023
NAME	Erik Halstead
ORGANIZATION	Citizen of Oregon, taxpayer, and transportation system user
YOUR ZIP CODE	97304

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Since I'm only allowed 500 characters, this is it.

Buses MUST be a part of the plan, full stop.
Rail will never be a solution in Oregon.

Buses MUST be a part of the plan, full stop.
Rail will never be a solution in Oregon.

Buses MUST be a part of the plan, full stop.

Rail will never be a solution in Oregon.

Buses MUST be a part of the plan, full stop.
Rail will never be a solution in Oregon.

Why does "bus" only appear twice, but "rail"
25 times? Plan for Interstate 3 and 7, I
guess...

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Peter Laciano
Date: Thursday, March 30, 2023 8:50:36 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/30/2023

NAME Peter Laciano

ORGANIZATION

YOUR ZIP CODE 97214

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I am disappointed that reducing VMT is not more explicitly discussed as a goal in the OTP. Reducing VMT is undeniably essential for meeting our climate goals, correcting the epidemic of roadway deaths, reducing particulate pollution that is catastrophic to human health, and more efficiently using taxpayer money to move people & goods.

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Peter Seaman
Date: Thursday, March 30, 2023 9:56:27 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/30/2023

NAME Peter Seaman

ORGANIZATION

YOUR ZIP CODE 97219

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Reduce VMT! - that must be the plan's overriding goal. Yes, it's a quandary for agencies that are used to building roads for cars and trucks, but if the plan does not reduce VMT, then we are done. Find a way to reduce VMT and keep the economy humming along. You can do it!

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Karen Smith
Date: Friday, March 31, 2023 7:54:00 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/31/2023

NAME Karen Smith

ORGANIZATION

YOUR ZIP CODE 97330

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I fully support increased investment in transit options that do not require car ownership. I think that developing safer and more convenient urban bike networks will be critical to meeting this need.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

Please invest as much as possible in active transportation and public transportation.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

Active transportation is much less damaging to infrastructure than personal vehicles. This infrastructure should be prioritized, and I support finding new funding that will make sure that these projects progress rapidly. If active transportation is not made easier and safer, people will continue using cars.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

Active transportation users should be at the table from the beginning when infrastructure that they will use is being designed. That way the infrastructure can be designed to be usable before millions are paid for more inadequately designed roads and intersection.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

Let's not reinvent the wheel. Please considering looking to other countries who have had success transitioning to safer, more sustainable transportation systems. For example, the Dutch Cycling Embassy exists to help other countries benefit from the decades of learning engineers in the Netherlands have gained.

Item 6

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

I'd love to see Oregon use passenger trains to connect cities like Portland, Salem, Albany, and Eugene. I'd love to see passenger rail connecting Philomath, Corvallis, and Albany, and connecting our urban region to the coast. There is a lot of highway traffic between these cities and to the coast.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

I see the need for change and hope for leadership that pushes us to a safer, equitable, sustainable future. Electric vehicles aren't the only solution - Transportation system changes are necessary. I believe that if the changes are done well, people and businesses will thrive and people will be grateful for the change. I've read how European cities like Rotterdam chose to transform from car-centered cities to people-centered cities and had amazing results all around - including for people who need to or still choose to drive. Let's do this!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - William Zehr-Overton
Date: Friday, March 31, 2023 9:52:15 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 3/31/2023

NAME William Zehr-Overton

ORGANIZATION

YOUR ZIP CODE 97214

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? More should be invested in rail, bus, bike, and pedestrian infrastructure. Less should be invested in highways.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - David Reeck
Date: Saturday, April 1, 2023 9:06:31 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE	4/1/2023
NAME	David Reeck
ORGANIZATION	Umpqua Transportation Electrification Team
YOUR ZIP CODE	97471

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? focus on implementing the SAE International J-1772 charging system on the I-5 interstate, south of Eugene, for both DC Fast Charging and Level 2 charging.
The Japanese standard, CHAdeMO will not be the standard in the USA nor in the EU. It is only for the Nissan Leaf. Toyota is not using this fast charging in their EVs in the USA. CHAdeMO chargers are a waste of public funds when looking toward the next 10 years.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Michael Schuller
Date: Sunday, April 2, 2023 8:29:16 AM

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Comments - 2023 Oregon Transportation Plan

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TODAY'S DATE 4/2/2023

NAME Michael Schuller

ORGANIZATION

YOUR ZIP CODE 97221

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I found the transportation plan to be full of language that supports a multi-modal transportation system. I am happy to see the plan discussing the limitations of transit, the inadequacies and gaps in cycling and walking infrastructure, and the need for user fees to

cover the costs of this infrastructure. I am also happy to see the goals of reducing VMT, increasing safety, and decreasing greenhouse gas emissions. I think these are great goals that we need to aspire to, but also recognize that we are a long way from having this system. It also seems to me that the current highway expansion plans proposed for Interstate 5 in Portland are not going to help achieve the goals of this plan. Instead the highway projects seem like they will further diminish our ability to meet the goals of this plan because of the tremendous debt that would be required to fund these projects. I would like to see current projects be consistent with the goals of this transportation plan.

I also would like to support user fees. As mentioned in this plan, our transportation system is underfunded. Of all the proposed user fees I believe a VMT tax would be the most effective and fair. I believe the VMT tax should be calculated based on the vehicle's weight and efficiency. I believe that this should also be graduated based on income to not overburden low income drivers. However, I am concerned about adjusting the rate based on rural vs urban settings. If it is cheaper to drive in a lower density area you will create an incentive for people to continue lower density development. The goal of this user fee would be to reduce VMT, it should not matter whether this is urban or rural VMT.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Joshua McCarty
Date: Monday, April 3, 2023 3:48:15 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/3/2023

NAME Joshua McCarty

ORGANIZATION Urban3

YOUR ZIP CODE 97210

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? There is too little information about the financial realities of this plan. Even a 4x increase in revenue will be insufficient. Not only is it not enough money but it will cause a reduction in fuel consumption. Without a specific plan for current revenues and expenses I see little purpose to this document.

Item 2

WHAT IS THE SECTION YOU WISH

TO COMMENT ON?

WHAT IS YOUR COMMENT?

The Oregon DOT is a failed institution that has not and cannot ever produce a functional transportation system. It exists to pursue just two goals: increasing vehicle miles travelled and consuming money through bureaucratic process. This plan is complex and yet says very little. I recommend ODOT transform itself into an infrastructure bank that lends money based on real expectation of return which will mainly consist of ports and transit. It should refrain entirely from any highway projects.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Vision and Values

WHAT IS YOUR COMMENT?

It is disingenuous to claim that a plan that calls for massive new investment in roads will somehow reduce VMT. ODOT should constrain itself to no more than a dozen goals and pursue them with detail, focus, and clarity. This document seems designed to bore the reader into letting ODOT waste money however its bureaucrats and technocrats see fit.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

ODOT is a categorically unethical institution that is responsible for hundreds of deaths each year and the ongoing degradation of the natural environment. Its reputation is thoughouhly tarnished that it is not to be trusted with any amount of money or important decision making. It should be gutted of current staff and transformed into a institution tasked with reparations and environmental restoration. It should also be held accountable for its wanton negligence in both civil and criminal court.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Daniel Lindsey
Date: Tuesday, April 4, 2023 11:33:23 AM

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Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/4/2023

NAME Daniel Lindsey

ORGANIZATION

YOUR ZIP CODE 97132

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Strategy SA.1.1.1 should be removed. The idea that we'd potentially pass up certain safety improvements because cars would have to travel slower is resentful.

This strategy could be interpreted in a way that could prevent many tools used to improve safety and promote alternative transit such as intersection bump outs, raised crosswalks, center meridians, dedicated transit right of ways, and transit priority.

The echoes of personal vehicle throughput above all else are in this strategy.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

If it's a goal to lower VMT, a more expressly stated strategy should be the reduction of personal vehicle travel lanes. Reducing travel lanes for personal vehicles would reduce the long term financial burden of the current system, while also slowly making room in the budget for future expansion of public transit options. Planning for these reductions now is pertinent to keep disruptions low.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Joanne Bigman
Date: Saturday, April 8, 2023 8:51:37 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/8/2023

NAME Joanne Bigman

ORGANIZATION American Oregonian

YOUR ZIP CODE 97525

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Prioritize opening roads through private property for public to access landlocked BLM and Forest Service lands.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? NO Toll roads in Oregon ever!



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan -
Date: Sunday, April 9, 2023 8:54:26 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/9/2023

NAME

ORGANIZATION

YOUR ZIP CODE

General Comments Item 1

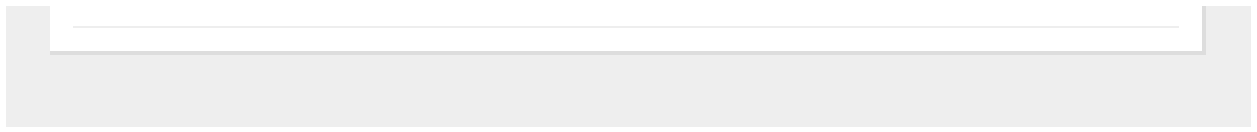
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I am concerned about the inequity of tolling. Poor people will have a difficult time coming up with the money. For those of us who are better off, it's just pocket change. Tax the wealthy and don't hit the poor in their pocketbooks!

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Barbara Schack
Date: Sunday, April 9, 2023 10:37:18 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/9/2023

NAME Barbara Schack

ORGANIZATION

YOUR ZIP CODE 97520

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Oregon MUST reduce VMT to meet climate and other stated and adopted statewide goals. The TSP should mandate viable, PROTECTED bicycle & pedestrian friendly networks within all OR cities. It is essential to reduce carbon, create equitable communities (no need to own a car), increase resident's health, allow for children, teens, adults, seniors to get around safely and securely without automobile transport. Rules and goals adopted in 1991 haven't been realized. It's

about time!

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - David Stein
Date: Sunday, April 9, 2023 10:52:27 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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TODAY'S DATE 4/9/2023

NAME David Stein

ORGANIZATION

YOUR ZIP CODE 97221

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? This section, or at least 6.3 Mobility, seems out of step with where the majority of ODOT's focus and funding currently are. It's incongruent that this plan is our for comment while ODOT is lobbying the state legislature to bond against future revenue for an expansion of I-5 which will undoubtedly increase per capita VMT.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Vision and Values

WHAT IS YOUR COMMENT?

I don't believe ODOT is structured progress on, nor capable of, implementing the vision and values around Mobility (many of the multimodal gaps in existence are due to rather than in spite of ODOT investment decisions) and Safety (ODOT has demonstrated that the comfort and speed of drivers is a higher priority than anyone walking or biking, especially on megaprojects)/

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Vision and Values

WHAT IS YOUR COMMENT?

This plan talks a good talk around Economic Vitality and Livability, however our transportation network makes everyone poorer by forcing dependance on motor vehicles (regardless of fuel).

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

There should be no strategi additions to road networks as an investment category. In our current situation there isn't enough funding for maintenance and completing multimodal networks. Adding more roads will both increase VMT and add future maintenance burdens to the network.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

On Page 82, in section 7.4.1 is perhaps the best to understand graphic I have seen a Transportation Department produce. It's easy to say with some conviction that drivers do not pay the full cost of driving, however the

graphic paints a much clearer picture around how much isn't funded through the current system of charges. This should feature much more prominently and be a larger general focus. Make sure to note that people using other modes also drive and pay these charges.

Item 6

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

It is flummoxing to see that in the different funding scenarios the priorities of ODOT change substantially. Somehow in the best funded scenario Active Travel is cut 15%, in spite of the many goals around reducing VMT, emissions, and multimodal travel, while Intelligent Transportation System which is focused on congestion and speed for drivers somehow gets a bump of over 60% from current levels. If multimodal travel is not a concern, just say so and move on adjusting all other goals accordingly.

Item 7

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Policy Framework

WHAT IS YOUR COMMENT?

"Along those lines, this plan also limits roadway expansion to occur only after pricing, options for shifting modes, use of demand management strategies, and operational improvements are explored and projected to be insufficient at reducing congestion." This is incongruent with ODOT's current and future large projects which are proposing roadway expansion while promising at some future time to analyze tolls. Locking that in and then approving this plan would be self-defeating.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

This plan is being systemically kneecapped by

actions currently underway to expand highways, close pedestrian crossings, and bond against future revenue for the IBR. I would like to believe this is a plan that ODOT wants to commit to and implement, however it appears that is only the case excluding the first \$7-10 billion is already committed.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Loren Emang
Date: Monday, April 10, 2023 3:56:41 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/10/2023

NAME Loren Emang

ORGANIZATION

YOUR ZIP CODE 97330

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Policy Framework

WHAT IS YOUR COMMENT? Toll roads are racist and inequitable because they affect the most economically challenged members of our population more. BIPOC members of our community are often challenged economically the most, and they are the ones that have to 'go to work' every day. Our wealthy professionals are more likely able to work remotely from a home office or have schedules that do not require them to travel on roads daily as our underserved populations do. So once again those most in

need get the least help.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Electric Vehicle infrastructure is incredibly expensive, and it only serves the wealthy in our communities. BIPOC and underprivileged people cannot afford electric cars, or the increased costs of operating them. So Electric vehicles are becoming another tool of oppression, and it should stop. They are bad for those most in need, and the increased use of fossil fuels needed to power a charging grid and precious metals mining needed to build batteries and operate them is environmental terror.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Direct Biofuel and alternative fueled vehicles is the right way to go, without placing tollways on the roads that the BIPOC and poor people need the most in order to get to work.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Matthew Lehman
Date: Tuesday, April 11, 2023 7:51:28 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 4/11/2023

NAME Matthew Lehman

ORGANIZATION

YOUR ZIP CODE 97370

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? I do not live in the Metro area, but I do need to use the Airport 1-2 a month. It would be nice if I could use public transportation to get to the airport, even if just from the fringes of the Metro area. I cannot find a place where I can park my car for several days while taking advantage of MAX or other Tri-Met services.

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

In addition, it would be great if I could use public transportation to get to shopping, entertainment, medical services, etc., but frankly, the buses do not run frequently, or on the weekends currently. Since the State is not interested in increasing capacity on our road network and only seems to prioritize public transportation in the four largest cities (Metro, Bend, Salem, Eugene), the rest of Oregon is left in a quagmire of congestion, ill temper and frustration. One-size fits all is NOT working from where I sit, and I am getting a little frustrated with it.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - John Bonnes
Date: Monday, May 1, 2023 3:57:03 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 5/1/2023

NAME John Bonnes

ORGANIZATION Conservative Republicans of Josephine County

YOUR ZIP CODE 97526

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Key Drivers of Change

WHAT IS YOUR COMMENT? This is obviously the attempt at normalizing socialism in our state. I won't stand for it. You're using the false narrative of climate change as an excuse to bring in socialism. This is unconstitutional on it's face. Anything designed to use a false narrative like climate change is absurd and should NOT be implemented. We have many more important problems we face without pushing socialism down our throats. Sustainability and climate

action is the globalist mantra that should never be introduced

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

NO! you're trying to enact something that has no infrastructure in place to replace existing transportation. You are trying to implement something under a fraud called climate change. I will remain defiant as most people will. You have no right to make these changes without a vote of the people who cannot afford electric vehicles. Where's all that money going that Oregon charges in gas taxes some of the country's highest rates? This is a globalist attempt at overthrowing the will of the people,.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

Starting with the theft of elections like the last governors race. (90) plus % of Oregonians are conservative and we are opposed to communistic dictators telling us what we should do from Salem and Portland. Equity doesn't exist and should never exist, it's another part of the Salem fairytale that we aren't buying. NO NO NO NO and Hell NO! I will not pay another dime in taxes to fund fascism.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Key words like sustainability, equity, climate change, social equity etc are all red flags for us journalist and folks awake to the socialist agenda that the UN has put in place IE agenda 2030 and we know that the globalist (an unelected governing body of Corporate heads and Bankers) are behind this global fraud. Everything the left does is a fraud to acclimate

the population into going along with socialism/communism.. PRS, Problem, Reaction, Solution. You create the Problem, wait for the Reaction, then offer the Solution to the Problem you created. We the People are not having this crap shoved down our throats. This entire idea should be scrapped, it's nothing more than communist rhetoric that like always makes problems worse. STOP THE FRAUD!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Bonnie J Neal
Date: Thursday, May 4, 2023 2:51:40 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 5/4/2023

NAME Bonnie J Neal

ORGANIZATION truck driver

YOUR ZIP CODE 97386

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

While being an Oregon resident is my delight I am also a 45 year veteran trucker. Over all those years I have witnessed the changes organized to ensure truckers deliver their loads and the public remains safe on Oregon roadways. Due to the massive amount of material being transported in and through Oregon on both the interstate and state highways, and alternate roads, it is not humanly possible to design enough regulations to force humans to behave in

lawful response at all times.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I agree it is the desired goal, It just is if you do not train individuals to be responsible for their driving habits it does not matter if they are in autos, trains, trucks, bicycles or walking they simply will not care about the others around them. All that funding will just be used up and your goals will not be reached - ever!!

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Mike McCarthy
Date: Friday, May 5, 2023 4:51:23 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/5/2023

NAME Mike McCarthy

ORGANIZATION City of Tualatin

YOUR ZIP CODE 97062

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Please ensure the state is planning for the desperately-needed capacity improvements on freeways in the Portland area. The diversion of traffic (because of congestion) onto our streets is horrible to our quality of life and community livability, not to mention the pollution and climate change impacts of thousands of vehicles idling for hours on I-5 and I-205.

Traffic diversion around congested freeways

leads to more than a dozen additional
Portland-area fatal/serious-injury crashes each
year

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Mike McCarthy
Date: Friday, May 5, 2023 5:06:40 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/5/2023

NAME Mike McCarthy

ORGANIZATION City of Tualatin

YOUR ZIP CODE 97062

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Section 4.1 - the opening Vision and Values Statement must include efficiency as part of the vision

In the safety section, the last sentence contradicts reality - due to the failings of the existing system, and the fatality/injury rate is actually getting worse and worse due to policies pushing drivers off freeways onto less-safe roads through communities

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Ken Brinich
Date: Saturday, May 6, 2023 8:53:15 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/6/2023

NAME Ken Brinich

ORGANIZATION Self

YOUR ZIP CODE 97703

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I agree that before adding vehicle capacity, other alternatives should be analyzed. The costs of modes should be internalized so that low capacity modes pay a fair share of construction and maintenance. Shippers respond to cost increases by improving efficiency. Increases in capacity of shippers vehicles is efficient, especially if vehicles are fully loaded. Passenger vehicles are rarely used to capacity and are highly inefficient travel modes. The costs should go with

inefficient choices.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Laura Wilkes
Date: Saturday, May 6, 2023 12:31:12 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/6/2023

NAME Laura Wilkes

ORGANIZATION

YOUR ZIP CODE 97707

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? I do not agree with your Social Equity plan. Just because I might not be a person of color, or maybe I am, has nothing to do with transportation issues!! I do not think that tripling the gas tax is right. Stop shoving your woke agendas down our throats! You will lose residents over this tremendous increase in the gas tax. Open your eyes and look at what is happening in California.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Merle Hinshaw
Date: Saturday, May 6, 2023 5:44:00 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/6/2023

NAME Merle Hinshaw

ORGANIZATION

YOUR ZIP CODE 97760

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Has VERY LITTLE input from rural areas. Very good plan for the people on the west side of the Cascades. Only going to cost more for less mobility for people in the lower population areas east of the Cascades.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

For a plan in concept stage since 2021 I'm very surprised that I've NEVER heard of it.. Very

sneaky!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Robert Holst
Date: Saturday, May 6, 2023 8:08:15 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/6/2023

NAME Robert Holst

ORGANIZATION

YOUR ZIP CODE 97478

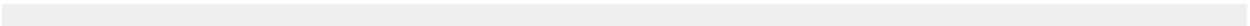
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Stop all the useless planning and put the money in roads. High fuel prices equal no economy. No new taxes.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Thomas Busse
Date: Saturday, May 6, 2023 7:59:34 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/6/2023

NAME Thomas Busse

ORGANIZATION

YOUR ZIP CODE 97210

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? The plan to transition public transportation fleets to electric and alternative fuels fails to acknowledge that such fleets require greater capital investment, are up to six times more costly to operate, replace existing fleets sooner than is necessary, and are proving higher to maintain. The company BYD, which is a preferred vendor in Oregon for electric buses, has had significant quality control issues and has also been implicated in pay-to-play scandals.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Shifting people to diesel buses without prematurely transitioning technology to electric and alternative fuels, and using the savings to improve fixed guideway systems and service will also reduce VMT. People don't use Oregon transit because it's not practical - and the current plan greenwashes wasteful spending on technology that is not ready, permanently building in unnecessary overhead costs for public transit operation in the state.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Vision and Values

WHAT IS YOUR COMMENT?

The plan is absolutely silent about a framework high speed rail on a potential new corridor, even though WDOT has publicly stated they are working with ODOT on a plan. High Speed Rail will reduce mileage on the critical I-5 Corridor

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Oregon's Transportation System

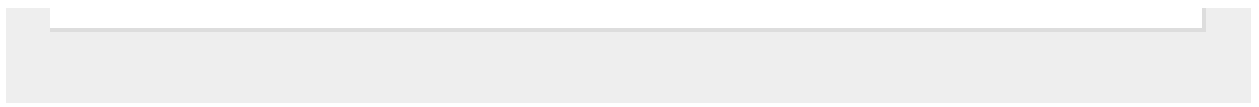
WHAT IS YOUR COMMENT?

Amtrak is prioritizing passenger rail investment in corridors with state sponsorship. The plan envisions virtually no passenger rail improvements; however, targeted corridors can reduce congestion on existing auto routes. This will only occur if passenger rail is made reliable and competitive.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

I am one of the Oregonians who does not own a car



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Greg Brown
Date: Saturday, May 6, 2023 5:56:54 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/6/2023

NAME Greg Brown

ORGANIZATION

YOUR ZIP CODE 97759

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Odot's job is to provide safe highways. Drop the liberal pc and just do your job.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Ali Lev
Date: Monday, May 8, 2023 4:45:36 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Ali Lev

ORGANIZATION

YOUR ZIP CODE 97211

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Stop using roadside pesticides and implant a
wildlife protection plan such as safety corridors.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Amber Heath
Date: Monday, May 8, 2023 3:36:11 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Amber Heath

ORGANIZATION Citizen

YOUR ZIP CODE 97801

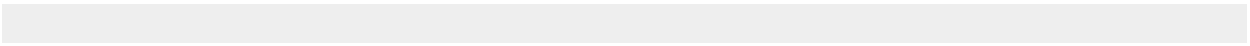
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? You hate poor rural Oregonians

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? Tripling the gas taxes will really stick to poor and middle class in rural areas. We have to drive further for doctored appointments and just in general. Why do you hate us so much?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Betty Moore
Date: Monday, May 8, 2023 12:46:48 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Betty Moore

ORGANIZATION

YOUR ZIP CODE 97212

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT?
include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;
Return to an integrated vegetation management plan, commit to reduction of pesticide use and mowing of roadside vegetation;
Thank you for addressing wildlife movement and please commit to development of a robust wildlife corridor plan;
Please protect Marbled Murrelets on ODOT's

lands.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Constance Coleman
Date: Monday, May 8, 2023 12:35:11 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Constance Coleman

ORGANIZATION

YOUR ZIP CODE 97212

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I am in ardent support of measures endorsed by Portland Audubon to better address light pollution, vegetation management and wildlife preservation (e.g, safe crossings; access to resources).

Please make improvements to the plan.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Cristy Murray
Date: Monday, May 8, 2023 2:12:39 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Cristy Murray

ORGANIZATION

YOUR ZIP CODE 97045

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT? Improve the Transportation Plan
environmental impact

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please include light pollution mitigation. Please make sure you address wildlife movement - we need a robust wildlife corridor plan. I would like to see more effort to protect the Marbled Murrelet on ODOT lands that have high nesting

probabilities.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Dawn Pyatt
Date: Monday, May 8, 2023 4:05:50 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Dawn Pyatt

ORGANIZATION

YOUR ZIP CODE 97444

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I have to drive 50 miles a day to and from Brookings from Gold Beach 5 days a week for work. There is no buses that run the times I work.. You want to charge per mile tax? Are you out of your minds? Gas is already the most expensive here on the coast and now this. Climate change and electric vehicles . We don't even have 1 charging facility in our town! Not that I could afford an EV in the first place .. Stop trying to tax and spend every dollar that us middle income earners make

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

It angers me to read and hear about all these policies the state is trying to put in place all due to Climate Agenda that no one even knows if it will work! How many people are gonna freeze this coming winter because electric bills are going to double and triple... Blinded by all this backwards thinking left wing agenda will only make more homeless and poverty in this NOT so great state of Oregon.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Donald Shough
Date: Monday, May 8, 2023 5:28:11 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Donald Shough

ORGANIZATION Taxpayer

YOUR ZIP CODE 97021

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Sir, living in central Oregon in rural area of state, there is no alternative transportation. I wish there was but there is no alternative but to drive. 25 mi to nearest shopping. Oregon waistes a lot of money on things that only seem to be important to Salen. Money spent needs to be re directed to the needs of Oregonions. Costs go up, but 33% increase is unreasonel and not logical. Electric cars pay nothing as well as bicycles, but they require more money for mi than others. Thank you

Don Sho

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Doris Patke
Date: Monday, May 8, 2023 12:08:27 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Doris Patke

ORGANIZATION

YOUR ZIP CODE 97071

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Oregons Refusal to make improvements for cars back starting in the 1970's is why we have issues today. Transportation needs to work for every one. Thinking cars are evil is why we have problems now. Taking public transportation is fine for those it works for, the same with using a bike or walking, but a state or county should not look at cars as a problem that needs to be Eliminated!

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Hillary Tiefer
Date: Monday, May 8, 2023 1:07:05 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Hillary Tiefer

ORGANIZATION private

YOUR ZIP CODE 97219

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT? The plan needs to be strengthened with
environmental priorities

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

ODOT should include light pollution mitigation in the OTP. Commit to reducing the use of pesticides. Commit to a robust wildlife corridor plan. ODOT should make more of an effort to protect Marbled Murrelets on ODOT's lands

identified as likely having nesting areas.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jasper Bennett
Date: Monday, May 8, 2023 6:01:29 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Jasper Bennett

ORGANIZATION

YOUR ZIP CODE 97212

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

One of the large problems facing migratory birds is the amount of light pollution we emit. I think it is vital that you implement policies that keep the effects of light pollution as minimal as possible, such as having all lights fully shielded and lamps with a maximum 3,000 kelvin rating.

Item 2

WHAT IS THE SECTION YOU WISH

TO COMMENT ON?

WHAT IS YOUR COMMENT?

Your current policy of dealing with roadside vegetation involves a lot of mowing and pesticide use, which is harmful to populations of insects and native plants. I think it is incredibly important to return to an integrated vegetation management plan that supports native plants, which will make our highways both healthier and more beautiful.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing the problem of wildlife movement, but I still think there is more you could do. According to the Oregon Department of Fish and Wildlife, ODOT documents upwards of 6,000 deer and elk collisions with vehicles every year, which must be stopped. The easiest way to do this would be to implement wildlife corridors that would allow wildlife to cross highways without risk of collision.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Though I am very grateful that you address community engagement, ODOT does have a track record of not taking stakeholder input into account as much as you should. The government exists for the people, and therefore will be able to do the best job it can if it listens to everything its citizens have to say.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

The Marbled Murrelet, one of our most iconic

and rare endangered birds, is not mentioned in the OTP despite the fact that 1,750 acres of ODOT land are listed as potential Marbled Murrelet nesting area, and it is necessary we all we can to preserve their disappearing habitat. As part of the government, it is your job not just to see to the needs of your human citizens but also the needs of wildlife, which have lived on this land long before we stole it from them.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Thank you so much for working so hard on the OTP to make the lives of every Oregonian better. And most of all, thank you for listening to what I have to say. I hope you consider it wisely.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Julie Redman
Date: Monday, May 8, 2023 3:46:06 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Julie Redman

ORGANIZATION Oregon Resident

YOUR ZIP CODE 97401

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?
Thank so much for addressing wildlife movement, and I would strongly suggest that ODOT take this a step further and commit to development of a robust wildlife corridor plan.

Also, in regards to wildlife, as an avid birder, and wildlife advocate, I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

I appreciate the fact that ODOT is addressing community engagement, and it would be wonderful if the agency

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kilee Mendiola
Date: Monday, May 8, 2023 12:59:03 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Kilee Mendiola

ORGANIZATION

YOUR ZIP CODE 97212

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with a maximum 3,000 Kelvin rating; Include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Item 2

WHAT IS THE SECTION YOU WISH

TO COMMENT ON?

WHAT IS YOUR COMMENT?

I'd also like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing the wildlife movement. Please take this a step further and commit to the development of a robust wildlife corridor plan;
Thank thank you also for addressing community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Lisa Brice
Date: Monday, May 8, 2023 4:46:21 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 5/8/2023

NAME Lisa Brice

ORGANIZATION

YOUR ZIP CODE 97070

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Rural communities draw tourists to enjoy the nigh sky. Please protect migrating birds. Lighting with appropriate down light and appropriate levels.

Please return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;
Thank you for addressing wildlife movement, and take this a step further and commit to

development of a robust wildlife corridor.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Mark and Leah Puhlman
Date: Monday, May 8, 2023 1:06:16 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE	5/8/2023
NAME	Mark and Leah Puhlman
ORGANIZATION	Lake Oswego Sustainability Board and LOSN
YOUR ZIP CODE	97034

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Dear ODOT:

Within the Transportation Plan, please pay particular attention to these items of concern:

1. Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with a maximum 3,000 Kelvin rating.
2. Please include a return to an integrated vegetation management plan and commit to reducing pesticide use and mowing of roadside vegetation
3. Thank you for addressing wildlife movement. We can do better by committing to the development of a robust wildlife corridor plan
4. We would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.
5. Thank you for addressing community engagement. Please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding ODOT accountable to that input.

Thank you for working on this transportation plan

Sincerely
Dr. Mark and Leah Puhlman

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Matthew Morrissey
Date: Monday, May 8, 2023 1:33:45 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Matthew Morrissey

ORGANIZATION

YOUR ZIP CODE 97212

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please include:

1. light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;
2. a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation; and
3. more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Finally, thank you for addressing:

1. wildlife movement, and take this a step further and commit to development of a robust wildlife corridor plan;
2. community engagement, and make this commitment actionable by creating clear opportunities and avenues for stakeholder input and hold yourselves accountable to that input.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - NIKKO BARAQUIO
Date: Monday, May 8, 2023 2:02:14 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 5/8/2023

NAME NIKKO BARAQUIO

ORGANIZATION

YOUR ZIP CODE 97239

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating; I'm asking ODOT to include a return to an integrated vegetation management plan and commit to reduction of pesticide use and

mowing of roadside vegetation;
Thanks for addressing wildlife movement, and ask them to take this a step further and commit to development of a robust wildlife corridor plan;

Thank you for addressing community engagement, and urge them to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input;

I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Phyllis Oster
Date: Monday, May 8, 2023 1:22:53 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Phyllis Oster

ORGANIZATION

YOUR ZIP CODE 97205

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Please include a return to an integrated vegetation management plan and commit to

reduction of pesticide use and mowing of roadside vegetation;

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Thank them for addressing wildlife movement. Please commit to development of a robust wildlife corridor plan;
Thank you for addressing community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input;
Please create robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - R Frennea
Date: Monday, May 8, 2023 2:04:16 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME R Frennea

ORGANIZATION

YOUR ZIP CODE 97211

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

-Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;
-Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of

roadside vegetation;

-Thank you for addressing wildlife movement, and please take this a step further and commit to development of a robust wildlife corridor plan;

-Thank you for addressing community engagement, and please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input;

-I'd like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Rhett Lawrence
Date: Monday, May 8, 2023 2:55:58 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Rhett Lawrence

ORGANIZATION

YOUR ZIP CODE 97217

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT? I urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT? I urge you to include a return to an integrated

vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing wildlife movement; I ask you also to take this a step further and commit to development of a robust wildlife corridor plan.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

I thank you for addressing community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding yourselves accountable to that input.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Richard Emery
Date: Monday, May 8, 2023 2:22:30 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Richard Emery

ORGANIZATION

YOUR ZIP CODE 97232

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please:

1. include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;
2. include a return to an integrated vegetation management plan and commit to reduction of

pesticide use and mowing of roadside
vegetation;

3. commit to development of a robust wildlife
corridor plan;

4. create clear opportunities and avenues for
stakeholder input and holding themselves
accountable to that input;

5. create more robust, measurable efforts to
protect Marbled Murrelets on ODOT's lands
identified as having high nesting probability.

Thank you! :-)

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Robert Bernstein
Date: Monday, May 8, 2023 11:59:06 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Robert Bernstein

ORGANIZATION none

YOUR ZIP CODE 97215

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Now when the environment and life as we know it is imperiled by climate change, loss of flora and fauna..at this time I would like to see ODOT make some bold moves instead of turning a perfunctory ear. Wish to see less use of pesticides, less light pollution(WA state is already moving towards this), establsih wildlife corridors and take action towards Marbled Murrelet recovery.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Sandra Joos
Date: Monday, May 8, 2023 4:50:00 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Sandra Joos

ORGANIZATION Individual

YOUR ZIP CODE 97239

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

I am writing to urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. ODOT also needs to

include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please also commit to development of a more robust wildlife corridor plan and enact more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. Finally, while I appreciate that ODOT has taken steps to address community engagement, I urge them to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Susan Milln
Date: Monday, May 8, 2023 7:18:54 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Susan Milln

ORGANIZATION

YOUR ZIP CODE 97217

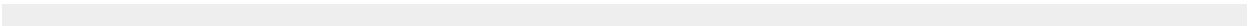
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please keep the corridors green, pesticide free, safe for wildlife and environmentally smart for lighting to protect wildlife

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Susan Schubert
Date: Monday, May 8, 2023 4:56:18 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Susan Schubert

ORGANIZATION Homeowner

YOUR ZIP CODE 97202

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. Also include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation. Thank you for addressing wildlife movement, and ask please take this a step further and commit to development of a robust wildlife corridor plan;

Lastly, thank you for addressing community engagement. Sue

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please read the above and put these items into your plan. We only have one earth to protect.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Tammy Spencer
Date: Monday, May 8, 2023 12:50:20 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Tammy Spencer

ORGANIZATION Portland Audubon

YOUR ZIP CODE 97006

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Hi There,
First, thanks for the opportunity to comment.
Here are some general thoughts.

Please include light pollution mitigation in the
OTP, including fully shielded lighting and lamps

with maximum 3,000 Kelvin rating.

Also include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Thank you so much for addressing wildlife movement. Please take this a step further and commit to development of a robust wildlife corridor plan.

I also want to thank you for addressing community engagement, which was nicely done. Please also make this commitment actionable by creating clear opportunities and avenues for stakeholder input and a way to hold yourself accountable to that input.

Overall I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Thank you for all you do.
Tammy Spencer

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Terri Preeg Riggsby
Date: Monday, May 8, 2023 12:37:22 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Terri Preeg Riggsby

ORGANIZATION General Manager

YOUR ZIP CODE 97219

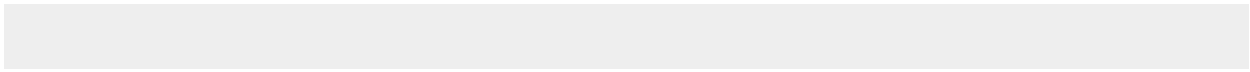
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I would like to see more attention given to wildlife habitat improvement and management, including a plan to reduce nighttime lighting and vegetation along all corridors.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Trine Beach
Date: Monday, May 8, 2023 12:27:05 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Trine Beach

ORGANIZATION

YOUR ZIP CODE 97202

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

I strongly urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.

Also, include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Thank you for addressing wildlife movement, but please take this a step further and commit to development of a robust wildlife corridor plan.

Thank you for addressing community engagement, and please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.

I'd also like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Waverly Giles
Date: Monday, May 8, 2023 6:09:58 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/8/2023

NAME Waverly Giles

ORGANIZATION OMSI

YOUR ZIP CODE 97206

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Please update plan to include dark-skies friendly lighting to reduce pollution. Not only is astrotourism an important source of income for many Oregonians, but it is our human responsibility to create infrastructure that does not harm any living creature.

Overly lit outdoor structures are harmful for circadian rhythms for species across the animal kingdom. Insects, turtles, birds, mammals, and countless others are negatively

impacted by humans unaware of the effects of light pollution.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please update the plan to reflect how these projects will be mindful of preserving the night sky.

The Portland Audobon wildlife center has lots of available resources to explain how light pollution can be reduced.

Thank you for being mindful of all living things that share the land with humans, as the decisions humans make affect all living things.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan -
Date: Tuesday, May 9, 2023 8:44:30 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE

5/9/2023

NAME

ORGANIZATION

YOUR ZIP CODE

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

what about changing the gas tax for motorcycles? Why are they paying the same amount as an auto that does a fraction of wear comparably.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan -
Date: Tuesday, May 9, 2023 10:44:25 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME

ORGANIZATION

YOUR ZIP CODE

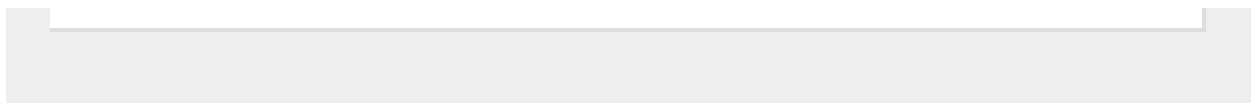
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? Have owners of electric vehicles pay a per mile tax commensurate to the gas tax and leave the gas tax alone.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? OBDII devices have been documented to damage vehicles. GPS tracking by the government is invasion of privacy and will end up in court.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan -
Date: Tuesday, May 9, 2023 10:54:19 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE

5/9/2023

NAME

ORGANIZATION

YOUR ZIP CODE

General Comments

Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Integrate the adoption of a fully-shielded, 2,700K warm color lamps into the plan, similar to efforts by the Washington Dept of Transportation, to minimize the effects of light on the environment and wildlife. Reducing light pollution and blue light in general helps reduce environmental impacts on wildlife, human

health and the circadian rhythm, reduces glare, and helps preserve the night sky as a natural resource.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - alberto fiol
Date: Tuesday, May 9, 2023 8:12:41 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME alberto fiol

ORGANIZATION retired tech worker

YOUR ZIP CODE 97703

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please, include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT? Please, return to an integrated vegetation

management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Please, commit to development of a robust wildlife corridor plan.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Please, create clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Please, create more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Please, continue to support and preserve through your planning and implementation strategies a 'green' and sustainable Oregon. We love our state!!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - alex marganski
Date: Tuesday, May 9, 2023 8:01:46 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 5/9/2023

NAME alex marganski

ORGANIZATION self

YOUR ZIP CODE 97703

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

As EV become more popular how will we capture road wear caused by tourists or visitors to our state?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Alice Elshoff
Date: Tuesday, May 9, 2023 11:18:44 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Alice Elshoff

ORGANIZATION

YOUR ZIP CODE 97703

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT? Please do all that you can to reduce lighting.
Darkness is necessary for successful brd
migrations.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Alicia Schubert
Date: Tuesday, May 9, 2023 7:16:56 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Alicia Schubert

ORGANIZATION

YOUR ZIP CODE 97006

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

First off, I would like to thank you for addressing the important issue of wildlife movement and for addressing community engagement. To further these topics, please commit to the development of a robust wildlife corridor plan and create clear opportunities and

avenues for stakeholder input and ways of holding themselves accountable to that input.

I would also like to urge you to return to an integrated vegetation management plan and to make a commitment to reducing the use of pesticides of roadside vegetation.

The plan should also include the mitigation of light pollution and more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Thank you for addressing this important issue.
Sincerely,

Alicia Schubert

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Alyson Berman
Date: Tuesday, May 9, 2023 10:15:28 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Alyson Berman

ORGANIZATION

YOUR ZIP CODE 97206

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;
Include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;
Thank you for addressing wildlife movement, and but please take this a step further and commit to development of a robust wildlife corridor plan;

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing community engagement, and but please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input;
I'd like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Andrew Greenberg
Date: Tuesday, May 9, 2023 11:18:32 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Andrew Greenberg

ORGANIZATION

YOUR ZIP CODE 97223

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Hi ODOT! Thanks for asking for feedback.

As a person who cares about lighting and hates light pollution, please integrate the requirement that all lighting must be (1) fully shielded to prevent light trespass and (2) less than 2700K color temperature.

The current 4000k LED lighting used in street lamps is just awful: it's too bright, hurts your eyes while driving at night, does weird things to circadian rhythms, and doesn't follow best practices in lighting.

Please integrated these suggestions and other "best practices" in lighting design in order to protect us and our environment.

Thanks!

Andrew

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Anna Gray
Date: Tuesday, May 9, 2023 6:56:29 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Anna Gray

ORGANIZATION

YOUR ZIP CODE 97221

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

I'd like to recommend that you consider light pollution as you move forward with this plan. Light pollution is such a serious and growing issue, and Oregon seems like the sort of state that would want to take a lead on setting policy that reduces harm to our environment and our mental health. Thanks for considering implementing a plan that includes fully sheilded and yellow lights.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Brad T
Date: Tuesday, May 9, 2023 9:00:19 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Brad T

ORGANIZATION

YOUR ZIP CODE 97008

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? No Tolls or on per mileage tax

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? Odot is to greedy with your plan

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Casey Richmond
Date: Tuesday, May 9, 2023 6:13:16 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Casey Richmond

ORGANIZATION

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Policy Framework

WHAT IS YOUR COMMENT?
The per mile tax will add yet another unnecessary payment at the end of the month for hard working Oregonians who are already struggling to keep up with monthly bills. This tax is suggested due to the rise in electric vehicles on the road yet the vast majority of people that it will effect cannot even afford to own an electric car. The citizens of this state are already feeling the pain of rising costs in every facet of our life and this new tax system will just add to that problem.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

It seems to me that the best solution is to keep the current system in place and Require only the owners of electric vehicles to pay a per mile tax and leave everybody else alone. This is clearly another money grab from a state that is already taxing its citizens too much. The per mile tax would be unfair to many Oregonians including the thousands of contractors in which 90% of the roads they drive are city streets and not state highways but will now have to pay a tax to repair roads that they dont even use.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - David Krajczynski
Date: Tuesday, May 9, 2023 7:02:06 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME David Krajczynski

ORGANIZATION

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I feel ODOT can do plenty with their current budget. You hire more employees every year. Stop doing that. Make the people you have do a bit more. Case in point I know a position In Bend that for 15 years was done very effectively by one person. In the last 3 years

that position now has 4 people. The campus has not grown in that time. No need but somehow managed to spend more tax dollars. You like to build up the ranks which is wasteful. Do better. You owe it to the non state employees.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - David Putzolu
Date: Tuesday, May 9, 2023 11:52:02 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME David Putzolu

ORGANIZATION

YOUR ZIP CODE 97219

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? There is nothing about light pollution, which is a surprising omission. The implementation should require light pollution considerations be applied to all new road lighting like use of 2700K lighting, shielded lights so there is no light trespass, studying where/when lighting can be turned off with no loss of safety, etc.

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Elizabeth Smith
Date: Tuesday, May 9, 2023 5:55:43 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Elizabeth Smith

ORGANIZATION

YOUR ZIP CODE 97239

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING
ELSE YOU WOULD LIKE
US TO KNOW?

I'd like to recommend that you consider light pollution as you move forward with this plan. Light pollution is such a serious and growing issue, and Oregon seems like the sort of state that would want to take a lead on setting policy that reduces harm to our environment and our mental health. Thanks for considering

<https://www.theatlantic.com/science/archive/2019/09/light-pollution-destroying-environment/598561/>

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Frank Donnelly
Date: Tuesday, May 9, 2023 9:32:15 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Frank Donnelly

ORGANIZATION Car owner

YOUR ZIP CODE 97707

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

One of our cars is mostly driven in California presently it is stored in California and is used only when my wife flies to La to visit her sick mother. How are you going to fairly tax it. Personally I feel this law is going to become just another tax increase

Other Comments

IS THERE ANYTHING ELSE YOU

How bout making state propositions based on

WOULD LIKE US TO KNOW?

household s instead of appraised value. For example the library bond in Deschutes county I pay several hundred dollars more than my neighbor because my house is newer and bigger

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Geoffrey Crow
Date: Tuesday, May 9, 2023 6:16:33 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Geoffrey Crow

ORGANIZATION None

YOUR ZIP CODE 97759

General Comments Item 1

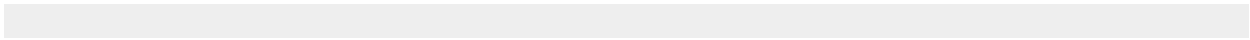
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please adopt fully-shielded, 2,700K warm color lamps into the statewide lighting standard to mitigate the environmental impacts of the 4000K lamps that are currently used



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - George LaBelle
Date: Tuesday, May 9, 2023 10:58:55 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME George LaBelle

ORGANIZATION

YOUR ZIP CODE 97754

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? Please adopt fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. This helps maintain the enjoyment of our night skies and doesn't disrupt bird flights.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of

Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Thanks!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Gibb Wilkins
Date: Tuesday, May 9, 2023 9:04:25 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Gibb Wilkins

ORGANIZATION City of Condon

YOUR ZIP CODE 97823

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please consider mandating Dark Sky certified lighting on ODOT projects. Light color of 2700k and fully shielded fixtures

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Gloria Bradford
Date: Tuesday, May 9, 2023 11:22:55 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Gloria Bradford

ORGANIZATION Retired

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I would like ODOT to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward, rather than 4000K lamps, which emit blue-rich, white light.

Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, the plan should specify lighting that is fully shielded so light does not trespass, and that minimizes blue-rich white light.

Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. I implore ODOT to make the same sensible commitment to move toward fully shielded, warmer colored lighting.

Thank you,
Gloria Bradford
Bend, Oregon

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - greeley wells
Date: Tuesday, May 9, 2023 10:57:36 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME greeley wells

ORGANIZATION citizen

YOUR ZIP CODE 97530

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? The draft plan makes virtually no mention of lighting despite a vision that includes environmental stewardship, public health and goals/ideas that include "Protect the natural environment".

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? I would like you to integrate the adoption of a fully-shielded, 2,700K warm color lamps into

the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - H. Rusina
Date: Tuesday, May 9, 2023 2:26:10 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME H. Rusina

ORGANIZATION

YOUR ZIP CODE

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 2,700 Kelvin rating. Please also include an integrated vegetation management plan that measurably reduces the use of pesticide/herbicide and equipment emissions. Please commit to development of a robust wildlife corridor plan. Additionally, please provide measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. Thank you.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Hallie Magrini
Date: Tuesday, May 9, 2023 10:24:39 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Hallie Magrini

ORGANIZATION n/a

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Consider setting better lighting pollution standards in the updated plan, specifically reducing light pollution to protect natural environment; wildlife and human health.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? Adopt fully shielded 2,700K warm color lamps as the standard statewide going forward. Stop using and replace ODOT's 4,000K lamps that

emit blue-rich, white light. Please take an active role in reducing light pollution statewide through environmentally friendly best practices in lighting. WSDOT, as well as Phoenix, San Jose and Hillsboro are good examples for already reducing pollution-emitting lighting, please have ODOT include these important pollution reduction standards in its plans going forward.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Heather Hendricks-Thurber
Date: Tuesday, May 9, 2023 8:44:02 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Heather Hendricks-Thurber

ORGANIZATION

YOUR ZIP CODE 97216

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? No more taxes, they hit everyone hard but the poorest the hardest. Start figuring how to tax higher income without hurting the poor.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Howard Banich
Date: Tuesday, May 9, 2023 12:37:43 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Howard Banich

ORGANIZATION private citizen

YOUR ZIP CODE 97056

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Policy Framework

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

I'm writing to encourage ODOT to take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, please use new lighting that is fully shielded so light does not trespass and minimizes blue-rich

white light. When old lights need replacing, please follow these same standards.

Overly bright, overly blue, and poorly shielded street lights can be blinding, and make driving at night more hazardous. Making sure street lights don't throw overly bright light everywhere willy-nilly (light trespass) also helps the nocturnal activities of wildlife. Thank you for taking this issue seriously.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Ila Fetterly
Date: Tuesday, May 9, 2023 8:14:38 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Ila Fetterly

ORGANIZATION

YOUR ZIP CODE 97048

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I live in a rural community with a disabled husband. I must drive to town for work and groceries. There is no public transport available so what ever you do will only increase my costs of travel of all kinds. You are not considering the rural population in your planning

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Janet Zuelke
Date: Tuesday, May 9, 2023 1:33:01 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Janet Zuelke

ORGANIZATION Carlton Observatory At Evergreen

YOUR ZIP CODE 97111

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? I am writing to implore you to consider with seriousness the lighting decisions in the new transportation plan. ODOT must reduce the impact of light pollution on our own human health, our state's wildlife, on the night sky, and on astro-tourism—a rapidly growing industry which is economically important for rural communities. Carlton Observatory is in rural Yamhill County and light pollution is a very serious concern and must be made a priority and a VALUE for the state of Oregon!

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

The Carlton Observatory relies on a reasonably dark sky for the science programs we offer to this underserved, rural community. We would like ODOT to integrate the adoption of fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light that truly decimates the night sky...education, tourism, and economic stability not to mention human and wildlife health is adversely affected by the current lighting used by ODOT.

ODOT's lighting has broad geographic impact statewide. You must take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum you must demand that lighting::

Is fully shielded so light does not trespass and Minimizes blue-rich white light.

Many cities and towns (Phoenix, San Jose, Hillsboro to name a few) and our neighbor to the north (Washington DOT) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife, bird fly-ways and human health as well as on the night sky. We implore you to make the same sensible commitment to move toward fully shielded, warmer colored lighting.

Respectfully,
Janet Zuelke
Carlton Observatory at Evergreen



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jed Dackert
Date: Tuesday, May 9, 2023 11:50:14 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Jed Dackert

ORGANIZATION

YOUR ZIP CODE 97702

General Comments Item 1

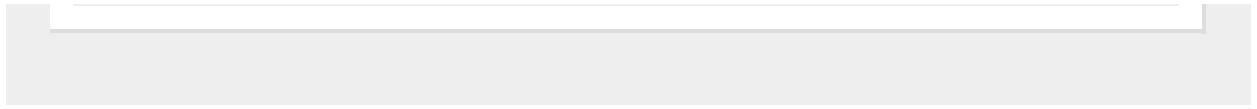
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design:
Fully shielded lamps so light does not trespass
Minimize blue-rich white light, 2,700-3,000K.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jim Baumgartner
Date: Tuesday, May 9, 2023 12:16:48 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Jim Baumgartner

ORGANIZATION

YOUR ZIP CODE 97333

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

The draft reads like a liberal/progressive ideological plan for the next 25 years. I doubt I will be a taxpaying resident here for that long.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - John D Christner
Date: Tuesday, May 9, 2023 2:50:02 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME John D Christner

ORGANIZATION Self

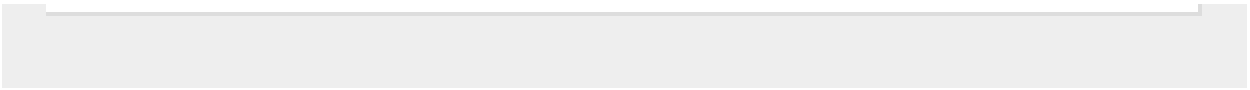
YOUR ZIP CODE 97838

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Increasing the gas tax to the levels proposed is ridiculous!! The current \$.38 per gallon we pay could be increased "slightly" - maybe to \$.45 per gallon, but no more. Besides, the plan DOES NOT address any taxation on electric vehicles!!!! If Oregon is so "all-fired" ready to endorse the "electric vehicle" technology, then Oregon should put forth some method of providing for the electric vehicles to pay for their fair share of the "wear and tear" on Oregon's roadways, bridges, etc. UNTIL OREGON addresses that issue, Oregon SHOULD NOT INCREASE the GAS TAX!!!



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - John Hammond
Date: Tuesday, May 9, 2023 4:38:02 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME John Hammond

ORGANIZATION none

YOUR ZIP CODE 97212

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

In planning the lighting for roadways and highways, please design with the minimal lighting necessary for safety reasons. There are powerful reasons to reduce the light pollution we produce: studies show that lighting up the night sky adversely impacts wildlife and migrating birds. Fewer and fewer human beings live in areas of Earth where the glory of the night sky, stars, planets, and Milky Way, can be viewed and enjoyed. This is a loss to our very humanity.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

The kind of lighting is also important: avoiding intrusive blue-white light, and replacing it with softer sodium vapor light.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Julie Peterson
Date: Tuesday, May 9, 2023 6:59:59 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Julie Peterson

ORGANIZATION

YOUR ZIP CODE 97641

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I think imposing the per mile tax on Oregonians is unfair to rural Oregonians where riding bikes or public transportation options are not available. Not to mention, as a rancher who covers a lot of miles on unpaved/un maintained BLM roads, how will this be regulated? When

70% of the roads we drive on are not maintained by the system we would be paying into, it's just another added cost to the AG industry. It's also unfair when you don't have mail service and have to drive 70 miles round trip for this basic need, not to mention getting kids to school and getting groceries. If you pass this, I hope you tax bicyclist as well. They use the roads too.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jynx King
Date: Tuesday, May 9, 2023 9:17:47 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Jynx King

ORGANIZATION

YOUR ZIP CODE 97537

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT?
I just read an article about how its possible to get rid of the gas tax and charge by the mile because the electric vehicle owners arent paying their share. I live in the country and work in the city. So i drive a distance to get to work. By the mile I would be punished for living where i do versus a person who lives in town. Why not keep the gas tax for those of us who have gas powered vehicles and make people who drive electric cars pay by the mile instead?

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kathryn Hamlin
Date: Tuesday, May 9, 2023 7:28:09 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Kathryn Hamlin

ORGANIZATION

YOUR ZIP CODE 97502

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT? Continue gas tax and tax per mile on Hybrids.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Say no to being required to use hybrid cars only. There is no plan on how to dispose of spent batteries... this will be far worse on environment.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kimber Nelson
Date: Tuesday, May 9, 2023 7:28:29 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Kimber Nelson

ORGANIZATION

YOUR ZIP CODE 97206

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I urge you to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

Thank you for addressing wildlife movement - please take this a step further and commit to development of a robust wildlife corridor plan.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing community engagement - please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input. I'd like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kirk Barnes
Date: Tuesday, May 9, 2023 7:15:19 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Kirk Barnes

ORGANIZATION

YOUR ZIP CODE 97703

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Policy Framework

WHAT IS YOUR COMMENT? It is more than clear that Oregonians do not support per-mile tax, It was offered as a voluntary program and no one signed up because no one wants to do this. Requiring Oregonians to subscribe with a private company (app or whatever) so they can track us is beyond evasive and will be misused. We all know either the State or the private partner will sell our data and habits to the highest bidder and never will out "tax rate" be lowered from the money being made off Oregonians.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Per-mile tax, we all know this will be in addition to the gas tax we already pay (and never eliminated or lowered), ODOT needs to figure out how to stop wasting money on sortie maps, zoom meetings, public service reminders and paved trails in the woods and work within a budget to take care of "our actual roads and infrastructure".

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - L Ryan
Date: Tuesday, May 9, 2023 11:18:11 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME L Ryan

ORGANIZATION

YOUR ZIP CODE 97739

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

How would we capture money from visitors who buy gas in our state and help pay for a road system that they use?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Laura Webb
Date: Tuesday, May 9, 2023 12:24:35 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Laura Webb

ORGANIZATION none

YOUR ZIP CODE 97215

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT?
Wish ODOT to really prioritize environmentally sound practices for funding/ implementation..things like lowering light pollution, less reliance on pesticide/herbicide usage, reinvest in integrated vegetation management plan...continue working towards more wildlife corridors...continue to provide opportunities for public input..thx

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Leon Kuhre
Date: Tuesday, May 9, 2023 8:37:02 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Leon Kuhre

ORGANIZATION Na/retired

YOUR ZIP CODE 97457

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Why do you city people (that won't ride the bus transportation) want to increase the road tax on people that live in the rural areas? You have so much in road tax that address other things, your road tax on trucks bring in enough. The cities need to address this problem, that's where the problem is!!!?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Our paper just printed this issue, so a little late
to study better ways. Thanks.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Marissa Theve
Date: Tuesday, May 9, 2023 9:07:10 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Marissa Theve

ORGANIZATION

YOUR ZIP CODE 97301

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Please include the phasing in of fully shielded 2700 to 3000 kelvin lamps in street lamps and remove any that are unnecessary from the public right of way. Light pollution is a serious threat to the environment and livability of Oregon. It harms wildlife and humans alike, and unshaded glare can endanger pedestrians, bikers, and drivers. Please make ODOT's lighting impact as small as possible.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Mindy Schmidt
Date: Tuesday, May 9, 2023 11:01:31 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Mindy Schmidt

ORGANIZATION

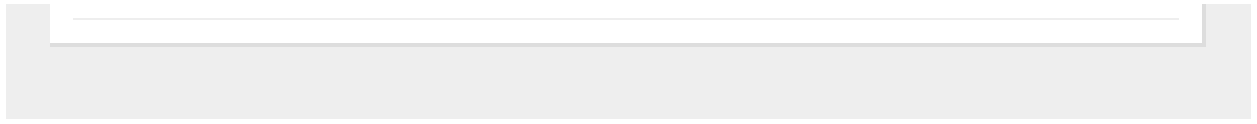
YOUR ZIP CODE 97080

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Please integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please make the same sensible commitment to move toward fully shielded, warmer colored lighting.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Noelle Bell Copley
Date: Tuesday, May 9, 2023 11:43:30 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Noelle Bell Copley

ORGANIZATION

YOUR ZIP CODE 97703

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please consider lighting in your plans

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

At present, the draft plan makes virtually no mention of lighting despite a vision that includes environmental stewardship, public health and goals/ideas that include “Protect the natural environment”.

Please work to reduce the impact of light pollution on our own human health, our state’s wildlife, on the night sky, and on astrotourism—a rapidly growing industry which is economically important for rural communities.

Please integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light.

Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Paul Bennett
Date: Tuesday, May 9, 2023 1:51:09 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Paul Bennett

ORGANIZATION Self

YOUR ZIP CODE 97759

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT? Please consider using warm-colored, shielded 2700k lights as your standard. Reduce light pollution and let all of us enjoy our dark skies and starry nights.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Keep the night skies of Oregon dark. You play a big role in the health of our wildlife and enjoyment of our night skies. Please do what

you can to help make this happen. Thank you.
Paul Bennett

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Rebecca Dobrowski
Date: Tuesday, May 9, 2023 1:02:33 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Rebecca Dobrowski

ORGANIZATION Individual

YOUR ZIP CODE 97701

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Please consider our natural world which includes migrating birds and the dark skies, when adopting new rules for lighting. Please consider using the minimal amount of fully sheilded light for only downward reflecting light onto roadways, that is safe for driving. It's better for all the environment.

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Richard Dracott
Date: Tuesday, May 9, 2023 11:53:10 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Richard Dracott

ORGANIZATION

YOUR ZIP CODE 97229

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Lighting requirements need to meet IDA recommendations: fully shielded lights with colour temperature not to exceed 2700K.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

This is a real eyesore literally, on street lights
too

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Rima Givot
Date: Tuesday, May 9, 2023 12:27:53 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Rima Givot

ORGANIZATION Sisters High School

YOUR ZIP CODE 97759

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I urge you to add reducing light pollution as a key objective. This should be done through fully shielding lights, using warm colored lights with max of 2700K, putting lights on timers so they are off or dimmed whenever possible, and as low to the ground as possible

Please reduce the impact of light pollution for our own human health, our state's wildlife, visibility of the night sky, and for increasing astrotourism—a rapidly growing industry,

economically important for rural communities.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I urge you to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. This cooler light is damaging to night vision and circadian rhythms, wildlife migration, and causes more light pollution.

ODOT's lighting has broad geographic impact statewide. Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. Please make sure the plan specifies that lighting:
Is fully shielded so light does not trespass, is as dim as possible, off when possible, and minimizes blue-rich white light (using max 2700K for color).

Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky.

Please make the same sensible commitment to move toward fully shielded, warmer colored lighting.

Thank you!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Roy Silfven
Date: Tuesday, May 9, 2023 1:50:02 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Roy Silfven

ORGANIZATION

YOUR ZIP CODE 97703

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I am an novice star watcher. Roadway lighting for safety is important. Otherwise, dark nighttime sky's are a thing of wonder and important for astronomy. I have been made aware of the negative affect that blue-white light has on human health, wildlife and in general on the environment. Please reconsider using blue spectrum roadway lighting in favor of something less harmful.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Stephen R Jones
Date: Tuesday, May 9, 2023 10:56:58 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Stephen R Jones

ORGANIZATION

YOUR ZIP CODE 97214

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Introduction

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT? Please remove all white-blue light bulbs from our roads and streets. Let's see the night skies again. Yeah to the Milky Way!

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Thomas Soppe
Date: Tuesday, May 9, 2023 6:22:39 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Thomas Soppe

ORGANIZATION None

YOUR ZIP CODE 97219

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? The objective, "MO.2: Reduce the per capita VMT for passenger vehicles" is not an appropriate goal. As we switch to EVs, the impact of per-capita VMT of passenger vehicles on GHG becomes tiny, so reducing passenger vehicle VMTs won't have much impact in terms of decarbonizing transportation. Attempts to minimize per-capita VMT of passenger vehicles are certain to punish Oregonians who need to travel more by car, who are disproportionately poorer,

elderly, and/or disabled.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Strategy SP.1.2.1, road user fees, is a terrible idea because everyone benefits from our roads about equally regardless of how much they personally drive/walk/bike/etc. Even people who never go anywhere rely on roads for delivery of food/medicine/online shopping/etc. Even people who never go anywhere rely on roads so that police, fire, and other emergency services can provide lifesaving care. Funding transportation with general tax revenue is the only equitable approach.

Item 3

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Timothy Wood
Date: Tuesday, May 9, 2023 12:12:14 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Timothy Wood

ORGANIZATION Resident

YOUR ZIP CODE 97214

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I don't see anything in these policies that addresses the burdensome processes that are required to make investments in infrastructure. Part of the reason that our transportation networks don't work is that we can't address issues quickly. For instance, the I-5 expansion through Portland has had an identified funding source for several years and has yet to break ground. I am guessing that delay has cost the state hundreds of millions of dollars in increased construction cost.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

It seems that the issue of efficient movement of good and residents is at best a background concern for this plan. That's ridiculous. This document should first and foremost be about making Oregon's transportation system function efficiently. It's not right now which is really weird.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Implementation and Investment Strategies

WHAT IS YOUR COMMENT?

It seems pretty clear that the state isn't going to do anything bold on the funding front which is a real shame. Maintenance is required on all of our transportation infrastructure and if we don't increase funding to keep pace with the inflation of construction cost we're going to have a much bigger mess on our hands.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Regarding equity I am concerned to not see a connection being made between an efficient transportation network and opportunity. The most efficient way to create real equity is to provide for economic opportunity. That's a jobs and efficient transportation issue. Please make that connection so our objectives can address actual equity instead of a bunch of platitudes.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

I am also concerned to see that this document calls for particular types of land use. I understand that land use and transportation are inextricably linked and the most efficient use of public funds is to promote dense development types. I think that should be encouraged at the local level. It feels odd at the state level, especially since this type of development is not feasible in many communities in the state. I am for it but it's a weird thing to include in a statewide infrastructure plan.

Item 6

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

I am all for transparency but please do not allow more avenues for NIMBYs to stop needed infrastructure investments. We are a state already held hostage by these people. We are held back at every turn by some sort of concerned individual. We need to move forward as a state and more "process" is anathema to that.

Item 7

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Maybe I addressed it above but a goal should be to streamline critical infrastructure investments. We need to build highways and roads badly. Please quit weighing these investments down with repetitious process.

Item 8

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

I know we can't say this explicitly but it should be inferred that we won't spend a dime to replace the I-5 Bridge unless light rail is included. Not BRT. Light rail. This investment

is a full on subsidy to Washington and Clark County otherwise.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Thanks for the opportunity to comment. Please
toll roads. Thank you.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan -
Date: Wednesday, May 10, 2023 6:19:22 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME

ORGANIZATION

YOUR ZIP CODE 97325

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Oregon needs to divest from private car usage and ownership in major cities and metro areas. ODOT should invest in public transit in the Portland region such as: commuter rail, more MAX funding, and putting a road diet on dangerous ODOT controlled streets like Powell Boulevard SE and TV highway. Please cancel the highway projects of IBR, rose quarter, and 205 expansion at west linn. Create high speed rail in the Willamette valley from Portland to Eugene.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Amy Spies
Date: Wednesday, May 10, 2023 8:46:26 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Amy Spies

ORGANIZATION Private citizen

YOUR ZIP CODE 97330

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please move toward fully shielded, warmer colored lighting.

Other Comments

IS THERE ANYTHING ELSE YOU

WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Carol Hanrahan
Date: Wednesday, May 10, 2023 7:39:07 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Carol Hanrahan

ORGANIZATION Unknown

YOUR ZIP CODE 97470

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? This "Plan" is the worse plan I have ever seen! Just charge EV owners for their use of the roads and NOT the drivers who have to use gasoline powered vehicles. DUH!!! Great that this "Plan" didn't even touch on the one MAJOR reason the State is NOT getting enough road taxes --- that there is a large majority of drivers who do NOT pay road taxes. DUH!!!! And I think that non-EV drivers must be very, very angry that they have to pay the brunt of the road taxes. DUH!!!!

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

PLEASE redo this Plan. It is full of hyperbole.
Include more common sense statements.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Concerned Citizen
Date: Wednesday, May 10, 2023 1:35:31 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Concerned Citizen

ORGANIZATION

YOUR ZIP CODE 97701

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? We are really concerned about the 'pay per mile fee' for ALL vehicles! That is just not right! Please don't do this!!! Keep gas tax for gas vehicles & do the per mile for EV's! And charge tolls over bridges and on main interstate highways, to help pay for roads!

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? This is NOT a good idea, to have the 'pay per

mile' for gas cars! They won't get rid of the gas tax--they say they will, but they won't! Tourists then won't be paying anything for the roads, if they get rid of the gas tax, and they should be!!

*** The EV's need to be charged more taxes, since they don't use gas. They should be required to have the mileage rate, but not gas vehicles! Keep the gas tax for gas vehicles & make the EV's pay the mileage tax! Now that's fair! Great ideas about taxing at the EV pumps, and the gas pumps, so locals and tourists have to pay for the roads!

It's not fair to those people who have to drive a long ways to work, to have to pay per mile! Yes the EV's pay higher reg. fees, but that is nowhere near what everyone with a car filled with gas has to pay at the pump!

SOLUTION~~EV's pay the 'per mile fee' & a fee at EV pumps, & gas/diesel vehicles pay the gas tax fee, at the pumps. This is more fair to everyone--& tourists have to pay their fair share to fix our roads they drive on, either EV or gas cars!

Toll roads are also the answer! The hwys. out east in the US are great roads, because the tolls pay for repairs. Esp. tolling on the I-5 & I-205 bridges between OR & WA--then the people who drive over the bridge, pay for the bridges! Now that's fair!!!

Thanks for asking for taxpayers input! We really appreciate it!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Daniel Conner
Date: Wednesday, May 10, 2023 6:51:53 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

[View full entry at CognitoForms.com.](#)

Entry Details

TODAY'S DATE 5/10/2023

NAME Daniel Conner

ORGANIZATION

YOUR ZIP CODE 97824

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Big government should not be tracking our movements for a gas tax even if it is from a private vendor. That and the 1.9 cent tax per mile would equate to a vehicle that gets roughly 20 miles per gallon compared with our current tax rate by the gallon of gas. Therefore, we will be paying way more money in taxes if we have more economic vehicles. And out of state travelers wouldn't pay a dime. You need to tax the problem, electric vehicles.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Debbie Miller
Date: Wednesday, May 10, 2023 5:11:47 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Debbie Miller

ORGANIZATION

YOUR ZIP CODE 97302

General Comments Item 1

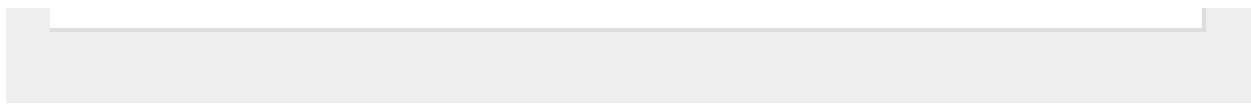
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I would likr ODOT to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Dennis Heman
Date: Wednesday, May 10, 2023 4:08:35 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Dennis Heman

ORGANIZATION

YOUR ZIP CODE 97754

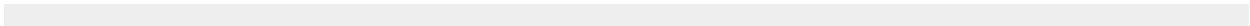
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Pay per mile for EV only. Rural oregonians drive more and are used to paying gas tax. Leave non-EV vehicles as-is.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Dick Dolgonas
Date: Wednesday, May 10, 2023 8:36:51 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Dick Dolgonas

ORGANIZATION N/A

YOUR ZIP CODE 97470

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

The plan appears to be a realistic recognition of the importance of our transportation system, and the need to make significant changes. The plan sets a new direction for the agency. While the document does address workforce needs, to implement the plan will require major reorganization of the agency and its programs. Without such changes in structure and programs, the plan will likely not live up to its potential.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Frederick Colwell
Date: Wednesday, May 10, 2023 8:32:42 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Frederick Colwell

ORGANIZATION self

YOUR ZIP CODE 97330

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I teach classes at Oregon State University that involve studying the night sky and I'd like you to consider light pollution as a part of the Oregon Transportation Plan. Doing so would involve a commitment to using more yellow colored street lights to reduce light pollution. Reducing this form of pollution will also minimize the impact that traditional lighting has on human circadian rhythms and also on migration of animals (specifically birds) through Oregon's landscape.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Anything, ANYTHING that you can do to help improve the safety and accessibility of pedestrian and bicycle traffic within the framework of the Plan would most welcome. These activities are pathways to healthy lifestyles for Oregonians and visitors to our state and should be encouraged in favor of vehicular traffic.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Greg Brown
Date: Wednesday, May 10, 2023 5:50:52 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Greg Brown

ORGANIZATION

YOUR ZIP CODE

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Before ODOT even proposes eliminating the gas tax they need to evaluate their own agency, reduce overhead and managers. Gas vehicles will be around for many years so concentrate on the vehicles that do not pay and quit funding bikes and other users that do not pay.

Other Comments

IS THERE ANYTHING ELSE YOU

WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Heidi Hart-Zorin
Date: Wednesday, May 10, 2023 5:27:24 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Heidi Hart-Zorin

ORGANIZATION

YOUR ZIP CODE 97214

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Item 3

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I Urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;
Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;
Thank you for addressing wildlife movement, please take this a step further and commit to development of a robust wildlife corridor plan;
Thank you for addressing community engagement

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jana Hemphill
Date: Wednesday, May 10, 2023 9:40:34 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Jana Hemphill

ORGANIZATION Bend Bikes

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT?
We are encouraged by the draft OTP policies and strategies that make transportation options safe for all users, as well as the policies that focus on climate change and climate resilience (which also have a focus on encouraging more people to bike, walk, and roll). The real challenge will be to make sure these policies are embedded into future ODOT projects. We urge you to make sure there's some way to keep ODOT projects accountable to these policies and strategies.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jill Testerman
Date: Wednesday, May 10, 2023 6:44:35 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Jill Testerman

ORGANIZATION

YOUR ZIP CODE 97739

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Stop studded tire use in winter

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jim Vidal
Date: Wednesday, May 10, 2023 6:13:03 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/3/2023

NAME Jim Vidal

ORGANIZATION Retired lawyer

YOUR ZIP CODE 97707

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? No to electrification. Maybe much later. Distance travel is too great in Oregon and charges don't last for long travel.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? You say little about maintaining projects.. Bend Parkway was landscaped and beautiful when first built and is now ugly and not maintained. Don't spend taxpayer money unless you build

in maintenance for the long term. I just don't have confidence you know how to do that.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Joe Burda
Date: Wednesday, May 10, 2023 8:11:11 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Joe Burda

ORGANIZATION Tax Payer

YOUR ZIP CODE 97701

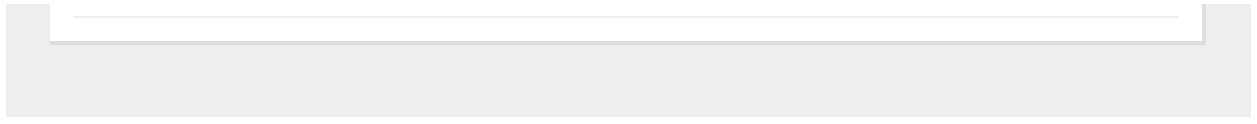
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Tire technology better than ever. 11 other states ban tire studs.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? We would save millions in road repair. E/V and Hybrid sales to continue and grow. Fuel usage to keep on dropping. We need to consider one of our root causes of road surface damage and deal with it!



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Karin Brouillette
Date: Wednesday, May 10, 2023 3:19:56 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Karin Brouillette

ORGANIZATION

YOUR ZIP CODE 97760

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT?

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I do not agree with charging folks by the mile they drive! At some point Oregon needs to collect from all the billions of out of state cars that drive through this state visiting and littering along the way. What happened to our state? I live near Smith Rocks and you cannot imagine the out of state cars and RV's that drive by; many with studded tires! How are they paying for the damage done to our state? I work at a truck company and we already pay millions in weight mile tax. Where is that money?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Katherine Vejtasa
Date: Wednesday, May 10, 2023 1:22:56 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Katherine Vejtasa

ORGANIZATION

YOUR ZIP CODE 97470

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT?
I support the Blue Sky funding level to move OR into the future. The current tax system does not reflect the externalities of driving, so they cannot make sound investment and use decisions. User-based fees are most equitable, especially when the OR tax code allows a tax reduction for people using their cars for business, medical expenses and volunteering. There could also be some income component for a rebate.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kimberly Brown
Date: Wednesday, May 10, 2023 8:34:29 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/9/2023

NAME Kimberly Brown

ORGANIZATION

YOUR ZIP CODE 97202

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? As someone who has been a first responder to multiple crashes caused by wildlife on the road, I want to see a more concrete plan for wildlife. I want to see coordination with wildlife agencies on creating safe passage corridors across the entire state.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Kristin Conrad-Antoville
Date: Wednesday, May 10, 2023 10:27:15 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Kristin Conrad-Antoville

ORGANIZATION

YOUR ZIP CODE 97225

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Light Pollution

There are some simple steps that ODOT can and should take to reduce the impact of light pollution on our state's wildlife, on our own human health, on the night sky, and on astrotourism—a rapidly growing industry which is economically important for rural communities. Washington State Department of Transportation has already committed to following best practices in lighting design. It's time for ODOT to make the same sensible

commitment.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Roadside Vegetation Management
The plan makes no mention of ODOT's overreliance on roadside pesticide use, mowing and tree cutting, an unsustainable approach to vegetation management—for pollinators, for greenhouse gas emissions, for native plant regeneration, and for human health. We urge ODOT to prioritize the development of a more environmentally sustainable, integrated vegetation management plan.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Establishment of Wildlife Corridors
According to the Oregon Department of Fish and Wildlife, ODOT documents more than 6,000 vehicle collisions with deer and elk each year. It is time for ODOT to establish a program to reduce wildlife vehicle collisions in areas where wildlife corridors intersect with proposed or existing public roads.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Community Engagement and Stakeholder Input
ODOT has a track record of failing to take stakeholder input on a variety of issues seriously, even while claiming to prioritize community engagement. We encourage ODOT to set a new standard of engagement for the path forward, and we'd like to see that reflected in the OTP.

Item 5

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Marbled Murrelet Habitat Management
Marbled Murrelets receive no mention in the
OTP in spite of 1,175 acres of ODOT lands
mapped as “high murrelet nesting probability”.
We’d like to see them identify habitat
restoration goals and active management
practices in support of marbled murrelet
recovery.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Laszlo Lantos
Date: Wednesday, May 10, 2023 6:11:37 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Laszlo Lantos

ORGANIZATION Native Oregonian

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I am 100% against a per-mile tax on vehicles , I think we the public are under enough stress at this time with living funding the last thing we need is a big brother traveling tax, please learn to budget accordingly as we have to , the gas tax at pumps is paid by all not only residence of this state .

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Leilani Resney
Date: Wednesday, May 10, 2023 10:30:39 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Leilani Resney

ORGANIZATION Public person, home owner

YOUR ZIP CODE 97756

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Per mile gas tax. I own a new hybrid, I am willing to approve a tax for mile driven method to keep our roads funded and safe.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Linda Bonotto
Date: Wednesday, May 10, 2023 7:29:11 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Linda Bonotto

ORGANIZATION Independent

YOUR ZIP CODE 97703

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? There is no mention of reducing harmful highway lighting to wildlife as well as humans. Please include a plan to reduce or eliminate blue rich white light and provide proper shielding fixtures over lights. There are modern and environmentally sound systems for updating our road lighting systems . We need to make this a big priority in our updated transportation plan to improve health and safety for us all.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Just improve lighting is enough for now

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Lorraine Murray
Date: Wednesday, May 10, 2023 9:46:02 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Lorraine Murray

ORGANIZATION

YOUR ZIP CODE 97703

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Hello,

I am asking ODOT to update their lighting standards to integrate adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting. Currently, ODOT mostly uses 4000K lamps, which emit blue-rich, white light.

This brighter lighting has large impacts on our citizens and wildlife. Light pollution is a known interruptor to human circadian rhythms and to the life cycles of various animal species, particularly birds.

Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, we request lighting that holds to the following standards:

- Is fully shielded so light does not trespass
- Minimizes blue-rich white light.
- Phoenix, San Jose, Hillsboro, and the Washington Dept of Transportation have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky.

Please make the same sensible commitment to move toward fully shielded, warmer colored lighting.

It will make a difference for our citizens, our wildlife, and will protect our beautiful, star-filled night skies.

Thank you,
Lorraine Murray

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Lottie Patten
Date: Wednesday, May 10, 2023 7:42:36 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Lottie Patten

ORGANIZATION

YOUR ZIP CODE 98648

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT?
Please try to eliminate or minimize spraying on road edges.
Please set up lighting so it shines down.
Please plan for animal crossings in your designs.
Please include protection of land and trees for the marbled murrelet.
Thank you for listening to your community and trying to protect wildlife and their habitat.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Meg Voedisch
Date: Wednesday, May 10, 2023 10:54:18 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Meg Voedisch

ORGANIZATION

YOUR ZIP CODE 97756

General Comments Item 1

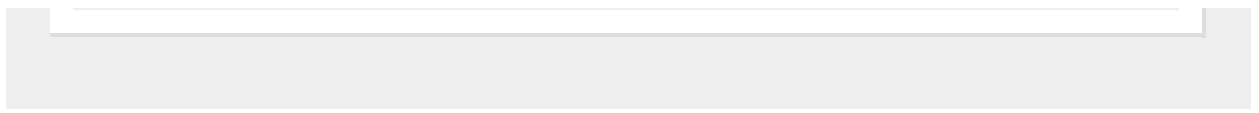
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I want ODOT to incorporate sensible lighting in the new plan. Current use of cold lights rather than warm yellow affects wildlife and bird migration. You can look at Washington State's new guidelines for example. Thank you for considering my input.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Muranda Perkins
Date: Wednesday, May 10, 2023 10:43:07 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Muranda Perkins

ORGANIZATION

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? I do not support the tax per mile plan. While I agree electric and hybrid owners should pay their share too, taxing per mile is simply not fair and seems like an overreach.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? No to the tax per mile.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Nikki Guatelli
Date: Wednesday, May 10, 2023 11:54:47 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Nikki Guatelli

ORGANIZATION

YOUR ZIP CODE 97701

General Comments Item 1

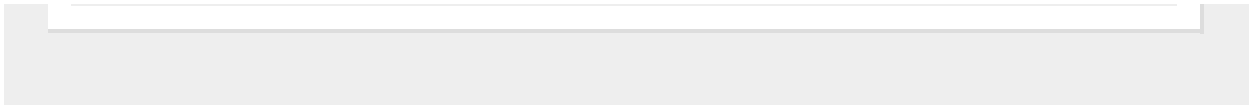
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I would like this to include the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. This will reduce light pollution which has a huge positive impact both on human health, the environment and our native fauna.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Quintin Myers
Date: Wednesday, May 10, 2023 6:57:19 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Quintin Myers

ORGANIZATION

YOUR ZIP CODE 97702

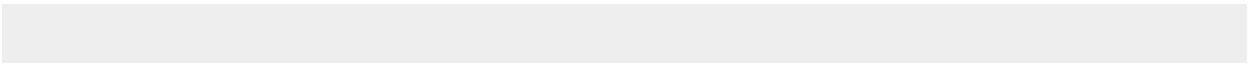
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? A per mile tax would be a mistake. Difficult to implement and much room to cheat. Keep the per gallon tax and add a tax on electricity used to charge cars.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Randy Wooton
Date: Wednesday, May 10, 2023 7:08:05 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Randy Wooton

ORGANIZATION

YOUR ZIP CODE 97504

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT? Tax should be based on miles driven and not fuel alone. Have higher fuel tax for out of state drivers.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Rebecca Taylor
Date: Wednesday, May 10, 2023 9:23:13 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Rebecca Taylor

ORGANIZATION

YOUR ZIP CODE 97754

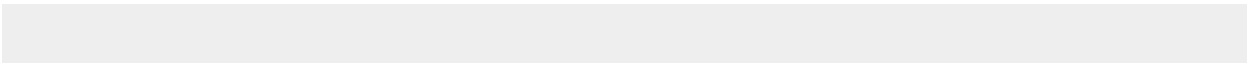
General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? Make electric/hybrid car owners track their miles & contribute to road repairs. Don't force owners with gas cars to track miles but keep that system as is.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - robert cain
Date: Wednesday, May 10, 2023 7:14:27 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME robert cain

ORGANIZATION Cain Ranch LLC

YOUR ZIP CODE 97753

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I own a Ranch in Central Oregon and I can see how this may save us some money and possibly time in our bookkeeping as we have fuel tanks where we purchase bulk quantities of fuel for farm use. we then have to apply for a tax rebate on our regular gasoline purchases for on farm use. We also have an off road diesel tank which we use for our tractors and trucks that do not leave the ranch. currently we will fill our on road vehicles up at an estimated milage when they are being used

strictly on

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

ranch, how will this be handled where im
assuming we will have to report millage on all
registered vehicles?

Item 3

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

how will non Oregon registered vehicles both
electric and non electric vehicles be taxed for
road use if the gas tax goes away? it seems to
me that at least for electric vehicles when a
vehicle charging station is installed it would be
a simple matter to put a kilowatt surcharge on
the power purchased at any charging station
either at a persons home or any of the public
ones, rather than do away with the gas tax
and loose revenue from tourist ICE vehicles.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Stefan Hermannsson
Date: Wednesday, May 10, 2023 6:19:13 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Stefan Hermannsson

ORGANIZATION Stefan Hermannsson

YOUR ZIP CODE 97703

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Policy Framework

WHAT IS YOUR COMMENT? I say tax the large trucks, which do the most damage to the roads. 60-foot trucks do exponentially more damage to the roads than any passenger vehicle ever could.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Teresa Rumble
Date: Wednesday, May 10, 2023 9:20:38 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Teresa Rumble

ORGANIZATION

YOUR ZIP CODE 97754

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? How are you going to tax out of state vehicles using Oregon highways? The common sense thing to do is figure out a way to tax at the charging stations like the tax at the fuel pumps. People wont be reporting their miles when they know they can't pay the tax. I have been in the trucking industry for years and have seen how the PUC system works, coming up with that money every month can be a financial strain. Taxes taken little by little at the charging station is financially doable.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Passing any new tax at this point is not trusted amongst voters as many see this trickling down to gas vehicles and the tax not being removed from the pump, thus double taxing gas vehicles. You may say no, now, but we have all seen it happen in other industries.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Tom Spies
Date: Wednesday, May 10, 2023 5:44:05 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Tom Spies

ORGANIZATION

YOUR ZIP CODE 97330

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please reduce the light pollution effects of odot lights by making them warmer in color and shielding them so they don't impact the night sky. This will reduce impacts on wildlife, human health and our ability to see the night sky. Some of your lights are so bright they hurt my eyes. Other states have rules about highway and facilities lighting.

Other Comments

**IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?**

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Virginia Stapleton
Date: Wednesday, May 10, 2023 7:22:00 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME Virginia Stapleton

ORGANIZATION

YOUR ZIP CODE 97301

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I have two comments. One would be a request for more reflectors on the roads. We recently traveled in Hawaii and although they had little overhead lighting they had a ton of reflectors on the road. It made driving so much easier! I could really see where I needed to be. My

second point is about our overhead lighting. We need to move towards a Dark Sky future. All lights should be fully shielded and we should not allow the harsh blue/white light. This will be better for wildlife but also for people using the system or living near the system. I have a child who had Sensory Processing Disorder and it is a huge challenge for us to drive at night with unshielded blue/white lights. Thank you for hearing my concerns.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - William Danell
Date: Wednesday, May 10, 2023 2:23:55 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/10/2023

NAME William Danell

ORGANIZATION

YOUR ZIP CODE 97124

General Comments

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Please consider the adoption of fully-shielded, 2700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. Other cities (Phoenix, San Jose, Hillsboro) and the Washington Dept of Transportation have already set roadway lighting standards of 2700-3000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as reducing light pollution in the night sky. Thank you.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Catherine Flanigan
Date: Thursday, May 11, 2023 6:04:52 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Catherine Flanigan

ORGANIZATION

YOUR ZIP CODE 97703

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT?
In the interest of "Protecting the Natural Environment" please revise the transportation plan to include clear policy guidelines regarding the reduction of light pollution with lights that are fully shielded so light does not trespass and minimize blue-rich white light. Lighting and its best practices in lighting design are not even mentioned in the document. These policies are a huge missing piece from the the current transportation plan.

Thank you for your consideration.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please note: The Bureau of Land Management has recently published “Night Sky and Dark Environments: Best Management Practices for Artificial Light at Night on BLM-Managed Lands”, which directly impacts our region.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - chad hurliman
Date: Thursday, May 11, 2023 7:31:25 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME chad hurliman

ORGANIZATION

YOUR ZIP CODE 97814

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT?
This plan is a direct slap in the face of all Oregonians. We already pay a very high tax on fuel and you want to more than triple that? What a joke, why don't you use the \$ you get more efficiently instead of blowing over half of it on administration. Actually do some work with the \$ instead of just requiring us to pay more. Fuel prices are already ridiculous in this state and this couldn't be any more of a worse solution.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Danielle Rose
Date: Thursday, May 11, 2023 8:25:32 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Danielle Rose

ORGANIZATION

YOUR ZIP CODE 97504

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Oregon has always struck me as forward-thinking and "green", since I relocated here seven years ago. We have a beautiful state and extraordinarily clear skies. I am surprised to see virtually no mention of environmentally-friendly lighting in the draft plan. I ask that you

integrate the adoption of fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light, and this disrupts both the biorhythms of wildlife and humans ("blue" light is bad for all of us, it seems), and disrupts the natural beauty of the night skies. Please consider taking an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. Fully-shielded, warm-colored lighting will preserve our dark skies, for both human enjoyment and wildlife protection. Thank you!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Derek Bennett
Date: Thursday, May 11, 2023 3:34:47 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Derek Bennett

ORGANIZATION

YOUR ZIP CODE 97370

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? No Tax Increases!

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? No tax increases!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Helen Freilich
Date: Thursday, May 11, 2023 1:50:09 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Helen Freilich

ORGANIZATION citizen

YOUR ZIP CODE 97702

General Comments Item 1

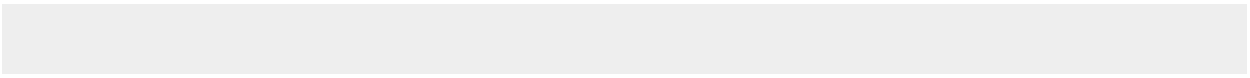
WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Please include in the plan a light pollution reduction measure. Lights that are too bright can disrupt nighttime wildlife activity. Please use fully shielded, warm lighting, 2700 K. Thank you.



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - J G
Date: Thursday, May 11, 2023 6:07:24 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME J G

ORGANIZATION

YOUR ZIP CODE 97501

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? I dont think its right to charge more for people who drive more iim of your budget only goes down a few million from 630 million your just trying to steal money it would could me a dollar more per month with your new plan maybe inforce tour employees to actuly work ive see 4 people watch one person do a job seames like the the other 4 people arnt need get rid of them now you have saved money to do what need to be done

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Stop trying to steal from your citizens

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - John Bacon
Date: Thursday, May 11, 2023 2:45:30 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME John Bacon

ORGANIZATION None

YOUR ZIP CODE 97140

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? The proposed mile tax in Oregon lacks equity as out-of-state users won't contribute. It's unfair for in-state residents to shoulder the burden of maintaining infrastructure used by all. Excluding out-of-state users may have negative effects on tourism and commerce. A more equitable approach would be continuing to use the gas tax or a reasonable tolling systems the expands freeways to additional lanes which a toll can be charged that capture revenue from all users of the new lane.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jolene Norton
Date: Thursday, May 11, 2023 8:41:06 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Jolene Norton

ORGANIZATION Struggling resident of rural Oregon

YOUR ZIP CODE 97862

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? You can't raise our taxes, but you can raise Gas taxes and license fees with DMV on a whim. There's NO light rail, buses or other forms of mass transit for those of us that live in the rural parts of Oregon. You remember us, we the poor people that put food on your table. I am struggling now with fuel prices. If I worked for Oregon's Government, I could even afford a newer car, but I don't.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

NO MORE HIGHER TAXES ON GAS OR
ANYTHING. Learn to manage what you have
for funds. Cut all state employees' wages. Get
them down where us common folks are. You
know the STRAVATION wages!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Jon Brough
Date: Thursday, May 11, 2023 1:42:08 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Jon Brough

ORGANIZATION retirement

YOUR ZIP CODE 97862

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Implementation and Investment Strategies

WHAT IS YOUR COMMENT? Youb people just want to tax everyone i Oregon. I live in rural Oregon on SS. There is NO WAY I can afford a raise in my gas tax. Do with less like most of us have too.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? No more higher gas taxes. Let's cut some top dog wages that would free up BILLIONS of dollars. Learn to likve with less, that is what us

retired folks have to do in the rural parts of Oregon.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - M.A. Kruse
Date: Thursday, May 11, 2023 1:25:53 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME M.A. Kruse

ORGANIZATION

YOUR ZIP CODE 97703

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Policy Framework

WHAT IS YOUR COMMENT? Lighting regulations

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Light pollution is worse today than historically it has been. More and brighter light is killing all living plants and animals. Every living being is suffering from the lack of darkness. Please consider a maximum of 2200-2700K v the 4000 that is currently the standard. The more amber wavelength would also improve our health and well being. Shielding, hooding and no lights pointing skyward would be an improvement. Other countries and large cities have made these changes. Without these initial steps, the health of humans, wildlife and plants will continue this demise. For the good of all living things, manage our light. Let us enjoy darkness, the Milky Way, the night sky, improved health... Please consider implementing a lighting ordinance that is an effective one—not just words on paper. Thanks for the ability to comment.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Molly Greaney
Date: Thursday, May 11, 2023 10:07:06 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Molly Greaney

ORGANIZATION

YOUR ZIP CODE 97759

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

This Transportation Plan does not mention lighting, which is vital for the environmental and ecological health of Oregon. To improve human health, the health of our wildlife, the night sky, and astrotourism, ODOT needs to integrate the adoption of a fully-shielded,

2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. If ODOT is committed to environmental and public health, light pollution and its impacts need to be considered in the 2023 Oregon Transportation Plan.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Richard Pugh
Date: Thursday, May 11, 2023 12:01:01 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE	5/10/2023
NAME	Richard Pugh
ORGANIZATION	Realty Inspection Company llc, DBA Richard Pugh Construction
YOUR ZIP CODE	97448

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Please integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. As a farmer, wild life lover and avid star gazer I feel light pollution is as intrusive as a loud stereo

playing next door. We have laws governing sound waves, why not light waves? Please help to set a standard for the rest of local government and country.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Timothy Eastbrower
Date: Thursday, May 11, 2023 10:03:21 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/11/2023

NAME Timothy Eastbrower

ORGANIZATION Private Citizen

YOUR ZIP CODE 97124

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Please consider lighting in the future transportation plans. I have lived in municipalities which are Dark Sky approved with low levels of light pollution and the affect on human mental and physical well-being is profound. Please consult the International Dark Sky Association for information, resources, and success stories for how this can be achieved.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Light pollution is one of the most ubiquitous forms of pollution, but it's also one of the easiest forms of pollution to clean up. Roads and transportation account for a large amount of the light pollution in most areas. Following the IDA's guidelines for public lighting can have many benefits. These include better health of citizens, reduced glare and improved vision at night, safe public spaces, cost savings of using more efficient fixtures, healthier wildlife populations, and increased tourism and its associated revenue. Oregon already has some of the darkest skies in the country, but they are quickly disappearing. Please act now to preserve this resource for everyone who lives in this state. Washington DOT has included plans for Dark Sky compliant lighting in its latest action plan, and many localities in Oregon are forging ahead with plans of their own without state level support or guidance. Furthermore, if the state has any ability to regulate the infrastructure provided by private organizations, such as HOAs, that will go a long way towards reducing light pollution in urban areas. For example, I live in Hillsboro. The city public lighting is getting better about controlling pollution. The street lighting provided by HOAs continues to get brighter. The effect of the city taking steps to improve its citizens lives is often cancelled out by private organizations who almost seem to be competing to see who can have the brightest neighborhood. The effect is confusing and disheartening.

Thank you for all you do. The transportation infrastructure in Oregon is far and above better than the state I moved from. Please continue to improve it by considering the effects of light pollution in the environment and taking action in any way possible to reduce it. Reach out to the IDA as they are happy to assist in many ways. Thank you.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Autumn Braun
Date: Friday, May 12, 2023 2:42:44 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Autumn Braun

ORGANIZATION Citizen

YOUR ZIP CODE 97471

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

This plan is just a way for government to control the people & is racist. Do you really believe that raising taxes on gas & diesel is going to produce "social equity" & help the climate? Your plan will hurt the exact people you are claiming to care about. Your plan is not

going to help people like myself who need to travel to care for an ailing parent or family member; people who need to travel distances for medical treatments, getting to a job or even just to get away to spend time with their families. Why do you want people to drive less? I conclude to control the population. Nothing in this plan will have any major affect on the climate. Climate change is a hoax to control the people. It is based on models that do not come true & is pretty much provable by the lifestyles of the people promoting it. If you really want to have a plan to help people you call "systemically excluded & historically underserved" then come up with a plan with abundant cheap energy. That would bring in more revenue because people would be ale to drive to meet the needs of their families without regard to the color of their skin. Scrap the plan & start over with the best interest of the muscle class in mind not the elites.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Brian Brewer
Date: Friday, May 12, 2023 9:24:20 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Brian Brewer

ORGANIZATION

YOUR ZIP CODE 97045

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing:
-wildlife movement. Please take this a step further and commit to development of a robust wildlife corridor plan.
-community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding yourselves accountable to that input.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Please include:

-light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.

-a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.

-robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Carol Rosenblith
Date: Friday, May 12, 2023 11:13:35 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Carol Rosenblith

ORGANIZATION

YOUR ZIP CODE 97106

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Catherine Caudle
Date: Friday, May 12, 2023 9:54:24 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Catherine Caudle

ORGANIZATION Ford Scholar

YOUR ZIP CODE 97756

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? MO.6.2.1 batteries require deforestation to obtain the minerals needed to make the batteries. Overtime, special facilities will be needed to place the toxic battery components after there use with no shelf life known.

It is well known that deforestation causes green gas emissions. Forest are a protective factor to increase of emissions, but when forests are destroyed by mining that factor is lost. Oregon can reduce the green gas

emissions by continuing to protect our forests and planting trees.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Key Drivers of Change

WHAT IS YOUR COMMENT?

EV usage is a deterrent to our forests and will remove any clean energy value we hope to gain. Oregon depends on water to create it's electricity which is good clean energy. Oregon has allowed it's forests to be mismanaged causing forest wildfires and replanting our forests is a must, but with trees and bushes that are diverse thus reducing forest fires in doing so.

Creating EV charging stations will require further depletion of our forests and the digging of the earth as well (parking spaces).

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Vision and Values

WHAT IS YOUR COMMENT?

Oregon should not allow products sold in our state that source with the use of child slavery and child labor. Oregon must continue to protect our forests and improve there care for a lower emissions goal. Raising the speed level from 55 to 65 allowed for the reductions of miles per gallon by 25 percent thus placing more emissions out of the tail pipe and increased fatalities on our streets it did not show a big time savings either. We should decrease the speed limit from 65 and 70 to 45 and 55.

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

By reducing the speed limit to 45 max 55 we can do our part to lower the emissions in

Oregon. By protecting our forests and not deforesting our forests or allowing products to be sold in our state that were sourced by deforestation and child labor and slavery, by continuing to use hydro power we can live green and protect the Oregon we know and love. I am 56 years old and have lived in Oregon since age of 2 and have watched bad policy destroy our forests and bad land decisions destruction too.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

I am aware that many are trying to "fix" emissions and are hopeful that in answer is EV, but deforesting for the minerals that is needed to run the EV's batteries is not the answer and the use of child labor and slavery reminds me of times past. Oregon should not invest in EV's until the deforestation and child labor and slavery issues are answered and resolved. We should not be part of the problem and must care for our forest here in Oregon protecting them, reduce the speed in Oregon to increase the miles per gallon thus reducing the emissions by lowering the fuel needs. The use of EV's should be able to show the trade off we will receive by it's use and at this time that is uncertain.

I have been working with Jessica D. Reichers Technology & Policy Manager Oregon Department of Energy who will be presenting in September of this year and will share all the concerns I have regarding the investment in EV.

If you need to reach out to me: Catherine Caudle, Ford Scholar
2187 NW Quince Place, Redmond, OR 97756

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Denise Fainberg
Date: Friday, May 12, 2023 11:31:26 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Denise Fainberg

ORGANIZATION

YOUR ZIP CODE 97756

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Pay-per-mile is discriminatory.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? I would like to register my opposition to replacing the gas tax with a pay-per-mile tax, because:
It is discriminatory against low-to-middle income people, who must often live far from work and will end up paying more than the

wealthier;
and, I object to having my mileage surveyed,
as a matter of privacy. I say this as a
conservationist who limits my driving in any
case.

While this policy would bring down prices at the
pump, it is inequitable and infringes on the right
to privacy.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Gay Abdon
Date: Friday, May 12, 2023 9:52:18 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Gay Abdon

ORGANIZATION

YOUR ZIP CODE 97702

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

In the development of the new plan, I encourage ODOT to give strong consideration to light pollution. Over the past several years, I've become more and more aware of the negative impacts of light pollution as well as the often simple but effective ways to minimize it. There are many models to which ODOT can turn for inspiration. Oregon typically demonstrates leadership in environmental matters and I urge you to do so in this case.

Item 2

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - John Charles
Date: Friday, May 12, 2023 4:53:43 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME John Charles

ORGANIZATION Cascade Policy Institute

YOUR ZIP CODE 97225

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? The phrase, "Oregon recognizes the climate crisis..." is meaningless. That term has no definition. Please focus on things ODOT can actually control.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? All the emphasis on "social equity" is a distraction. What are the "existing inequalities", and who are the "historically excluded and

underserved communities?" Almost nothing in the Big Ideas section (p. 33) is actionable. The highway cover for the Rose Quarter/I-5 project, forced on ODOT by Kate Brown, is an example of how this vague mandate has ruined a good project, by instituting a new form of racism (air rights only to Black-led organizations) and making the whole thing financially infeasible.

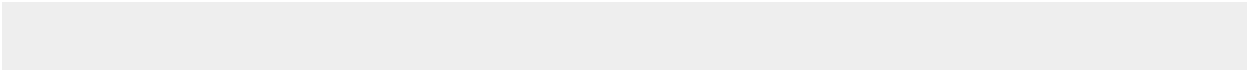
The obsession with GHG reduction is another distraction. If transportation-related GHGs dropped by 80% no one would even notice, or care. This is all politics, and ODOT should resist.

The EV mandate imposed by Kate Brown is destined to be an expensive failure. ODOT should spend as little public money as possible on EV infrastructure. If it's actually worth building, it's worth building with private money.

The "metrics" section needs a lot of work. Everything related to "VMT per capita reductions" should be deleted. LCDC had the TPR for 30 years and never managed to reduce VMT per capita. Try and learn from the experience.

Under "Big Ideas", where is ODOT's vision for "building the next generation of great highways?" That's something voters could really get behind, but it's never been publicly discussed in the 40+ years I've been participating in ODOT policy-setting.

As for revenue, tolling is important and necessary, but ODOT (and/or the legislature) has chosen the single most difficult way of implementing it. All the express toll lanes being built across the country involve new capacity. Motorists understand the value proposition of paying for something new that makes them better off. ODOT's plan to retrofit I-5 and I-205 is just punishment. Congestion pricing should be introduced to pay for NEW HIGHWAYS, or at a minimum, a 3rd bridge over the Columbia River in the Portland region (as an alternative to the inane IBRP).



From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Joseph Auth
Date: Friday, May 12, 2023 11:10:12 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Joseph Auth

ORGANIZATION City of Hillsboro

YOUR ZIP CODE 97123

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? The City of Hillsboro supports Objective MO.2's intent to reduce vehicle miles traveled (VMT) per capita for passenger vehicles. Our city wants to ensure the Objective MO.2 strategies are applied effectively and appropriately by ODOT once the updated OTP becomes adopted. The application of these strategies needs to be peer reviewed using methods approved by transportation engineers from ODOT and partner agencies prior to implementation.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Strategy MO.2.1.1 suggests establishing an investment prioritization process that emphasizes throughput of individuals, such as people-movement capacity, rather than the quantity of vehicles (e.g., volume-to-capacity ratio). The City does not oppose the approach of using people-movement capacity. We want to ensure that the methods used to estimate people-movement capacity are vetted by transportation engineers with relevant subject matter expertise.

Item 3

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

(MO.2.1.1) The derivation of people-movement capacity needs to consider relevant factors and constraints such as traffic control devices. We also want to ensure the methodologies consider 'realistic usage' of the transportation facility that can likely be achieved per hour as a complement to, or possibly weighted more than, theoretical people-movement capacity. The realistic usage calculation should be based on the context of the surrounding area and land use as described in Objective MO.5

Item 4

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Strategy MO.2.1.2 implements metrics to ensure multimodal improvements that benefit more than just vehicle movement are identified in development review and traffic impact assessment processes. The City does not oppose this strategy. Deriving a metric beyond frontage improvements to ensure multimodal

improvements in the development review process that meets the nexus and proportionality test will be challenging. Our City is curious to see what ODOT develops to address this challenge.

Item 5

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

Strategy MO.2.1.3 encourages working with partners to avoid the impacts of latent and induced demand prior to implementing projects that add motor vehicle capacity. The derivation of latent and induced demand needs to consider Oregon land use laws and other factors that makes our state different from other states.

Item 6

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT?

(MO.2.1.3) There should be allowances made for situations where adding more motor vehicle capacity to more direct travel routes may reduce VMT per capita by returning motor vehicles to their preferred route and away from longer-distance diverted routes. There should also be consideration on whether a goal of the project is to relieve “peak spreading” congestion occurring outside of the typical peak hours that is hampering travel reliability for movement of goods.

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW?

Thank you for the opportunity to comment on the Oregon Transportation Plan (OTP). This plan is critical to the economic vitality and livability of Oregon since it informs investment decisions by ODOT, Metropolitan Planning Organizations like Metro, and local governments for long-range policy of Oregon's

transportation system. The phrasing of the policies and strategies is important to ensure we achieve the desired outcome of the goals and objectives.

The City of Hillsboro requests to participate in the development of the application of these strategies when the OTP update is adopted. Please consider us in future committees. Our Transportation Systems Division will be the point of contact.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Linore Blackstone
Date: Friday, May 12, 2023 8:44:02 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE	5/12/2023
NAME	Linore Blackstone
ORGANIZATION	individual, former Tri-Met board member under name of Allison
YOUR ZIP CODE	97213

General Comments

Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Oregon's Transportation System

WHAT IS YOUR COMMENT? ODOT must consider the context: the wildlife, the native plants, the health of the soil, the pollution, the life that we have ignored; it's time to resist target management and practice restoration and protection.

Item 2

WHAT IS THE SECTION YOU WISH TO COMMENT ON?

WHAT IS YOUR COMMENT?

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

As a former board member of Tri-Met, long ago in the late 1980's I heard an ODOT employee say he wanted "to build a highway that spoke to him". Well, our highways have spoken: our air is toxic, the noise and lights harm birds and people and land. Eco-systems are displaced. Boy, are there consequences. We are everywhere because everywhere is ours because we think so. Please act with some sense of responsibility and understanding for the life forces.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Margaret Durner
Date: Friday, May 12, 2023 7:19:56 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Margaret Durner

ORGANIZATION Member of life on earth

YOUR ZIP CODE 97834

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? Protect the natural environment by reducing the impact of light pollution on human health, wildlife, migrating birds, night sky and astro tourism, important for rural economies. Please integrate the adoption of a fully-shielded 2,700K warm color lamps into the statewide lighting standard going into the future. Use environmental friendly fixtures that reduce the impact of blue-rich white on wildlife and human health as well as dark sky qualities. Poor lighting is bad for all life.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

The new intense LED blue white lights on new vehicles are literally blinding to oncoming traffic. I rarely drive much after dark and when I do I am shocked at how debilitating those oncoming lights are to ones ability to see anything..They are glare bombs, hideous, dangerous and counter productive on so many levels. How can they be legal? They create a hazard. Does the state have any control over these lights on vehicles?? More is not better. Does the state have a say in vehicle lighting? If you do I hope you can curb this issue.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Margaret McCrea
Date: Friday, May 12, 2023 10:42:38 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Margaret McCrea

ORGANIZATION Rose City Astronomers

YOUR ZIP CODE 97267

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Vision and Values

WHAT IS YOUR COMMENT? As part of ODOT's commitment to environmental values, ODOT should reduce the impact of light pollution. It impacts human health, our state's wildlife, and the night sky. ODOT needs to take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, ODOT's plans should specify lighting that is fully shielded to avoid light trespass and also minimizes blue-rich white light.

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

To be specific, ODOT should integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard.

Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky.

Make the same sensible commitment to move toward fully shielded, warmer colored lighting.

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Melissa Brewer
Date: Friday, May 12, 2023 9:20:23 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Melissa Brewer

ORGANIZATION

YOUR ZIP CODE 97045

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

Thank you for addressing:
-wildlife movement. Please take this a step further and commit to development of a robust wildlife corridor plan.
-community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding yourselves accountable to that input.

Please include:

-light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.
-a return to an integrated vegetation ma

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Patrick Roberts
Date: Friday, May 12, 2023 11:59:18 AM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Patrick Roberts

ORGANIZATION

YOUR ZIP CODE 97756

General Comments Item 1

WHAT IS THE SECTION YOU WISH TO COMMENT ON? Goals, Objectives, Policies and Strategies

WHAT IS YOUR COMMENT? Pay per miles is discriminatory and unjust !

Other Comments

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW? This taxation would be Discrimination toward the poor and middle income. . As the middle and low income persons are being squeezed out of rents and cost of living in cities like Bend they have to drive ever further to get to work, etc.

And, a privacy issue of big brother checking your mileages!

From: [ODOT](#)
To: [Oregon Transportation Plan](#)
Subject: Comments - 2023 Oregon Transportation Plan - Roberta Brazell
Date: Friday, May 12, 2023 9:19:19 PM

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ODOT

Comments - 2023 Oregon Transportation Plan

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Entry Details

TODAY'S DATE 5/12/2023

NAME Roberta Brazell

ORGANIZATION

YOUR ZIP CODE 97467

General Comments Item 1

WHAT IS THE SECTION YOU WISH
TO COMMENT ON?

WHAT IS YOUR COMMENT?

I am blinded by the new street light above my home, and there are more showing up in our neighborhoods. Driving up my hill, it is blinding and lights up our homes! The other older lights are soft and we have been able to see just fine the last 20 years that I have lived in my home!! 2,700~3,000 is enough! Reduce the impact of light pollution on our own human health, our state's wildlife, on the night sky. Reduce light pollution, minimize impact on human circadian rhythm and Oregon's wild ecology

Other Comments

IS THERE ANYTHING ELSE YOU
WOULD LIKE US TO KNOW?

Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please make the same sensible commitment to move toward fully shielded, warmer colored lighting.

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
1	Comment Form	Melissa Brewer	<p>Thank you for addressing:</p> <ul style="list-style-type: none"> -wildlife movement. Please take this a step further and commit to development of a robust wildlife corridor plan. -community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding yourselves accountable to that input. <p>Please include:</p> <ul style="list-style-type: none"> -light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. -a return to an integrated vegetation ma 	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts. Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
2	Comment Form	Roberta Brazell	Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please make the same sensible commitment to move toward fully shielded, warmer colored lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
3	Comment Form	Roberta Brazell	I am blinded by the new street light above my home, and there are more showing up in our neighborhoods. Driving up my hill, it is blinding and lights up our homes! The other older lights are soft and we have been able to see just fine the last 20 years that I have lived in my home!! 2,700~3,000 is enough! Reduce the impact of light pollution on our own human health, our state's wildlife, on the night sky. Reduce light pollution, minimize impact on human circadian rhythm and Oregon's wild ecology	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
4	Chinese Language Comment Form	Sally Xiao/CELS Chinese Community	overall great plan. I hope there's help to reduce congestion on I205 connecting I5, perhaps adding another lane.	Thank you for your feedback. The OTP does not include specific projects. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	
5	Comment Form	John Charles/ Cascade Policy Institute	The phrase, "Oregon recognizes the climate crisis..." is meaningless. That term has no definition. Please focus on things ODOT can actually control.	Thank you for your feedback. ODOT does have a role in reducing emissions in the State and, from a policy and programmatic perspective, this is within ODOT's control. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
6	Comment Form	Autumn Braun	<p>This plan is just a way for government to control the people & is racist. Do you really believe that raising taxes on gas & diesel is going to produce “social equity” & help the climate? Your plan will hurt the exact people you are claiming to care about. Your plan is not going to help people like myself who need to travel to care for an ailing parent or family member; people who need to travel distances for medical treatments, getting to a job or even just to get away to spend time with their families. Why do you want people to drive less? I conclude to control the population. Nothing in this plan will have any major affect on the climate. Climate change is a hoax to control the people. It is based on models that do not come true & is pretty much provable by the lifestyles of the people promoting it. If you really want to have a plan to help people you call “systemically excluded & historically underserved” then come up with a plan with abundant cheap energy. That would bring in more revenue because people would be ale to drive to meet the needs of their families without regard to the color of their skin. Scrap the plan & start over with the best interest of the muscle class in mind not the elites.</p>	<p>Thank you for your feedback. The OTP prioritizes maintaining the road network that we currently have, which would benefit Oregonians and visitors getting to where they need to go. The OTP does indeed want to reduce Vehicle Miles Traveled, while at the same time increasing the transportation choices people have in getting around. The OTP does not have a role in developing or investing in energy resources; that would likely occur at a federal level. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
7	Comment Form	Patrick Roberts	This taxation would be Discrimination toward the poor and middle income. . As the middle and low income persons are being squeezed out of rents and cost of living in cities like Bend they have to drive ever further to get to work, etc. And, a privacy issue of big brother checking your mileages!	Thank you for your feedback. Please see Policy SP.1.4, which addresses your concerns about equitable impacts and privacy regarding the road user charge. No proposed change to policy.	N	
8	Comment Form	Patrick Roberts	Pay per miles is discriminatory and unjust !	Thank you for your feedback. Please see Policy SP.1.4, which addresses your concerns about equitable impacts and privacy regarding the road user charge. No proposed change to policy.	N	
9	Comment Form	Denise Fainberg	I would like to register my opposition to replacing the gas tax with a pay-per-mile tax, because: It is discriminatory against low-to-middle income people, who must often live far from work and will end up paying more than the wealthier; and, I object to having my mileage surveyed, as a matter of privacy. I say this as a conservationist who limits my driving in any case. While this policy would bring down prices at the pump, it is inequitable and infringes on the right to privacy.	Thank you for your feedback. Please see Policy SP.1.4, which addresses your concerns about equitable impacts and privacy regarding the road user charge. No proposed change to policy.	N	
10	Comment Form	Denise Fainberg	Pay-per-mile is discriminatory.	Thank you for your feedback. Please see Policy SP.1.4, which addresses your concerns about equitable impacts and privacy regarding the road user charge. No proposed change to policy.	N	
11	Chinese Language Comment Form	Rong H/CELS Chinese Community	it's a good plan. i like to see more safety for utility poles and power lines	Thank you for your feedback. These concerns would be best voiced to your local utility or City Public Works department. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
12	Comment Form	Joseph Auth/City of Hillsboro	<p>Thank you for the opportunity to comment on the Oregon Transportation Plan (OTP). This plan is critical to the economic vitality and livability of Oregon since it informs investment decisions by ODOT, Metropolitan Planning Organizations like Metro, and local governments for long-range policy of Oregon's transportation system. The phrasing of the policies and strategies is important to ensure we achieve the desired outcome of the goals and objectives.</p> <p>The City of Hillsboro requests to participate in the development of the application of these strategies when the OTP update is adopted. Please consider us in future committees. Our Transportation Systems Division will be the point of contact.</p>	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	
13	Comment Form	Joseph Auth/City of Hillsboro	Strategy MO.2.1.3 encourages working with partners to avoid the impacts of latent and induced demand prior to implementing projects that add motor vehicle capacity. The derivation of latent and induced demand needs to consider Oregon land use laws and other factors that makes our state different from other states.	Thank you for your comment. Policy language has been added to clarify evaluation of the potential for motor vehicle induced or latent demand be done in coordination with partners.	Y	Section 6.3 - Mobility: Strategy MO.2.1.4/ pg 46

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
14	Comment Form	Joseph Auth/City of Hillsboro	Strategy MO.2.1.2 implements metrics to ensure multimodal improvements that benefit more than just vehicle movement are identified in development review and traffic impact assessment processes. The City does not oppose this strategy. Deriving a metric beyond frontage improvements to ensure multimodal improvements in the development review process that meets the nexus and proportionality test will be challenging. Our City is curious to see what ODOT develops to address this challenge.	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	
15	Comment Form	Joseph Auth/City of Hillsboro	(MO.2.1.1) The derivation of people movement capacity needs to consider relevant factors and constraints such as traffic control devices. We also want to ensure the methodologies consider 'realistic usage' of the transportation facility that can likely be achieved per hour as a complement to, or possibly weighted more than, theoretical people-movement capacity. The realistic usage calculation should be based on the context of the surrounding area and land use as described in Objective MO.5	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
16	Comment Form	Joseph Auth/City of Hillsboro	Strategy MO.2.1.1 suggests establishing an investment prioritization process that emphasizes throughput of individuals, such as people-movement capacity, rather than the quantity of vehicles (e.g., volume-to-capacity ratio). The City does not oppose the approach of using people-movement capacity. We want to ensure that the methods used to estimate people-movement capacity are vetted by transportation engineers with relevant subject matter expertise.	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	
17	Comment Form	Joseph Auth/City of Hillsboro	The City of Hillsboro supports Objective MO.2's intent to reduce vehicle miles traveled (VMT) per capita for passenger vehicles. Our city wants to ensure the Objective MO.2 strategies are applied effectively and appropriately by ODOT once the updated OTP becomes adopted. The application of these strategies needs to be peer reviewed using methods approved by transportation engineers from ODOT and partner agencies prior to implementation.	Thank you for your comment. The Oregon Modeling Steering Committee and partner agencies will be engaged with ODOT in OTP implementation efforts, including guidance and direction to ensure peer-reviewed and collaborative analysis techniques and tools.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
18	Comment Form	Margaret McCrea/ Rose City Astronomers	To be specific, ODOT should integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard. Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Make the same sensible commitment to move toward fully shielded, warmer colored lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
19	Comment Form	Margaret McCrea/ Rose City Astronomers	As part of ODOT's commitment to environmental values, ODOT should reduce the impact of light pollution. It impacts human health, our state's wildlife, and the night sky. ODOT needs to take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, ODOT's plans should specify lighting that is fully shielded to avoid light trespass and also minimizes blue-rich white light.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
20	Comment Form	Catherine Caudle/ Ford Scholar	<p>I am aware that many are trying to "fix" emissions and are hopeful that in answer is EV, but deforesting for the minerals that is needed to run the EV's batteries is not the answer and the use of child labor and slavery reminds me of times past. Oregon should not invest in EV's until the deforestation and child labor and slavery issues are answered and resolved. We should not be part of the problem and must care for our forest here in Oregon protecting them, reduce the speed in Oregon to increase the miles per gallon thus reducing the emissions by lowering the fuel needs. The use of EV's should be able to show the trade off we will receive by it's use and at this time that is uncertain.</p> <p>I have been working with Jessica D. Reichers Technology & Policy Manager Oregon Department of Energy who will be presenting in September of this year and will share all the concerns I have regarding the investment in EV.</p>	<p>Thank you for your feedback. The OTP includes several policies, such as Objective SC.1, that aim to reduce GHG Emissions. The suggested governance changes are not in the domain of the OTP. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
21	Comment Form	Catherine Caudle/ Ford Scholar	By reducing the speed limit to 45 max 55 we can do our part to lower the emissions in Oregon. By protecting our forests and not deforesting our forests or allowing products to be sold in our state that were sourced by deforestation and child labor and slavery, by continuing to use hydro power we can live green and protect the Oregon we know and love. I am 56 years old and have lived in Oregon since age of 2 and have watched bad policy destroy our forests and bad land decisions destruction too.	Thank you for your feedback. The OTP includes several policies, such as Objective SC2.2, that call for an environmentally responsible transportation system and encourage conservation and protection of natural resources. The suggested governance changes are not within the domain of the OTP. No proposed change to policy.	N	
22	Comment Form	Catherine Caudle/ Ford Scholar	Oregon should not allow products sold in our state that source with the use of child slavery and child labor. Oregon must continue to protect our forests and improve there care for a lower emissions goal. Raising the speed level from 55 to 65 allowed for the reductions of miles per gallon by 25 percent thus placing more emissions out of the tail pipe and increased fatalities on our streets it did not show a big time savings either. We should decrease the speed limit from 65 and 70 to 45 and 55.	Thank you for your feedback. The OTP includes several policies, such as Objective SC2.2, that call for an environmentally responsible transportation system and encourage conservation and protection of natural resources. The suggested governance changes are not within the domain of the OTP. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
23	Comment Form	Catherine Caudle/ Ford Scholar	<p>EV usage is a deterrent to our forests and will remove any clean energy value we hope to gain. Oregon depends on water to create it's electricity which is good clean energy. Oregon has allowed it's forests to be mismanaged causing forest wildfires and replanting our forests is a must, but with trees and bushes that are diverse thus reducing forest fires in doing so. Creating EV charging stations will require further depletion of our forests and the digging of the earth as well (parking spaces).</p>	<p>Thank you for your feedback. The OTP includes several policies, such as Objective SC2.2, that call for an environmentally responsible transportation system and encourage conservation and protection of natural resources. The suggested governance changes are not within the domain of the OTP. No proposed change to policy.</p>	N	
24	Comment Form	Catherine Caudle/ Ford Scholar	<p>MO.6.2.1 batteries require deforestation to obtain the minerals needed to make the batteries. Overtime, special facilities will be needed to place the toxic battery components after there use with no shelf life known. It is well known that deforestation causes green gas emissions. Forest are a protective factor to increase of emissions, but when forests are destroyed by mining that factor is lost. Oregon can reduce the green gas emissions by continuing to protect our forests and planting trees.</p>	<p>Thank you for your feedback. The OTP includes several policies, such as Objective SC2.2, that call for an environmentally responsible transportation system and encourage conservation and protection of natural resources. The suggested governance changes are not within the domain of the OTP. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
25	Comment Form	Gay Abdon	In the development of the new plan, I encourage ODOT to give strong consideration to light pollution. Over the past several years, I've become more and more aware of the negative impacts of light pollution as well as the often simple but effective ways to minimize it. There are many models to which ODOT can turn for inspiration. Oregon typically demonstrates leadership in environmental matters and I urge you to do so in this case.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
26	Comment Form	Linore Blackstone/ individual, former Tri-Met board member under name of Allison	As a former board member of Tri-Met, long ago in the late 1980's I heard an ODOT employee say he wanted "to build a highway that spoke to him". Well, our highways have spoken: our air is toxic, the noise and lights harm birds and people and land. Eco-systems are displaced. Boy, are there consequences. We are everywhere because everywhere is ours because we think so. Please act with some sense of responsibility and understanding for the life forces.	Thank you for your feedback. There have been negative impacts resulting from the transportation network decisions made over the last decades. This is why the OTP has numerous policies and strategies aimed at reducing VMT per capita, enhancing the natural and cultural environment, and promoting more equitable transportation investments in the future. Please refer to Section 6.6 Sustainability and Climate Change and 6.2 Social Equity. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
27	Comment Form	Linore Blackstone/ individual, former Tri-Met board member under name of Allison	ODOT must consider the context: the wildlife, the native plants, the health of the soil, the pollution, the life that we have ignored; it's time to resist target management and practice restoration and protection.	Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78
28	Comment Form	Margaret Durner/ Member of life on earth	The new intense LED blue white lights on new vehicles are literally blinding to oncoming traffic. I rarely drive much after dark and when I do I am shocked at how debilitating those oncoming lights are to ones ability to see anything. They are glare bombs, hideous, dangerous and counter productive on so many levels. How can they be legal? They create a hazard. Does the state have any control over these lights on vehicles?? More is not better. Does the state have a say in vehicle lighting? If you do I hope you can curb this issue.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
29	Comment Form	Margaret Durner/ Member of life on earth	Protect the natural environment by reducing the impact of light pollution on human health, wildlife, migrating birds, night sky and astro tourism, important for rural economies. Please integrate the adoption of a fully-shielded 2,700K warm color lamps into the statewide lighting standard going into the future. Use environmental friendly fixtures that reduce the impact of blue-rich white on wildlife and human health as well as dark sky qualities. Poor lighting is bad for all life.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
30	Comment Form	Timothy Eastbrower/ Private Citizen	<p>Light pollution is one of the most ubiquitous forms of pollution, but it's also one of the easiest forms of pollution to clean up. Roads and transportation account for a large amount of the light pollution in most areas. Following the IDA's guidelines for public lighting can have many benefits. These include better health of citizens, reduced glare and improved vision at night, safe public spaces, cost savings of using more efficient fixtures, healthier wildlife populations, and increased tourism and its associated revenue. Oregon already has some of the darkest skies in the country, but they are quickly disappearing. Please act now to preserve this resource for everyone who lives in this state. Washington DOT has included plans for Dark Sky compliant lighting in its latest action plan, and many localities in Oregon are forging ahead with plans of their own without state level support or guidance. Furthermore, if the state has any ability to regulate the infrastructure provided by private organizations, such as HOAs, that will go a long way towards reducing light pollution in urban areas. For example, I live in Hillsboro. The city public lighting is getting better about controlling pollution. The street lighting provided by HOAs continues to get brighter. The effect of the city taking steps to improve its citizens lives</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
31	Comment Form	Timothy Eastbrower/ Private Citizen	Please consider lighting in the future transportation plans. I have lived in municipalities which are Dark Sky approved with low levels of light pollution and the affect on human mental and physical well-being is profound. Please consult the International Dark Sky Association for information, resources, and success stories for how this can be achieved.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
32	Comment Form	Jolene Norton/ Struggling resident of rural Oregon	NO MORE HIGHER TAXES ON GAS OR ANYTHING. Learn to manage what you have for funds. Cut all state employees' wages. Get them down where us common folks are. You know the STRAVATION wages!	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
33	Comment Form	Jolene Norton/ Struggling resident of rural Oregon	You can't raise our taxes, but you can raise Gas taxes and license fees with DMV on a whim. There's NO light rail, buses or other forms of mass transit for those of us that live in the rural parts of Oregon. You remember us, we the poor people that put food on your table. I am struggling now with fuel prices. If I worked for Oregon's Government, I could even afford a newer car, but I don't.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue including those which would help expand rural transportation options. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
34	Comment Form	Catherine Flanigan	Please note: The Bureau of Land Management has recently published "Night Sky and Dark Environments: Best Management Practices for Artificial Light at Night on BLM-Managed Lands", which directly impacts our region.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
35	Comment Form	Catherine Flanigan	In the interest of "Protecting the Natural Environment" please revise the transportation plan to include clear policy guidelines regarding the reduction of light pollution with lights that are fully shielded so light does not trespass and minimize blue-rich white light. Lighting and its best practices in lighting design are not even mentioned in the document. These policies are a huge missing piece from the the current transportation plan. Thank you for your consideration.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
36	Comment Form	Derek Bennett	No tax increases!	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
37	Comment Form	Derek Bennett	No Tax Increases!	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
38	Comment Form	John Bacon/None	The proposed mile tax in Oregon lacks equity as out-of-state users won't contribute. It's unfair for in-state residents to shoulder the burden of maintaining infrastructure used by all. Excluding out-of-state users may have negative effects on tourism and commerce. A more equitable approach would be continuing to use the gas tax or a reasonable tolling systems the expands freeways to additional lanes which a toll can be charged that capture revenue from all users of the new lane.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
39	ODOT Email	Jon Brouigh/ Retirement	You people just want to tax everyone i Oregon. I live in rural Oregon on SS. There is NO WAY I can afford a raise in my gas tax. Do with less like most of us have too.	Thank you for your feedback. An edit has been made to add Policy EC.3.5 that recognizes the unique needs of rural communities and areas where people travel longer distances. Also, please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue.	Y	Sections 6.1 - Economic and Community Vitality and 6.4 - Stewardship of Public Resources: Policies EC.3.5 and SP.1.3/ Pg 36 and 55

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
40	Comment Form	Helen Freilich/ Citizen	Please include in the plan a light pollution reduction measure. Lights that are too bright can disrupt nighttime wildlife activity. Please use fully shielded, warm lighting, 2700 K. Thank you.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
41	Comment Form	Jon Brouigh/ Retirement	No more higher gas taxes. Let's cut some top dog wages that would free up BILLIONS of dollars. Learn to like with less, that is what us retired folks have to do in the rural parts of Oregon.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
42	Comment Form	Jim Vidal/ Retired Lawyer	No to electrification. Maybe much later. Distance travel is too great in Oregon and charges don't last for long travel.	Thank you for your feedback. The OTP addresses expanding charging infrastructure throughout the state in Policy SE.3.2 and also considers hydrogen and other low-carbon fuels in policies EC.2.3 and SC.1.3. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
43	Comment Form	M.A. Kruse	<p>Lighting regulations Light pollution is worse today than historically it has been. More and brighter light is killing all living plants and animals. Every living being is suffering from the lack of darkness. Please consider a maximum of 2200-2700K v the 4000 that is currently the standard. The more amber wavelength would also improve our health and well being. Shielding, hooding and no lights pointing skyward would be an improvement. Other countries and large cities have made these changes. Without these initial steps, the health of humans, wildlife and plants will continue this demise. For the good of all living things, manage our light. Let us enjoy darkness, the Milky Way, the night sky, improved health... Please consider implementing a lighting ordinance that is an effective one—not just words on paper. Thanks for the ability to comment.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
44	Comment Form	Molly Greaney	<p>This Transportation Plan does not mention lighting, which is vital for the environmental and ecological health of Oregon. To improve human health, the health of our wildlife, the night sky, and astrotourism, ODOT needs to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. If ODOT is committed to environmental and public health, light pollution and its impacts need to be considered in the 2023 Oregon Transportation Plan.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
45	Comment Form	Danielle Rose	<p>Oregon has always struck me as forward-thinking and “green”, since I relocated here seven years ago. We have a beautiful state and extraordinarily clear skies. I am surprised to see virtually no mention of environmentally-friendly lighting in the draft plan. I ask that you integrate the adoption of fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light, and this disrupts both the biorhythms of wildlife and humans (“blue” light is bad for all of us, it seems), and disrupts the natural beauty of the night skies. Please consider taking an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. Fully-shielded, warm-colored lighting will preserve our dark skies, for both human enjoyment and wildlife protection. Thank you!</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
46	Comment Form	Chad Hurliman	This plan is a direct slap in the face of all Oregonians. We already pay a very high tax on fuel and you want to more than triple that? What a joke, why don't you use the \$ you get more efficiently instead of blowing over half of it on administration. Actually do some work with the \$ instead of just requiring us to pay more. Fuel prices are already ridiculous in this state and this couldn't be any more of a worse solution.	Thank you for your feedback. No proposed change to policy.	N	
47	Comment Form	J G	Stop trying to steal from your citizens	Thank you for your feedback. No proposed change to policy.	N	
48	Vietnamese Language Comment Form	Nhu Hoang/CELS	Can you give us specific sample how can improve transportation use fuels, some projects that you invest to?	The OTP does not include specific projects. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	
49	Comment Form	Richard Pugh/ Realty Inspection Company LLC, DBA Richard Pugh Construction	Please integrate the adoption of a fully shielded, 2,700K warm color lamps into the statewide lighting standard going forward. As a farmer, wild life lover and avid star gazer I feel light pollution is as intrusive as a loud stereo playing next door. We have laws governing sound waves, why not light waves? Please help to set a standard for the rest of local government and country.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
50	Comment Form	Timothy Wood/ Resident	It seems that the issue of efficient movement of good and residents is at best a background concern for this plan. That's ridiculous. This document should first and foremost be about making Oregon's transportation system function efficiently. It's not right now which is really weird.	Thank you for your feedback. The OTP addresses the efficient movement of goods and people in several policies, including SP.1.2, EC.2, and 6.3 Mobility.	N	
51	Comment Form	Muranda Perkins	No to the tax per mile.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
52	Comment Form	Muranda Perkins	I do not support the tax per mile plan. While I agree electric and hybrid owners should pay their share too, taxing per mile is simply not fair and seems like an overreach.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
53	Comment Form	Thomas Busse	The plan is absolutely silent about a framework high speed rail on a potential new corridor, even though WDOT has publicly stated they are working with ODOT on a plan. High Speed Rail will reduce mileage on the critical I-5 Corridor	Thank you for your feedback. The OTP is a high-level policy document that does not identify specific projects. Please refer to the State Rail Plan. No proposed change to policy.	N	
54	Comment Form	Linda Bonotto/ Independent	Just improve lighting is enough for now	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
55	Comment Form	Linda Bonotto/ Independent	There is no mention of reducing harmful highway lighting to wildlife as well as humans. Please include a plan to reduce or eliminate blue rich white light and provide proper shielding fixtures over lights. There are modern and environmentally sound systems for updating our road lighting systems . We need to make this a big priority in our updated transportation plan to improve health and safety for us all.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
56	Comment Form	Erik Halstead/ Citizen of Oregon, taxpayer, and transportation system user	Since I'm only allowed 500 characters, this is it. Buses MUST be a part of the plan, full stop. Rail will never be a solution in Oregon. Buses MUST be a part of the plan, full stop. Rail will never be a solution in Oregon. Buses MUST be a part of the plan, full stop. Rail will never be a solution in Oregon. Buses MUST be a part of the plan, full stop. Rail will never be a solution in Oregon. Why does "bus" only appear twice, but "rail" 25 times? Plan for Interstate 3 and 7, I guess...	Thank you for your feedback. Buses are included when the Plan mentions "multimodal," "transit," and "transportation options," as in Policies EC.3.2.2 and SA.2.2.1 and Objective MO.1. No proposed change to policy.	N	
57	Comment Form	Heidi Hart-Zorin	I would like to see ODOT have more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
58	Comment Form	Heidi Hart-Zorin	<p>I Urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;</p> <p>Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;</p> <p>Thank you for addressing wildlife movement, please take this a step further and commit to development of a robust wildlife corridor plan;</p> <p>Thank you for addressing community engagement</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS “Candidate Conservation Agreement with Assurances” to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78
59	Comment Form	Joanne Bigman/ American Oregonian	Prioritize opening roads through private property for public to access landlocked BLM and Forest Service lands	Thank you for your feedback. The OTP does not regulate how federally owned lands are used. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
60	Comment Form	Dennis Heman	Pay per mile for EV only. Rural Oregonians drive more and are used to paying gas tax. Leave non-EV vehicles as-is.	Thank you for your feedback. An edit has been made to add Policy EC.3.5 that recognizes the unique needs of rural communities and areas where people travel longer distances. Also, please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue.	Y	Sections 6.1 - Economic and Community Vitality and 6.4 - Stewardship of Public Resources: Policies EC.3.5 and SP.1.3/ Pg 36 and 55
61	Comment Form	Joshua McCarty/ Urban3	There is too little information about the financial realities of this plan. Even a 4x increase in revenue will be insufficient. Not only is it not enough money but it will cause a reduction in fuel consumption. Without a specific plan for current revenues and expenses I see little purpose to this document.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
62	Comment Form	Concerned Citizen	<p>This is NOT a good idea, to have the 'pay per mile' for gas cars! They won't get rid of the gas tax--they say they will, but they won't! Tourists then won't be paying anything for the roads, if they get rid of the gas tax, and they should be!!</p> <p>*** The EV's need to be charged more taxes, since they don't use gas. They should be required to have the mileage rate, but not gas vehicles! Keep the gas tax for gas vehicles & make the EV's pay the mileage tax! Now that's fair! Great ideas about taxing at the EV pumps, and the gas pumps, so locals and tourists have to pay for the roads!</p> <p>It's not fair to those people who have to drive a long ways to work, to have to pay per mile! Yes the EV's pay higher reg. fees, but that is no where near what everyone with a car filled with gas has to pay at the pump!</p> <p>SOLUTION~~EV's pay the 'per mile fee' & a fee at EV pumps, & gas/diesel vehicles pay the gas tax fee, at the pumps. This is more fair to everyone--& tourists have to pay their fair share to fix our roads they drive on, either EV or gas cars!</p> <p>Toll roads are also the answer! The hwys. out east in the US are great roads, because the tolls pay for repairs. Esp. tolling on the I-5 & I 205 bridges between OR & WA--then the people who drive over the bridge, pay for the bridges! Now that's fair!!!</p>	<p>Thank you for your feedback. An edit has been made to add Policy EC.3.5 that recognizes the unique needs of rural communities and areas where people travel longer distances. Also, please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue.</p>	Y	<p>Sections 6.1 - Economic and Community Vitality and 6.4 - Stewardship of Public Resources: Policies EC.3.5 and SP.1.3/ Pg 36 and 55</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
63	Comment Form	Concerned Citizen	We are really concerned about the 'pay per mile fee' for ALL vehicles! That is just not right! Please don't do this!!! Keep gas tax for gas vehicles & do the per mile for EV's! And charge tolls over bridges and on main interstate highways, to help pay for roads!	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
64	Comment Form	Katherine Vejtasa	I support the Blue Sky funding level to move OR into the future. The current tax system does not reflect the externalities of driving, so they cannot make sound investment and use decisions. User-based fees are most equitable, especially when the OR tax code allows a tax reduction for people using their cars for business, medical expenses and volunteering. There could also be some income component for a rebate.	Thank you for your feedback. The OTP does not include this level of detail. When it comes time to develop a new revenue generating policy or program, there will surely be a public process where your ideas and concerns can be voiced. No proposed change to policy.	N	
65	Comment Form	Nikki Guatelli	I would like this to include the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. This will reduce light pollution which has a huge positive impact both on human health, the environment and our native fauna.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
66	Comment Form	Meg Voedisch	I want ODOT to incorporate sensible lighting in the new plan. Current use of cold lights rather than warm yellow affects wildlife and bird migration. You can look at Washington State's new guidelines for example. Thank you for considering my input.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
67	Comment Form	Kristin Conrad-Antoville	Marbled Murrelet Habitat Management Marbled Murrelets receive no mention in the OTP in spite of 1,175 acres of ODOT lands mapped as "high murrelet nesting probability". We'd like to see them identify habitat restoration goals and active management practices in support of marbled murrelet recovery.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	
68	Comment Form	Kristin Conrad-Antoville	Community Engagement and Stakeholder Input ODOT has a track record of failing to take stakeholder input on a variety of issues seriously, even while claiming to prioritize community engagement. We encourage ODOT to set a new standard of engagement for the path forward, and we'd like to see that reflected in the OTP.	Thank you for your feedback. Since mid-2021, the OTP development process worked with partners all over the state, engaging in dialogue, gathering input, and seeking participation. The OTP went through several substantive changes in direct response to public feedback. You can learn more about the OTP public engagement process here: https://www.oregon.gov/odot/Planning/Pages/Oregon-Transportation-Plan-Update.aspx#:~:text=The%20update%20process%20started%20in%20the%20spring%20of,expected%20to%20become%20final%20by%20early%20summer%202023..	N	
69	Comment Form	Kristin Conrad-Antoville	Establishment of Wildlife Corridors According to the Oregon Department of Fish and Wildlife, ODOT documents more than 6,000 vehicle collisions with deer and elk each year. It is time for ODOT to establish a program to reduce wildlife vehicle collisions in areas where wildlife corridors intersect with proposed or existing public roads.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
70	Comment Form	Kristin Conrad-Antoville	<p>Roadside Vegetation Management</p> <p>The plan makes no mention of ODOT’s overreliance on roadside pesticide use, mowing and tree cutting, an unsustainable approach to vegetation management—for pollinators, for greenhouse gas emissions, for native plant regeneration, and for human health. We urge ODOT to prioritize the development of a more environmentally sustainable, integrated vegetation management plan.</p>	<p>No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS “Candidate Conservation Agreement with Assurances” to protect the Monarch butterfly.</p>	N	
71	Comment Form	Kristin Conrad-Antoville	<p>Light Pollution</p> <p>There are some simple steps that ODOT can and should take to reduce the impact of light pollution on our state's wildlife, on our own human health, on the night sky, and on astrotourism—a rapidly growing industry which is economically important for rural communities. Washington State Department of Transportation has already committed to following best practices in lighting design. It’s time for ODOT to make the same sensible commitment.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
72	Comment Form	Lorraine Murray	<p>Hello,</p> <p>I am asking ODOT to update their lighting standards to integrate adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting. Currently, ODOT mostly uses 4000K lamps, which emit blue-rich, white light.</p> <p>This brighter lighting has large impacts on our citizens and wildlife. Light pollution is a known interruptor to human circadian rhythms and to the life cycles of various animal species, particularly birds. Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, we request lighting that holds to the following standards:</p> <ul style="list-style-type: none"> -Is fully shielded so light does not trespass -Minimizes blue-rich white light. -Phoenix, San Jose, Hillsboro, and the Washington Dept of Transportation have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please make the same sensible commitment to move toward fully shielded, warmer colored lighting. <p>It will make a difference for our citizens, our wildlife, and will protect our beautiful, star-filled night skies</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
73	Comment Form	Carol Rosenblith	<p>When I moved to Banks several years ago, I was impressed that so often the right-hand side of the roads out here drop away into a ditch of two feet, three, four or even more in depth – easily enough to flip a car, should its wheels wander too close... And frankly, I am dismayed to see that basic guardrails are few and far between.</p> <p>I have been particularly struck by the gruesome regularity of serious accidents, often with fatalities, along the approximately 30-mile stretch of Rt 47 between Forest Grove and Vernonia. Certain stretches are particularly dangerous. This past winter, within the space of only several weeks, there were three serious accidents, at least two of them fatal, all within several hundred feet of each other! According to data provided to me several weeks ago by the Banks Fire District 13 (data which is public record), during the period between Jan 1, 2020, and April 23, 2023, there were some 50 serious accidents with injuries and/or fatalities – and this number is ONLY the accidents - only along Rt 47 - to which the Banks rescue team responded!</p> <p>This figure DOES NOT include any accidents along other stretches of Rt 47 outside the Banks District – or accidents on other routes within the Banks district. In the last several years, far more times than I would like to</p>	<p>Thank you for your feedback. The OTP does not include specific projects. However, Objective SA.1 calls for the implementation of a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes, and recognizing the vulnerability of people on the road. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
74	Comment Form	Rebecca Taylor	Make electric/hybrid car owners track their miles & contribute to road repairs. Don't force owners with gas cars to track miles but keep that system as is.	Thank you for your feedback. No proposed change to policy.	N	
75	Comment Form	Teresa Rumble	Passing any new tax at this point is not trusted amongst voters as many see this trickling down to gas vehicles and the tax not being removed from the pump, thus double taxing gas vehicles. You may say no, now, but we have all seen it happen in other industries.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
76	Comment Form	Teresa Rumble	How are you going to tax out of state vehicles using Oregon highways? The common sense thing to do is figure out a way to tax at the charging stations like the tax at the fuel pumps. People wont be reporting their miles when they know they can't pay the tax. I have been in the trucking industry for years and have seen how the PUC system works, coming up with that money every month can be a financial strain. Taxes taken little by little at the charging station is financially doable.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
77	Comment Form	Amy Spies/ Private Citizen	Please set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please move toward fully shielded, warmer colored lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
78	Comment Form	Kimberly Brown	As someone who has been a first responder to multiple crashes caused by wildlife on the road, I want to see a more concrete plan for wildlife. I want to see coordination with wildlife agencies on creating safe passage corridors across the entire state.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
79	Comment Form	Jana Hemphill/ Bend Bikes	We are encouraged by the draft OTP policies and strategies that make transportation options safe for all users, as well as the policies that focus on climate change and climate resilience (which also have a focus on encouraging more people to bike, walk, and roll). The real challenge will be to make sure these policies are embedded into future ODOT projects. We urge you to make sure there's some way to keep ODOT projects accountable to these policies and strategies.	Thank you for your feedback. It is important that values and priorities in the OTP are reflected during implementation, such as when projects are incorporated into the STIP. Please see Section 7.6.2 for the OTP's key performance targets.	N	
80	Comment Form	Frederick Colwell/ Self	I teach classes at Oregon State University that involve studying the night sky and I'd like you to consider light pollution as a part of the Oregon Transportation Plan. Doing so would involve a commitment to using more yellow colored street lights to reduce light pollution. Reducing this form of pollution will also minimize the impact that traditional lighting has on human circadian rhythms and also on migration of animals (specifically birds) through Oregon's landscape.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
81	Chinese Language Comment Form	Tong Z/CELS Chinese Community	this plan is great because it utilize many people in many levels to meet people current need and lifestyle. My hope is to reduce traffic and better road maintenance.	Thank you for your feedback. Please see Strategy SP.2.1.1, which states that preserving and maintaining critical assets are a top tier priority.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
82	Comment Form	Natalia Eremin	Uber and Lyft regulations are important. Like other cities do it - where lyft uber CAN go and where they can not. To regulate traffic and not create one lane stoppers.	The OTP does not include specific projects. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
83	Comment Form	Lottie Patten	<p>Please try eliminate or minimize roadside spraying. Please try to minimize light pollution by having the lights point down. Please plan for wildlife travel with open area beside the road and crossings with under and overpasses for elk. Please plan to preserve land and trees for the marbled murrelet. Thank you for listening to your community and planning to protect our wildlife and their habitat.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
84	Comment Form	Lottie Patten	<p>Please try to eliminate or minimize spraying on road edges.</p> <p>Please set up lighting so it shines down.</p> <p>Please plan for animal crossings in your designs.</p> <p>Please include protection of land and trees for the marbled murrelet.</p> <p>Thank you for listening to your community and trying to protect wildlife and their habitat.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
85	Comment Form	Joshua McCarty/ Urban3	It is disingenuous to claim that a plan that calls for massive new investment in roads will somehow reduce VMT. ODOT should constrain itself to no more than a dozen goals and pursue them with detail, focus, and clarity. This document seems designed to bore the reader into letting ODOT waste money however its bureaucrats and technocrats see fit.	Thank you for your feedback. The OTP includes several policies, such as Objective MO.2, that aim to reduce VMT. No proposed change to policy.	N	
86	Comment Form	Carol Hanrahan	This "Plan" is the worse plan I have ever seen! Just charge EV owners for their use of the roads and NOT the drivers who have to use gasoline powered vehicles. DUH!!! Great that this "Plan" didn't even touch on the one MAJOR reason the State is NOT getting enough road taxes --- that there is a large majority of drivers who do NOT pay road taxes. DUH!!!! And I think that non-EV drivers must be very, very angry that they have to pay the brunt of the road taxes. DUH!!!	Thank you for your feedback. No proposed change to policy.	N	
87	Comment Form	Frederick Colwell/ Self	Anything, ANYTHING that you can do to help improve the safety and accessibility of pedestrian and bicycle traffic within the framework of the Plan would most welcome. These activities are pathways to healthy lifestyles for Oregonians and visitors to our state and should be encouraged in favor of vehicular traffic.	Thank you for your feedback. Please see section 6.5 Safety, which includes policies to increase safety for bicyclists, pedestrians, and people traveling by other modes. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
88	Comment Form	Robert Cain/Cain Ranch LLC	how will non Oregon registered vehicles both electric and non electric vehicles be taxed for road use if the gas tax goes away? it seems to me that at least for electric vehicles when a vehicle charging station is installed it would be a simple matter to put a kilowatt surcharge on the power purchased at any charging station either at a persons home or any of the public ones, rather than do away with the gas tax and loose revenue from tourist ICE vehicles.	Thank you for your feedback. The OTP does not propose to eliminate the gas tax. Policy SP.1.3.6 says to retain, simplify, and increase existing revenue-generating programs while developing new ones. No proposed change to policy.	N	
89	Comment Form	Karin Brouillette	I do not agree with charging folks by the mile they drive! At some point Oregon needs to collect from all the billions of out of state cars that drive through this state visiting and littering along the way. What happened to our state? I live near Smith Rocks and you cannot imagine the out of state cars and RV's that drive by; many with studded tires! How are they paying for the damage done to our state? I work at a truck company and we already pay millions in weight mile tax. Where is that money?	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
90	Comment Form	Randy Wooton	Tax should be based on miles driven and not fuel alone. Have higher fuel tax for out of state drivers.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
91	Comment Form	Quintin Myers	A per mile tax would be a mistake. Difficult to implement and much room to cheat. Keep the per gallon tax and add a tax on electricity used to charge cars.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
92	Comment Form	Daniel Conner	Big government should not be tracking our movements for a gas tax even if it is from a private vendor. That and the 1.9 cent tax per mile would equate to a vehicle that gets roughly 20 miles per gallon compared with our current tax rate by the gallon of gas. Therefore, we will be paying way more money in taxes if we have more economic vehicles. And out of state travelers wouldn't pay a dime. You need to tax the problem, electric vehicles.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
93	Comment Form	Jill Testerman	Stop studded tire use in winter	Thank you for your feedback. Please see Strategy SP.2.1.1, which states that preserving and maintaining critical assets are a top tier priority. No proposed change to policy.	N	
94	Comment Form	Stefan Hermannsson/ Stefan Hermannsson	I say tax the large trucks, which do the most damage to the roads. 60-foot trucks do exponentially more damage to the roads than any passenger vehicle ever could.	Thank you for your feedback. There is an existing weight-mile tax that targets large trucks (Section 7.4). You can find more information at ODOT's website: https://www.oregon.gov/ODOT/MCT/Pages/ReportYourTaxes.aspx#:~:text=Oregon%20Weight-Mile%20Tax%20The%20Weight-mile%20tax%20applies%20to,pay%20the%20weight-mile%20tax%20on%20a%20tax%20report .	N	
95	Comment Form	Jim Vidal/Retired Lawyer	You say little about maintaining projects.. Bend Parkway was landscaped and beautiful when first built and is now ugly and not maintained. Don't spend taxpayer money unless you build in maintenance for the long term. I just don't have confidence you know how to do that.	Thank you for your feedback. The OTP does not include specific projects. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	
96	Comment Form	Leon Kuhre/Retired	Our paper just printed this issue, so a little late to study better ways. Thanks.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
97	Comment Form	Laszlo Lantos/ Native Oregonian	I am 100% against a per-mile tax on vehicles , I think we the public are under enough stress at this time with living funding the last thing we need is a big brother traveling tax, please learn to budget accordingly as we have to , the gas tax at pumps is paid by all not only residence of this state .	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
98	Comment Form	Greg Brown	Before ODOT even proposes eliminating the gas tax they need to evaluate their own agency, reduce overhead and managers. Gas vehicles will be around for many years so concentrate on the vehicles that do not pay and quit funding bikes and other users that do not pay.	Thank you for your feedback. The OTP does not propose to eliminate the gas tax. Please see Strategy SP.1.3.6, which seeks to retain, simplify, and increase existing revenue-generating programs while developing new ones. No proposed change to policy.	N	
99	Comment Form	Tom Spies	Please reduce the light pollution effects of ODOT lights by making them warmer in color and shielding them so they don't impact the night sky. This will reduce impacts on wildlife, human health and our ability to see the night sky. Some of your lights are so bright they hurt my eyes. Other states have rules about highway and facilities lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
100	Comment Form	Debbie Miller	I would like ODOT to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
101	Comment Form	L Ryan	How would we capture money from visitors who buy gas in our state and help pay for a road system that they use?	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
102	Comment Form	Joe Burda/Tax Payer	We would save millions in road repair. E/V and Hybrid sales to continue and grow. Fuel usage to keep on dropping. We need to consider one of our root causes of road surface damage and deal with it!	Thank you for your feedback. Please refer to Policy SP.2.1.1, which categorizes preserving and maintaining critical assets as a top tier priority. No proposed change to policy.	N	
103	Comment Form	No name provided	Have owners of electric vehicles pay a per mile tax commensurate to the gas tax and leave the gas tax alone.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
104	Comment Form	Hallie Magrini/ N/A	Adopt fully shielded 2,700K warm color lamps as the standard statewide going forward. Stop using and replace ODOTs 4,000K lamps that emit blue-rich, white light. Please take an active role in reducing light pollution statewide through environmentally friendly best practices in lighting. WSDOT, as well as Phoenix, San Jose and Hillsboro are good examples for already reducing pollution-emitting lighting, please have ODOT include these important pollution reduction standards in its plans going forward.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
105	Comment Form	Hallie Magrini/ N/A	Consider setting better lighting pollution standards in the updated plan, specifically reducing light pollution to protect natural environment; wildlife and human health.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
106	Comment Form	Frank Donnelly/ Car Owner	How bout making state propositions based on household s instead of appraised value. For example the library bond in Deschutes county I pay several hundred dollars more than my neighbor because my house is newer and bigger	Thank you for your feedback. The OTP does not impact the way in which State Propositions function. No proposed change to policy.	N	
107	Comment Form	Frank Donnelly/ Car Owner	One of our cars is mostly driven in California presently it is stored in California and is used only when my wife flies to La to visit her sick mother. How are you going to fairly tax it. Personally I feel this law is going to become just another tax increase	Thank you for your feedback. The OTP is the overarching document that allows programs like a Road User Charge to be used for transportation revenue generation. It does not go into the level of detail described in this comment. That would likely be a part of a separate process.	N	
108	ODOT Email	Frank Javorsky	How will those of us who live in rural areas pay for this bag of crap.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue including those which would help expand rural transportation options. No proposed change to policy.	N	
109	Comment Form	Marissa Theve	Please include the phasing in of fully shielded 2700 to 3000 kelvin lamps in street lamps and remove any that are unnecessary from the public right of way. Light pollution is a serious threat to the environment and livability of Oregon. It harms wildlife and humans alike, and unshaded glare can endanger pedestrians, bikers, and drivers. Please make ODOT's lighting impact as small as possible.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
110	Comment Form	Gibb Wilkins/City of Condon	Please consider mandating Dark Sky certified lighting on ODOT projects. Light color of 2700k and fully shielded fixtures	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
111	Comment Form	J G	I don't think its right to charge more for people who drive more iim of your budget only goes down a few million from 630 million your just trying to steal money it would could me a dollar more per month with your new plan maybe enforce tour employees to actually work ive see 4 people watch one person do a job seams like the the other 4 people arnt need get rid of them now you have saved money to do what need to be done	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
112	Chinese Language Comment Form	Jia L/CELS Chinese Community	allover good plan, but we need to take care the funding issues, hope not to implement more tolling on our streets or highway.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
113	Comment Form	No name provided	what about changing the gas tax for motorcycles? Why are the paying same amount as an auto that does a fraction of wear comparably.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
114	Comment Form	Carol Hanrahan	PLEASE redo this Plan. It is full of hyperbole. Include more common sense statements.	Thank you for your feedback. No proposed change to policy.	N	
115	Comment Form	No name provided	OBDII devices have been documented to damage vehicles. GPS tracking by the government is invasion of privacy and will end up in court.	Thank you for your feedback. Please see Policy SP.1.4, which addresses privacy regarding the road user charge. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
116	Comment Form	Robert Cain/Cain Ranch LLC	I own a Ranch in Central Oregon and I can see how this may save us some money and possibly time in our bookkeeping as we have fuel tanks where we purchase bulk quantities of fuel for farm use. we then have to apply for a tax rebate on our regular gasoline purchases for on farm use. We also have an off road diesel tank which we use for our tractors and trucks that do not leave the ranch. currently we will fill our on road vehicles up at an estimated milage when they are being used strictly on ranch, how will this be handled where im assuming we will have to report millage on all registered vehicles?	Thank you for your feedback. The OTP is the overarching document that allows programs like a Road User Charge to be used for transportation revenue generation. It does not go into the level of detail described in this comment. That would likely be a part of a separate process.	N	
117	Comment Form	Alex Marganski/ Self	As EV become more popular how will we capture road wear caused by tourists or visitors to our state?	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
118	Comment Form	Kathryn Hamlin	Say no to being required to use hybrid cars only. There is no plan on how to dispose of spent batteries... this will be far worse on environment.	Thank you for your feedback. The OTP does not require the use of hybrid or any other type of vehicle. Please refer to Policy MO.3.2, which says, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
119	Comment Form	David Krajczynski	I feel ODOT can do plenty with their current budget. You hire more employees every year. Stop doing that. Make the people you have do a bit more. Case in point I know a position in Bend that for 15 years was done very effectively by one person. In the last 3 years that position now has 4 people. The campus has not grown in that time. No need but somehow managed to spend more tax dollars. You like to build up the ranks which is wasteful. Do better. You owe it to the non state employees.	Thank you for your feedback. The OTP does not govern ODOT's hiring practices. No proposed change to policy.	N	
120	Comment Form	Kirk Barnes	Per-mile tax, we all know this will be in addition to the gas tax we already pay (and never eliminated or lowered), ODOT needs to figure out how to stop wasting money on sortie maps, zoom meetings, public service reminders and paved trails in the woods and work within a budget to take care of "our actual roads and infrastructure".	Thank you for your feedback. Please see Policy SP.2.1.1, which states that preserving and maintaining critical assets are a top tier priority. No proposed change to policy.	N	
121	Comment Form	Kirk Barnes	It is more than clear that Oregonians do not support per-mile tax, It was offered as a voluntary program and no one signed up because no one wants to do this. Requiring Oregonians to subscribe with a private company (app or whatever) so they can track us is beyond evasive and will be misused. We all know either the State or the private partner will sell our data and habits to the highest bidder and never will out "tax rate" be lowered from the money being made off Oregonians.	Thank you for your feedback. Please see Policy SP.1.4, which addresses equitable impacts and privacy regarding the road user charge. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
122	Comment Form	Karen Smith	Please invest as much as possible in active transportation and public transportation.	Thank you for your feedback. Please see Policy MO.3.2, which states, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." No proposed change to policy.	N	
123	Comment Form	Leon Kuhre/ Retired	Why do you city people (that won't ride the bus transportation) want to increase the road tax on people that live in the rural areas? You have so much in road tax that address other things, your road tax on trucks bring in enough. The cities need to address this problem, that's where the problem is!!!?	Thank you for your feedback. The OTP includes policies and strategies to increase transportation options and maintain/improve existing infrastructure all over the state. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
124	Comment Form	Anna Gray	I'd like to recommend that you consider light pollution as you move forward with this plan. Light pollution is such a serious and growing issue, and Oregon seems like the sort of state that would want to take a lead on setting policy that reduces harm to our environment and our mental health. Thanks for considering implementing a plan that includes fully sheilded and yellow lights.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
125	Comment Form	Thomas Soppe/ None	Strategy SP.1.2.1, road user fees, is a terrible idea because everyone benefits from our roads about equally regardless of how much they personally drive/walk/bike/etc. Even people who never go anywhere rely on roads for delivery of food/medicine/online shopping/etc. Even people who never go anywhere rely on roads so that police, fire, and other emergency services can provide lifesaving care. Funding transportation with general tax revenue is the only equitable approach.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
126	Comment Form	Thomas Soppe/ None	The objective, "MO.2: Reduce the per capita VMT for passenger vehicles" is not an appropriate goal. As we switch to EVs, the impact of per-capita VMT of passenger vehicles on GHG becomes tiny, so reducing passenger vehicle VMTs won't have much impact in terms of decarbonizing transportation. Attempts to minimize per-capita VMT of passenger vehicles are certain to punish Oregonians who need to travel more by car, who are disproportionately poorer, elderly, and/or disabled.	Thank you for your feedback. The OTP addresses VMT reduction per capita by investing in electric vehicles, improving the availability and reliability of public transit, and enhancing bike and pedestrian networks. Please see Policy MO.3.2. which states, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." No proposed change to policy.	N	
127	Comment Form	Geoffrey Crow/ None	Please adopt fully-shielded, 2,700K warm color lamps into the statewide lighting standard to mitigate the environmental impacts of the 4000K lamps that are currently used	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
128	Comment Form	Casey Richmond	It seems to me that the best solution is to keep the current system in place and Require only the owners of electric vehicles to pay a per mile tax and leave everybody else alone. This is clearly another money grab from a state that is already taxing its citizens too much. The per mile tax would be unfair to many Oregonians including the thousands of contractors in which 90% of the roads they drive are city streets and not state highways but will now have to pay a tax to repair roads that they dont even use.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
129	Comment Form	Casey Richmond	The per mile tax will add yet another unnecessary payment at the end of the month for hard working Oregonians who are already struggling to keep up with monthly bills. This tax is suggested due to the rise in electric vehicles on the road yet the vast majority of people that it will effect cannot even afford to own an electric car. The citizens of this state are already feeling the pain of rising costs in every facet of our life and this new tax system will just add to that problem.	Thank you for your feedback. Please see Policy SP.1.4, which addresses equitable impacts and privacy regarding the road user charge. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
130	Comment Form	Elizabeth Smith	I'd like to recommend that you consider light pollution as you move forward with this plan. Light pollution is such a serious and growing issue, and Oregon seems like the sort of state that would want to take a lead on setting policy that reduces harm to our environment and our mental health. Thanks for considering https://www.theatlantic.com/science/archive/2019/09/lightpollution-destroying-environment/598561/	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
131	Comment Form	John Hammond/ None	The kind of lighting is also important: avoiding intrusive blue-white light, and replacing it with softer sodium vapor light.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
132	Comment Form	John Hammond/ None	In planning the lighting for roadways and highways, please design with the minimal lighting necessary for safety reasons. There are powerful reasons to reduce the light pollution we produce: studies show that lighting up the night sky adversely impacts wildlife and migrating birds. Fewer and fewer human beings live in areas of Earth where the glory of the night sky, stars, planets, and Milky Way, can be viewed and enjoyed. This is a loss to our very humanity.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
133	Comment Form	Kim Davis	<p>I am very concerned by how little the current OTP acknowledges and addresses the critical environmental juncture we are at. During a time now broadly known as the sixth extinction, the OTP must improve several critical areas to better protect and restore what is left!</p> <p>To better protect our environment and biodiversity, the plan must include outdoor light pollution mitigation, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. The impacts of light pollution on fauna and flora are well understood. Light pollution is one form of pollution we can reverse relatively easily. Please also be certain to include a return to an integrated vegetation management plan and commit to a rapid reduction of pesticide use on, and mowing of, roadside vegetation. All land use matters. In addition, strong measurable efforts to protect marbled murrelets on ODOT's lands identified as having high nesting probability should be integrated in the plan.</p> <p>I do appreciate that you are addressing wildlife movement in the OTP! Please take this a step further and also commit to the development of a robust wildlife corridor plan.</p> <p>Thank you for considering these issues more fully</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
134	Comment Form	John D Christner/ Self	Increasing the gas tax to the levels proposed is ridiculous!! The current \$.38 per gallon we pay could be increased "slightly" - maybe to \$.45 per gallon, but no more. Besides, the plan DOES NOT address any taxation on electric vehicles!!!! If Oregon is so "all-fired" ready to endorse the "electric vehicle" technology, then Oregon should put forth some method of providing for the electric vehicles to pay for their fair share of the "wear and tear" on Oregon's roadways, bridges, etc. UNTIL OREGON addresses that issue, Oregon SHOULD NOT INCREASE the GAS TAX!!!	The OTP addresses the need to shift the revenue model from gas tax to user-based roadway pricing systems, reflecting the true cost users impose on the system. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
135	Comment Form	H. Rusina	<p>Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 2,700 Kelvin rating. Please also include an integrated vegetation management plan that measurably reduces the use of pesticide/herbicide and equipment emissions. Please commit to development of a robust wildlife corridor plan. Additionally, please provide measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. Thank you.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
136	Comment Form	Paul Bennett/Self	Keep the night skies of Oregon dark. You play a big role in the health of our wildlife and enjoyment of our night skies. Please do what you can to help make this happen. Thank you.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
137	Comment Form	Paul Bennett/Self	Please consider using warm-colored, shielded 2700k lights as your standard. Reduce light pollution and let all of us enjoy our dark skies and starry nights.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
138	Comment Form	Roy Silfven	I am an novice star watcher. Roadway lighting for safety is important. Otherwise, dark nighttime sky's are a thing of wonder and important for astronomy. I have been made aware of the negative affect that blue-white light has on human health, wildlife and in general on the environment. Please reconsider using blue spectrum roadway lighting in favor of something less harmful.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
139	Comment Form	Janet Zuelke/ Carlton Observatory At Evergreen	<p>The Carlton Observatory relies on a reasonably dark sky for the science programs we offer to this underserved, rural community. We would like ODOT to integrate the adoption of fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light that truly decimates the night sky...education, tourism, and economic stability not to mention human and wildlife health is adversely affected by the current lighting used by ODOT.</p> <p>ODOT's lighting has broad geographic impact statewide. You must take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum you must demand that lighting::</p> <p>Is fully shielded so light does not trespass and Minimizes blue-rich white light. Many cities and towns (Phoenix, San Jose, Hillsboro to name a few) and our neighbor to the north (Washington DOT) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of bluerich, white light on wildlife, bird fly-ways and human health as well as on the night sky. We implore you to make the same sensible commitment to move toward fully shielded, warmer colored lighting</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
140	Comment Form	Janet Zuelke/ Carlton Observatory At Evergreen	I am writing to implore you to consider with seriousness the lighting decisions in the new transportation plan. ODOT must reduce the impact of light pollution on our own human health, our state's wildlife, on the night sky, and on astro-tourism—a rapidly growing industry which is economically important for rural communities. Carlton Observatory is in rural Yamhill County and light pollution is a very serious concern and must be made a priority and a VALUE for the state of Oregon!	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
141	Comment Form	Rebecca Dobrowski/ Individual	Please consider our natural world which includes migrating birds and the dark skies, when adopting new rules for lighting. Please consider using the minimal amount of fully shielded light for only downward reflecting light onto roadways, that is safe for driving. It's better for all the environment.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
142	Comment Form	Howard Banich/ Private Citizen	<p>I'm writing to encourage ODOT to take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, please use new lighting that is fully shielded so light does not trespass and minimizes blue-rich white light. When old lights need replacing, please follow these same standards.</p> <p>Overly bright, overly blue, and poorly shielded street lights can be blinding, and make driving at night more hazardous. Making sure street lights don't throw overly bright light everywhere willy-nilly (light trespass) also helps the nocturnal activities of wildlife. Thank you for taking this issue seriously.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
143	Comment Form	Rima Givot/ Sisters High School	<p>I urge you to integrate the adoption of a fullyshielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. This cooler light is damaging to night vision and circadian rhythms, wildlife migration, and causes more light pollution.</p> <p>ODOT's lighting has broad geographic impact statewide. Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. Please make sure the plan specifies that lighting:</p> <p>Is fully shielded so light does not trespass, is as dim as possible, off when possible, and minimizes blue-rich white light (using max 2700K for color).</p> <p>Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky.</p> <p>Please make the same sensible commitment to move toward fully shielded, warmer colored lighting. Thank you!</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
144	Comment Form	Rima Givot/ Sisters High School	<p>I urge you to add reducing light pollution as a key objective. This should be done through fully shielding lights, using warm colored lights with max of 2700K, putting lights on timers so they are off or dimmed whenever possible, and as low to the ground as possible</p> <p>Please reduce the impact of light pollution for our own human health, our state’s wildlife, visibility of the night sky, and for increasing astrotourism – a rapidly growing industry, economically important for rural communities.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
145	Comment Form	Laura Webb	Wish ODOT to really prioritize environmentally sound practices for funding/ implementation..things like lowering light pollution, less reliance on pesticide/herbicide usage, reinvest in integrated vegetation management plan...continue working towards more wildlife corridors...continue to provide opportunities for public input..thx	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78
146	Comment Form	Brad T	Odot is to greedy with your plan	Thank you for your feedback. No proposed change to policy.	N	
147	Comment Form	Brad T	No Tolls or on per mileage tax	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
148	Comment Form	No name provided	Oregon needs to divest from private car usage and ownership in major cities and metro areas. ODOT should invest in public transit in the Portland region such as: commuter rail, more MAX funding, and putting a road diet on dangerous ODOT controlled streets like Powell Boulevard SE and TV highway. Please cancel the highway projects of IBR, rose quarter, and 205 expansion at west linn. Create high speed rail in the Willamette valley from Portland to Eugene.	Thank you for your feedback. The OTP does not include specific programs or projects. However, it does address expanding transit and includes a tiered approach toward investments (see Policy SP.2.1). No proposed change to policy.	N	
149	Comment Form	Joe Burda/Tax Payer	Tire technology better than ever. 11 other states ban tire studs.	Thank you for your feedback. The OTP does not include that level of detail, however Policy SP.2.1.1 states that preserving and maintaining critical assets are a top tier priority. No proposed change to policy.	N	
150	Comment Form	Timothy Wood/ Resident	I am all for transparency but please do not allow more avenues for NIMBYs to stop needed infrastructure investments. We are a state already held hostage by these people. We are held back at every turn by some sort of concerned individual. We need to move forward as a state and more "process" is anathema to that.	Thank you for your feedback. We understand the desire to move forward with projects, but Oregon Planning Goal 1 requires a community engagement process that "ensures the opportunity for citizens to be involved in all phases of the planning process." No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
151	Comment Form	Timothy Wood/ Resident	I am also concerned to see that this document calls for particular types of land use. I understand that land use and transportation are inextricably linked and the most efficient use of public funds is to promote dense development types. I think that should be encouraged at the local level. It feels odd at the state level, especially since this type of development is not feasible in many communities in the state. I am for it but it's a weird thing to include in a statewide infrastructure plan.	Thank you for your feedback. As all local land use plans must comply with Oregon's 19 Planning Goals, one of which being Transportation, the OTP provides guidance and flexibility on matching transportation and land use to the local context. Please see Policy MO.5.2. No proposed change to policy.	N	
152	Comment Form	Timothy Wood/ Resident	Regarding equity I am concerned to not see a connection being made between an efficient transportation network and opportunity. The most efficient way to create real equity is to provide for economic opportunity. That's a jobs and efficient transportation issue. Please make that connection so our objectives can address actual equity instead of a bunch of platitudes.	Thank you for your feedback. Edit made to Strategy EC.3.1.3.	Y	Section 6.1 - Economic and Community Vitality: Strategy EC.3.1.3/ Pg 34
153	Comment Form	Timothy Wood/ Resident	It seems pretty clear that the state isn't going to do anything bold on the funding front which is a real shame. Maintenance is required on all of our transportation infrastructure and if we don't increase funding to keep pace with the inflation of construction cost we're going to have a much bigger mess on our hands.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
154	Comment Form	Mike McCarthy/ City of Tualatin	<p>Please ensure the state is planning for the desperately-needed capacity improvements on freeways in the Portland area. The diversion of traffic (because of congestion) onto our streets is horrible to our quality of life and community livability, not to mention the pollution and climate change impacts of thousands of vehicles idling for hours on I-5 and I-205.</p> <p>Traffic diversion around congested freeways leads to more than a dozen additional Portland-area fatal/serious-injury crashes each year</p>	<p>Thank you for your feedback. While maintaining and improving existing infrastructure is a major theme of the OTP, Policy MO.2.1 states that multimodal investments, transportation options programs, transportation system management improvements, and context-appropriate pricing strategies should be explored prior to new motor vehicle capacity. No proposed change to policy.</p>	N	
155	Comment Form	Timothy Wood/ Resident	<p>I don't see anything in these policies that addresses the burdensome processes that are required to make investments in infrastructure. Part of the reason that our transportation networks don't work is that we can't address issues quickly. For instance, the I-5 expansion through Portland has had an identified funding source for several years and has yet to break ground. I am guessing that delay has cost the state hundreds of millions of dollars in increased construction cost.</p>	<p>Thank you for your feedback. Many of the processes that are required to make infrastructure investments lie outside of the OTP's purview. For example, Oregon Planning Goal 1 requires a community engagement process that "ensures the opportunity for citizens to be involved in all phases of the planning process." This planning goal, to which all plans must adhere, is managed through the Land Conservation and Development Commission. No proposed change to policy.</p>	N	
156	Comment Form	David Putzolu	<p>This is a real eyesore literally, on street lights too</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
157	Comment Form	David Putzolu	Lighting requirements need to meet IDA recommendations: fully shielded lights with colour temperature not to exceed 2700K.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
158	Comment Form	David Putzolu	There is nothing about light pollution, which is a surprising omission. The implementation should require light pollution considerations be applied to all new road lighting like use of 2700K lighting, shielded lights so there is no light trespass, studying where/when lighting can be turned off with no loss of safety, etc.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
159	Comment Form	Jed Dackert	Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design: Fully shielded lamps so light does not trespass Minimize blue-rich white light, 2,700-3,000K.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
160	Comment Form	Noelle Bell Copley	<p>Please consider lighting in your plans</p> <p>At present, the draft plan makes virtually no mention of lighting despite a vision that includes environmental stewardship, public health and goals/ideas that include “Protect the natural environment”. Please work to reduce the impact of light pollution on our own human health, our state’s wildlife, on the night sky, and on astrotourism— a rapidly growing industry which is economically important for rural communities. Please integrate the adoption of a fully shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
161	Comment Form	Gloria Bradford/ Retired	<p>I would like ODOT to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward, rather than 4000K lamps, which emit blue-rich, white light.</p> <p>Please take an active role in reducing light pollution by adopting modern and environmentally-friendly, best practices in lighting design. At a minimum, the plan should specify lighting that is fully shielded so light does not trespass, and that minimizes blue-rich white light.</p> <p>Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. I implore ODOT to make the same sensible commitment to move toward fully shielded, warmer colored lighting.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
162	Comment Form	Alice Elshoff	<p>Please do all that you can to reduce lighting. Darkness is necessary for successful bird migrations.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
163	Comment Form	Andrew Greenberg	Hi ODOT! Thanks for asking for feedback. As a person who cares about lighting and hates light pollution, please integrate the requirement that all lighting must be (1) fully shielded to prevent light trespass and (2) less than 2700K color temperature. The current 4000k LED lighting used in street lamps is just awful: it's too bright, hurts your eyes while driving at night, does weird things to circadian rhythms, and doesn't follow best practices in lighting. Please integrated these suggestions and other "best practices" in lighting design in order to protect us and our environment. Thanks!	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
164	Comment Form	Mindy Schmidt	Please integrate the adoption of a fullyshielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Please make the same sensible commitment to move toward fully shielded, warmer colored lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
165	Comment Form	George LaBelle	Other cities (Phoenix, San Jose, Hillsboro) and our neighbor to the north (Washington Dept of Transportation) have already set roadway lighting standards of 2,700-3,000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as on the night sky. Thanks!	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
166	Comment Form	George LaBelle	Please adopt fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. This helps maintain the enjoyment of our night skies and doesn't disrupt bird flights.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
167	Comment Form	Greeley Wells/ Citizen	I would like you to integrate the adoption of a fully-shielded, 2,700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
168	Comment Form	Greeley Wells/ Citizen	The draft plan makes virtually no mention of lighting despite a vision that includes environmental stewardship, public health and goals/ideas that include "Protect the natural environment".	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
169	Comment Form	Stephen R Jones	Please remove all white-blue light bulbs from our roads and streets. Let's see the night skies again. Yeah to the Milky Way!	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
170	Comment Form	No name provided	Integrate the adoption of a fully-shielded, 2,700K warm color lamps into the plan, similar to efforts by the Washington Dept of Transportation, to minimize the effects of light on the environment and wildlife. Reducing light pollution and blue light in general helps reduce environmental impacts on wildlife, human health and the circadian rhythm, reduces glare, and helps preserve the night sky as a natural resource.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
171	Comment Form	Alyson Berman	Thank you for addressing community engagement, and but please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input; I'd like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
172	Comment Form	Alyson Berman	<p>Include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;</p> <p>Include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;</p> <p>Thank you for addressing wildlife movement, and but please take this a step further and commit to development of a robust wildlife corridor plan;</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS “Candidate Conservation Agreement with Assurances” to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
173	Comment Form	Julie Peterson	I think imposing the per mile tax on Oregonians is unfair to rural Oregonians where riding bikes or public transportation options are not available. Not to mention, as a rancher who covers a lot of miles on unpaved/un maintained BLM roads, how will this be regulated? When 70% of the roads we drive on are not maintained by the system we would be paying into, it's just another added cost to the AG industry. It's also unfair when you don't have mail service and have to drive 70 miles round trip for this basic need, not to mention getting kids to school and getting groceries. If you pass this, I hope you tax bicyclist as well. They use the roads too.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
174	Comment Form	Alberto Fiol/ Retired Tech Worker	Please, continue to support and preserve through your planning and implementation strategies a 'green' and sustainable Oregon. We love our state!!	Thank you for your feedback. No proposed change to policy.	N	
175	Comment Form	Alberto Fiol/ Retired Tech Worker	Please, create more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
176	Comment Form	Alberto Fiol/ Retired Tech Worker	Please, create clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.	Thank you for your feedback. Please refer to Policy SP.5.2, which directs ODOT to "define an open decision-making process based on accountability, transparency, and communication, and make clear how public input influences decision-making." No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
177	Comment Form	Alberto Fiol/ Retired Tech Worker	Please, commit to development of a robust wildlife corridor plan.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
178	Comment Form	Alberto Fiol/ Retired Tech Worker	Please, return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
179	Comment Form	Alberto Fiol/ Retired Tech Worker	Please, include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
180	Comment Form	Kimber Nelson	Thank you for addressing community engagement - please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input. I'd like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
181	Comment Form	Kimber Nelson	<p>I urge you to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.</p> <p>Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.</p> <p>Thank you for addressing wildlife movement - please take this a step further and commit to development of a robust wildlife corridor plan.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
182	Comment Form	Alicia Schubert	<p>First off, I would like to thank you for addressing the important issue of wildlife movement and for addressing community engagement. To further these topics, please commit to the development of a robust wildlife corridor plan and create clear opportunities and avenues for stakeholder input and ways of holding themselves accountable to that input.</p> <p>I would also like to urge you to return to an integrated vegetation management plan and to make a commitment to reducing the use of pesticides of roadside vegetation. The plan should also include the mitigation of light pollution and more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.</p> <p>Thank you for addressing this important issue.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
183	Spanish Language Comment Form	Virginia Stapleton	I have two comments. One would be a request for more reflectors on the roads. We recently traveled in Hawaii and although they had little overhead lighting they had a ton of reflectors on the road. It made driving so much easier! I could really see where I needed to be. My second point is about our overhead lighting. We need to move towards a Dark Sky future. All lights should be fully shielded and we should not allow the harsh blue/white light. This will be better for wildlife but also for people using the system or living near the system. I have a child who had Sensory Processing Disorder and it is a huge challenge for us to drive at night with unshielded blue/white lights. Thank you for hearing my concerns.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
184	Spanish Language Comment Form	Saul De Los Rios/ None	A comment related to safety: Some buses go very fast and it puts in danger those who are inside the bus as well as the people who are driving on the same street. Is there a way to train better the bus drivers?	Thank you for your feedback. The OTP does touch on transportation workforce development in Policy S.4.1, though specific training programs are not within the Plan's purview.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
185	Spanish Language Comment Form	Abilio Vicente/ None	When they talk about security they should take into account the movement of merchandise. People are buying more online like on amazon and other internet sites, in many cases they are late because there are problems on the roads and also because of the weather. I would like this plan to focus on the future taking into account that many people will buy online. There are a lot of places that are empty like Walmarts or other stores that you can't find what you need because they may be late or have problems getting the products to their destination.	Thank you for your feedback. The OTP addresses the importance of freight and movement of goods in Policy EC.2. No proposed change to policy.	N	
186	Spanish Language Comment Form	Elizabeth Palacio/ None	Do you have a safety plan when the snow falls? I have seen that many cars get stuck on the roads because they don't have chains for the cars. Can they do a program for low income people to get free chains?	Thank you for your feedback. The OTP does not include specific programs. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	
187	Spanish Language Comment Form	Maria Tuch/I do not have any	There are people who smoke in the buses and my question is: Is it normal to smoke inside the buses? Is it legal? Specifically on bus 54. When I talked to the bus driver he told me not to get into that problem and that's why I was left with the doubt. "We want this information to get to the people who have the power to solve this problem."	Thank you for your comment. The OTP is not the document that would address this concern or answer your question. The local transit agency may be able to help.	N	
188	Spanish Language Comment Form	Braulio Chamonica	It is a question What is equity mean?	Thank you for the question. Please see Chapter 4 - Vision and Values.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
189	Comment Form	Robert Bernstein/ None	<p>Now when the environment and life as we know it is imperiled by climate change, loss of flora and fauna..at this time I would like to see ODOT make some bold moves instead of turning a perfunctory ear. Wish to see less use of pesticides, less light pollution(WA state is already moving towards this), establsih wildlife corridors and take action towards Marbled Murrelet recovery.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
190	Comment Form	Susan Milln	Please keep the corridors green, pesticide free, safe for wildlife and environmentally smart for lighting to protect wildlife	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78
191	Comment Form	Waverly Giles/ OMSI	<p>Please update the plan to reflect how these projects will be mindful of preserving the night sky.</p> <p>The Portland Audobon wildlife center has lots of available resources to explain how light pollution can be reduced.</p> <p>Thank you for being mindful of all living things that share the land with humans, as the decisions humans make affect all living things.</p>	<p>Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
192	Comment Form	Waverly Giles/ OMSI	Please update plan to include dark-skies friendly lighting to reduce pollution. Not only is astrotourism an important source of income for many Oregonians, but it is our human responsibility to create infrastructure that does not harm any living creature. Overly lit outdoor structures are harmful for circadian rhythms for species across the animal kingdom. Insects, turtles, birds, mammals, and countless others are negatively impacted by humans unaware of the effects of light pollution.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
193	Comment Form	Jasper Bennett	Thank you so much for working so hard on the OTP to make the lives of every Oregonian better. And most of all, thank you for listening to what I have to say. I hope you consider it wisely.	Thank you for your feedback. No proposed change to policy.	N/A	
194	Comment Form	Jasper Bennett	The Marbled Murrelet, one of our most iconic and rare endangered birds, is not mentioned in the OTP despite the fact that 1,750 acres of ODOT land are listed as potential Marbled Murrelet nesting area, and it is necessary we all we can to preserve their disappearing habitat. As part of the government, it is your job not just to see to the needs of your human citizens but also the needs of wildlife, which have lived on this land long before we stole it from them.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
195	Comment Form	Jasper Bennett	Though I am very grateful that you address community engagement, ODOT does have a track record of not taking stakeholder input into account as much as you should. The government exists for the people, and therefore will be able to do the best job it can if it listens to everything its citizens have to say.	Thank you for your feedback. Please refer to Policy SP.5.2, which directs ODOT to "define an open decision-making process based on accountability, transparency, and communication, and make clear how public input influences decision-making." No proposed change to policy.	N	
196	Comment Form	Jasper Bennett	Thank you for addressing the problem of wildlife movement, but I still think there is more you could do. According to the Oregon Department of Fish and Wildlife, ODOT documents upwards of 6,000 deer and elk collisions with vehicles every year, which must be stopped. The easiest way to do this would be to implement wildlife corridors that would allow wildlife to cross highways without risk of collision.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
197	Comment Form	Jasper Bennett	One of the large problems facing migratory birds is the amount of light pollution we emit. I think it is vital that you implement policies that keep the effects of light pollution as minimal as possible, such as having all lights fully shielded and lamps with a maximum 3,000 kelvin rating.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
198	Comment Form	Ila Fetterly	I live in a rural community with a disabled husband. I must drive to town for work and groceries. There is no public transport available so what ever you do will only increase my costs of travel of all kinds. You are not considering the rural population in your planning	Thank you for your feedback. We understand that there is a great diversity of communities in Oregon and that programs and strategies need to fit the context. An edit has been made to add policy language that recognizes the unique needs of rural communities and areas where people travel longer distances.	Y	Sections 6.1 - Economic and Community Vitality and 6.4 - Stewardship of Public Resources: Policy EC.3.5 and Strategy SP.1.4.3/ Pg 36 and 57
199	Comment Form	Susan Schubert/ Homeowner	Please read the above and put these items into your plan. We only have one earth to protect.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
200	Comment Form	Susan Schubert/ Homeowner	<p>Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. Also include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.</p> <p>Thank you for addressing wildlife movement, and ask please take this a step further and commit to development of a robust wildlife corridor plan;</p> <p>Lastly, thank you for addressing community engagement.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS “Candidate Conservation Agreement with Assurances” to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
201	Comment Form	Sandra Joos/ Individual	Please also commit to development of a more robust wildlife corridor plan and enact more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. Finally, while I appreciate that ODOT has taken steps to address community engagement, I urge them to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.	Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
202	Comment Form	Sandra Joos/ Individual	I am writing to urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. ODOT also needs to include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.	Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts. Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
203	Comment Form	Lisa Brice	<p>Rural communities draw tourists to enjoy the night sky. Please protect migrating birds. Lighting with appropriate down light and appropriate levels. Please return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation; Thank you for addressing wildlife movement, and take this a step further and commit to development of a robust wildlife corridor.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
204	Comment Form	Ali Lev	Stop using roadside pesticides and implant a wildlife protection plan such as safety corridors.	Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
205	Comment Form	Dawn Pyatt	It angers me to read and hear about all these policies the state is trying to put in place all due to Climate Agenda that no one even knows if it will work! How many people are gonna freeze this coming winter because electric bills are going to double and triple... Blinded by all this backwards thinking left wing agenda will only make more homeless and poverty in this NOT so great state of Oregon.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
206	Comment Form	Donald Shough/ Taxpayer	Sir, living in central Oregon in rural area of state, there is no alternative transportation. I wish there was but there is no alternative but to drive. 25 mi to nearest shopping. Oregon waistes a lot of money on things that only seem to be important to Salen. Money spent needs to be re directed to the needs of Oregonions. Costs go up, but 33% increase is unreasonel and not logical. Electric cars pay nothihg as well as bicycles, but they require more money for mi than others. Thank you	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue including those which would help expand rural transportation options. No proposed change to policy.	N	
207	Comment Form	Julie Redman	Thank so much for addressing wildlife movement, and I would strongly suggest that ODOT take this a step further and commit to development of a robust wildlife corridor plan. Also, in regards to wildlife, as an avid birder, and wildlife advocate, I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. I appreciate the fact that ODOT is addressing community engagement, and it would be wonderful if the agency	Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
208	Comment Form	Amber Heath/ Citizen	Tripling the gas taxes will really stick to poor and middle class in rural areas. We have to drive further for doctored appointments and just in general. Why do you hate us so much?	Thank you for your comment. The OTP lays out the vision of what Oregon's transportation system should be in 25 years and describes potential funding scenarios that could be used to pay for it. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
209	Comment Form	Dawn Pyatt	I have to drive 50 miles a day to and from Brookings from Gold Beach 5 days a week for work. There is no buses that run the times I work.. You want to charge per mile tax? Are you out of your minds? Gas is already the most expensive here on the coast and now this. Climate change and electric vehicles . We don't even have 1 charging facility in our town! Not that I could afford an EV in the first place .. Stop trying to tax and spend every dollar that us middle income earners make	Thank you for your feedback. We understand that there is a great diversity of communities in Oregon and that programs and strategies need to fit the context. An edit has been made to add policy EC.3.5 that recognizes the unique needs of rural communities and areas where people travel longer distances. The Plan does address expanding charging infrastructure throughout the State in Policy SE.3.2. Please also see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue.	Y	Sections 6.1 - Economic and Community Vitality, 6.2 - Social Equity, and 6.4 - Stewardship of Public Resources: Policies EC.3.5, SE.3.2, and SP.1.3/ Pg 36, 42, and 55
210	Comment Form	Rhett Lawrence	I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	
211	Comment Form	Rhett Lawrence	I thank you for addressing community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding yourselves accountable to that input.	Thank you for your feedback. Please refer to Policy SP.5.2, which directs ODOT to "define an open decision-making process based on accountability, transparency, and communication, and make clear how public input influences decision-making." No proposed change to policy.	N	
212	Comment Form	Rhett Lawrence	Thank you for addressing wildlife movement; I ask you also to take this a step further and commit to development of a robust wildlife corridor plan.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
213	Comment Form	Rhett Lawrence	I urge you to include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
214	Comment Form	Rhett Lawrence	I urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
215	Comment Form	Richard Emery	<p>Please:</p> <ol style="list-style-type: none"> 1. include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating; 2. include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation; 3. commit to development of a robust wildlife corridor plan; 4. create clear opportunities and avenues for stakeholder input and holding themselves accountable to that input; 5. create more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. <p>Thank you! :-)</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
216	Comment Form	Cristy Murray	<p>Improve the Transportation Plan environmental impact</p> <p>Please include light pollution mitigation.</p> <p>Please make sure you address wildlife movement - we need a robust wildlife corridor plan. I would like to see more effort to protect the Marbled Murrelet on ODOT lands that have high nesting probabilities.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
217	Comment Form	R Frennea	<p>Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;</p> <p>-Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;</p> <p>-Thank you for addressing wildlife movement, and please take this a step further and commit to development of a robust wildlife corridor plan;</p> <p>-Thank you for addressing community engagement, and please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input;</p> <p>-I'd like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
218	Comment Form	Nikko Baraquio	<p>I urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;</p> <p>I'm asking ODOT to include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;</p> <p>Thanks for addressing wildlife movement, and ask them to take this a step further and commit to development of a robust wildlife corridor plan;</p> <p>Thank you for addressing community engagement, and urge them to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input;</p> <p>I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
219	Comment Form	Matthew Morrissey	<p>Please include:</p> <ol style="list-style-type: none"> 1. light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating; 2. a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation; and 3. more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. <p>Finally, thank you for addressing:</p> <ol style="list-style-type: none"> 1. wildlife movement, and take this a step further and commit to development of a robust wildlife corridor plan; 2. community engagement, and make this commitment actionable by creating clear opportunities and avenues for stakeholder input and hold yourselves accountable to that input. 	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
220	Comment Form	Phyllis Oster	Thank them for addressing wildlife movement. Please commit to development of a robust wildlife corridor plan; Thank you for addressing community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input; Please create robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability	Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
221	Comment Form	Phyllis Oster	Please include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation;	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
222	Comment Form	Phyllis Oster	Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
223	Comment Form	Jasper Bennett	Your current policy of dealing with roadside vegetation involves a lot of mowing and pesticide use, which is harmful to populations of insects and native plants. I think it is incredibly important to return to an integrated vegetation management plan that supports native plants, which will make our highways both healthier and more beautiful.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
224	Comment Form	Hillary Tiefer/ Private	ODOT should include light pollution mitigation in the OTP. Commit to reducing the use of pesticides. Commit to a robust wildlife corridor plan. ODOT should make more of an effort to protect Marbled Murrelets on ODOT's lands identified as likely having nesting areas.	Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts. Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
225	Comment Form	Hillary Tiefer/ Private	The plan needs to be strengthened with environmental priorities	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
226	Comment Form	Mark and Leah Puhlman/Lake Oswego Sustainability Board and LOSN	<p>Dear ODOT:</p> <p>Within the Transportation Plan, please pay particular attention to these items of concern:</p> <ol style="list-style-type: none"> 1. Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with a maximum 3,000 Kelvin rating. 2. Please include a return to an integrated vegetation management plan and commit to reducing pesticide use and mowing of roadside vegetation 3. Thank you for addressing wildlife movement. We can do better by committing to the development of a robust wildlife corridor plan 4. We would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. 5. Thank you for addressing community engagement. Please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding ODOT accountable to that input. <p>Thank you for working on this transportation plan</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
227	Comment Form	Kilee Mendiola	Thank you for addressing the wildlife movement. Please take this a step further and commit to the development of a robust wildlife corridor plan; Thank thank you also for addressing community engagement. I urge you to make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
228	Comment Form	Kilee Mendiola	I'd also like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	
229	Comment Form	Kilee Mendiola	Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with a maximum 3,000 Kelvin rating; Include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
230	Comment Form	Tammy Spencer/ Portland Audubon	<p>Hi There, First, thanks for the opportunity to comment. Here are some general thoughts. Please include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating. Also include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation. Thank you so much for addressing wildlife movement. Please take this a step further and commit to development of a robust wildlife corridor plan. I also want to thank you for addressing community engagement, which was nicely done. Pleas also make this commitment actionable by creating clear opportunities and avenues for stakeholder input and a way to hold yourself accountable to that input. Overall I would like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability. Thank you for all you do.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts. Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly. Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
231	Comment Form	Betty Moore	<p>include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating;</p> <p>Return to an integrated vegetation management plan, commit to reduction of pesticide use and mowing of roadside vegetation;</p> <p>Thank you for addressing wildlife movement and please commit to development of a robust wildlife corridor plan;</p> <p>Please protect Marbled Murrelets on ODOT's lands.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	<p>Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78</p>

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
232	Comment Form	Terri Preeg Riggsby/General Manager	I would like to see more attention given to wildlife habitat improvement and management, including a plan to reduce nighttime lighting and vegetation along all corridors.	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
233	Comment Form	Constance Coleman	I am in ardent support of measures endorsed by Portland Audubon to better address light pollution, vegetation management and wildlife preservation (e.g. safe crossings; access to resources). Please make improvements to the plan.	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
234	Comment Form	Trine Beach	<p>I strongly urge ODOT to include light pollution mitigation in the OTP, including fully shielded lighting and lamps with maximum 3,000 Kelvin rating.</p> <p>Also, include a return to an integrated vegetation management plan and commit to reduction of pesticide use and mowing of roadside vegetation.</p> <p>Thank you for addressing wildlife movement, but please take this a step further and commit to development of a robust wildlife corridor plan.</p> <p>Thank you for addressing community engagement, and please make this commitment actionable by creating clear opportunities and avenues for stakeholder input and holding themselves accountable to that input.</p> <p>I'd also like to see more robust, measurable efforts to protect Marbled Murrelets on ODOT's lands identified as having high nesting probability.</p>	<p>Light Pollution: Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.</p> <p>Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.</p> <p>Roadside Vegetation Management: No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.</p> <p>Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.</p>	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
235	Comment Form	Timothy Wood/ Resident	Maybe I addressed it above but a goal should be to streamline critical infrastructure investments. We need to build highways and roads badly. Please quit weighing these investments down with repetitious process.	Thank you for your feedback. Many of the processes that are required to make infrastructure investments lie outside the OTP's purview. For example, Oregon Planning Goal 1 requires a community engagement process that "ensures the opportunity for citizens to be involved in all phases of the planning process." This planning goal, to which all plans must adhere, is managed through the Land Conservation and Development Commission. No proposed change to policy.	N	
236	Comment Form	Dick Dolgonas/ N/A	The plan appears to be a realistic recognition of the importance of our transportation system, and the need to make significant changes. The plan sets a new direction for the agency. While the document does address workforce needs, to implement the plan will require major reorganization of the agency and its programs. Without such changes in structure and programs, the plan will likely not live up to its potential.	Thank you for your feedback. The OTP does not govern ODOT's internal organizational structure. No proposed change to policy.	N	
237	Comment Form	Karen Smith	I see the need for change and hope for leadership that pushes us to a safer, equitable, sustainable future. Electric vehicles aren't the only solution - Transportation system changes are necessary. I believe that if the changes are done well, people and businesses will thrive and people will be grateful for the change. I've read how European cities like Rotterdam chose to transform from car-centered cities to peoplecentered cities and had amazing results all around - including for people who need to or still choose to drive. Let's do this!	Thank you for your feedback. Please refer to Policy MO.3.2, which states, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
238	Comment Form	Thomas Busse	Amtrak is prioritizing passenger rail investment in corridors with state sponsorship. The plan envisions virtually no passenger rail improvements; however, targeted corridors can reduce congestion on existing auto routes. This will only occur if passenger rail is made reliable and competitive.	Thank you for your feedback. The OTP now includes additional context in Section 3.6 Passenger Rail addressing the unique public/private collaboration needed to plan for a safe, efficient, and reliable rail network.	Y	Section 3.6 - Passenger Rail/ Pg 17
239	Comment Form	David Stein	"Along those lines, this plan also limits roadway expansion to occur only after pricing, options for shifting modes, use of demand management strategies, and operational improvements are explored and projected to be insufficient at reducing congestion." This is incongruent with ODOT's current and future large projects which are proposing roadway expansion while promising at some future time to analyze tolls. Locking that in and then approving this plan would be self-defeating.	Thank you for your feedback. Strategy SP.2.1.1 describes tiered priorities for project investments but does not identify specific improvements. No proposed change to policy.	N	
240	Comment Form	Thomas Busse	Shifting people to diesel buses without prematurely transitioning technology to electric and alternative fuels, and using the savings to improve fixed guideway systems and service will also reduce VMT. People don't use Oregon transit because it's not practical - and the current plan greenwashes wasteful spending on technology that is not ready, permanently building in unnecessary overhead costs for public transit operation in the state.	Thank you for your feedback. The OTP does not detail the exact method for transitioning to lower-carbon fuels, rather it provides guidance through its Vision and values on how future decisions will be made and how programs will be implemented. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
241	Comment Form	Merle Hinshaw	For a plan in concept stage since 2021 I'm very surprised that I've NEVER heard of it.. Very sneaky!	<p>Thank you for your feedback. Since mid-2021, the OTP development process worked with partners all over the state, engaging in dialogue, gathering input, and seeking participation. The OTP went through several substantive changes in direct response to public feedback. You can learn more about the OTP public engagement process here: https://www.oregon.gov/odot/Planning/Pages/Oregon-Transportation-Plan-Update.aspx#:~:text=The%20update%20process%20started%20in%20the%20spring%20of,expected%20to%20become%20final%20by%20early%20summer%202023.</p> <p>No proposed change to policy.</p>	N	
242	Comment Form	Jynx King	I just read an article about how its possible to get rid of the gas tax and charge by the mile because the electric vehicle owners arent paying their share. I live in the country and work in the city. So i drive a distance to get to work. By the mile I would be punished for living where i do versus a person who lives in town. Why not keep the gas tax for those of us who have gas powered vehicles and make people who drive electric cars pay by the mile instead?	<p>Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
243	Comment Form	Laura Wilkes	I do not agree with your Social Equity plan. Just because I might not be a person of color, or maybe I am, has nothing to do with transportation issues!! I do not think that tripling the gas tax is right. Stop shoving your woke agendas down our throats! You will lose residents over this tremendous increase in the gas tax. Open your eyes and look at what is happening in California.	Thank you for your feedback. Planning is required by state and federal governments for any investments in transportation projects. The OTP does not only include taxes as a potential method of generating revenue. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
244	Comment Form	Thomas Busse	I am one of the Oregonians who does not own a car	Thank you for your feedback. Please see Policy MO.3.2, which states, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option."	N	
245	Comment Form	Leilani Resney/ Public person, home owner	Per mile gas tax. I own a new hybrid, I am willing to approve a tax for mile driven method to keep our roads funded and safe.	Thank you for your feedback. No proposed change to policy.	N	
246	Comment Form	Robert Holst	Stop all the useless planning and put the money in roads. High fuel prices equal no economy. No new taxes.	Thank you for your feedback. Planning is required by state and federal governments for any investments in transportation projects. The OTP does not only include taxes as a potential method of generating revenue. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
247	Comment Form	Karen Smith	Let's not reinvent the wheel. Please considering looking to other countries who have had success transitioning to safer, more sustainable transportation systems. For example, the Dutch Cycling Embassy exists to help other countries benefit from the decades of learning engineers in the Netherlands have gained.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
248	Comment Form	John Charles/ Cascade Policy Institute	<p>All the emphasis on "social equity" is a distraction. What are the "existing inequalities", and who are the "historically excluded and underserved communities?"</p> <p>Almost nothing in the Big Ideas section (p. 33) is actionable. The highway cover for the Rose Quarter/I-5 project, forced on ODOT by Kate Brown, is an example of how this vague mandate has ruined a good project, by instituting a new form of racism (air rights only to Black-led organizations) and making the whole thing financially infeasible.</p> <p>The obsession with GHG reduction is another distraction. If transportation-related GHGs dropped by 80% no one would even notice, or care. This is all politics, and ODOT should resist.</p> <p>The EV mandate imposed by Kate Brown is destined to be an expensive failure. ODOT should spend as little public money as possible on EV infrastructure. If it's actually worth building, it's worth building with private money.</p> <p>The "metrics" section needs a lot of work. Everything related to "VMT per capita reductions" should be deleted. LCDC had the TPR for 30 years and never managed to reduce VMT per capita. Try and learn from the experience.</p> <p>Under "Big Ideas", where is ODOT's vision for "building the next generation of great</p>	<p>Thank you for your feedback. The OTP is beholden to current laws that are passed by the Oregon Legislature. The OTP does not describe or list specific projects, but provides values and priorities to be reflected during implementation, such as when projects are incorporated into the STIP. Please see Section 7.6. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
249	Comment Form	Daniel Lindsey	Strategy SA.1.1.1 should be removed. The idea that we'd potentially pass up certain safety improvements because cars would have to travel slower is resentful. This strategy could be interpreted in a way that could prevent many tools used to improve safety and promote alternative transit such as intersection bump outs, raised crosswalks, center meridians, dedicated transit right of ways, and transit priority. The echoes of personal vehicle throughput above all else are in this strategy.	Thank you for your feedback. Strategy SA.1.1.1 does not prioritize vehicle speed over safety; safety is prioritized above all else. Maintaining access for all modes is desired only if it is possible. Safety is prioritized above maintaining access for all modes. No proposed change to policy.	N	
250	Comment Form	Mike McCarthy/ City of Tualatin	Section 4.1 - the opening Vision and Values Statement must include efficiency as part of the vision In the safety section, the last sentence contradicts reality - due to the failings of the existing system, and the fatality/injury rate is actually getting worse and worse due to policies pushing drivers off freeways onto less-safe roads through communities	Thank you for your feedback. Efficiency is mentioned many times throughout the OTP, particularly throughout Section 6.3 Mobility. The Safety paragraph within Section 4.1 has been revised. No proposed change to policy.	N	
251	Comment Form	Jim Baumgartner	The draft reads like a liberal/progressive ideological plan for the next 25 years. I doubt I will be a taxpaying resident here for that long.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
252	Comment Form	John Bonnes/ Conservative Republicans of Josephine County	<p>Key words like sustainability, equity, climate change, social equity etc are all red flags for us journalist and folks awake to the socialist agenda that the UN has put in place IE agenda 2030 and we know that the globalist (an unelected governing body of Corporate heads and Bankers) are behind this global fraud. Everything the left does is a fraud to acclimate the population into going along with socialism/communism.. PRS, Problem, Reaction, Solution. You create the Problem, wait for the Reaction, then offer the Solution to the Problem you created. We the People are not having this crap shoved down our throats. This entire idea should be scrapped, it's nothing more than communist rhetoric that like always makes problems worse.</p> <p>STOP THE FRAUD!</p>	Thank you for your feedback. No proposed change to policy.	N	
253	Comment Form	John Bonnes/ Conservative Republicans of Josephine County	<p>Starting with the theft of elections like the last governors race. (90) plus % of Oregonians are conservative and we are opposed to communistic dictators telling us what we should do from Salem and Portland. Equity doesn't exist and should never exist, it's another part of the Salem fairytale that we aren't buying. NO NO NO NO and Hell NO! I will not pay another dime in taxes to fund fascism.</p>	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
254	Comment Form	John Bonnes/ Conservative Republicans of Josephine County	NO! you're trying to enact something that has no infrastructure in place to replace existing transportation. You are trying to implement something under a fraud called climate change. I will remain defiant as most people will. You have no right to make these changes without a vote of the people who cannot afford electric vehicles. Where's all that money going that Oregon charges in gas taxes some of the country's highest rates? This is a globalist attempt at overthrowing the will of the people..	Thank you for your feedback. No proposed change to policy.	N	
255	Russian Language Comment Form	Natalia Kendrych	When you talk about climate being a priority, what are some practical things that are in the plan if any.	Thank you for your feedback. The OTP does not describe specific projects, however it does provide the practical guidance and policies that would determine which projects are built. In terms of climate policies, please see Section 6.6 Sustainability and Climate Action.	N/A	
256	Comment Form	Greg Brown	Odot's job is to provide safe highways. Drop the liberal pc and just do your job.	Thank you for your feedback. The OTP lists safety as a top priority. Please refer to Section 6.5 Safety for safety related policies. No proposed change to policy.	N	
257	Russian Language Comment Form	Olha Hridin	The economy cards need to be popularized, advertised and encouraged. Not just electric vehicles that may not be affordable to people.	Thank you for your feedback. We understand that transitioning to electric vehicles can be costly. Please see Policy SE.3.3, which seeks to avoid over-burdening businesses and households by supporting affordable financing programs, partnering with mobility providers, and investing in infrastructure to reduce costs. No proposed change to policy.	N	
258	Chinese Language Comment Form	Lisa C/CELS Chinese Community	allover great plan. need better road maintenance especially potholes issues in our city.	Thank you for your feedback. Please refer to Strategy SP.2.1.1, which categorizes preserving and maintaining critical assets as a top tier priority.	N	
259	Chinese Language Comment Form	Wen L/CELS Chinese Community	it's good plan, there's need for multilingual on public transportation directions and signages.	Thank you for your feedback. Please see Strategy SE.2.1.2, which acknowledges the need to remove language barriers. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
260	Comment Form	Ken Brinich	I agree that before adding vehicle capacity, other alternatives should be analyzed. The costs of modes should be internalized so that low capacity modes pay a fair share of construction and maintenance. Shippers respond to cost increases by improving efficiency. Increases in capacity of shippers vehicles is efficient, especially if vehicles are fully loaded. Passenger vehicles are rarely used to capacity and are highly inefficient travel modes. The costs should go with inefficient choices.	Thank you for your feedback. Please see Policy SP.2.1, which calls for increasing the efficiency of public transportation. No proposed change to policy.	N	
261	Comment Form	Loren Emang	Direct Biofuel and alternative fueled vehicles is the right way to go, without placing tollways on the roads that the BIPOC and poor people need the most in order to get to work.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
262	Vietnamese Language Comment Form	Chi Bui/CELS	I recommend should do the first step is for safety for Portlander such as clean up....	Thank you for your feedback. The OTP lists safety as a top priority. Please refer to Section 6.5 Safety for safety related policies. No proposed change to policy.	N	
263	Chinese Language Comment Form	Jin S/CELS Chinese Community	great plan to prioritize ev infrastructure. i'm hoping there plan to build bicycle lane on the highway that can take us cross state lines.	Thank you for your feedback. The OTP does not describe specific projects. No proposed change to policy.	N	
264	Chinese Language Comment Form	Wanna L/CELS Chinese Community	Hope this plan can address current issues of racism, violent, crimes and safety for public transportation and homelessness issues.	Thank you for your feedback. Though the OTP does not include specific projects or programs, it does provide the practical guidance and policies for those projects and programs. Please see Section 6.5 Safety for more details. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
265	Comment Form	Heather Hendricks-Thurber	No more taxes, they hit everyone hard but the poorest the hardest. Start figuring how to tax higher income without hurting the poor.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
266	Comment Form	Bonnie J Neal/ Truck Driver	While being an Oregon resident is my delight I am also a 45 year veteran trucker. Over all those years I have witnessed the changes organized to ensure truckers deliver their loads and the public remains safe on Oregon roadways. Due to the massive amount of material being transported in and through Oregon on both the interstate and state highways, and alternate roads, it is not humanly possible to design enough regulations to force humans to behave in lawful response at all times.	Thank you for your feedback. The OTP puts safety as one of its top priorities. Please refer to section 6.5 Safety for all the safety related policies. No proposed change to policy.	N	
267	Chinese Language Comment Form	Qianha Zh/CELS Chinese Community	great plan to prioritize bicycle and pedestrian safety and use. we also need to address the safety and homelessness issues	Thank you for your feedback. Though Strategy SA.2.2.2 states the need to consider how increased enforcement might impact homelessness, the OTP is not the appropriate plan or legislative vehicle to address the issue of homelessness. No proposed change to policy.	N	
268	Chinese Language Comment Form	Mike De Blasi	You wrote that "The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise". So why does ODOT spend or want to spend 100's of million on widening highways and other ways to accommodate cars but won't spend an equal amount on passenger rail? And why not turn every urban highway into a main street with better pedestrian, bicycling and transit infrastructure?	Thank you for your feedback. The OTP does not describe or recommend any specific projects. Determining how transportation funding is allocated is a function of the OTP policies and strategies, collaboration and conversation among governing bodies, members of the public, and private business. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
269	Chinese Language Comment Form	Shelly C/CELS Chinese Community	It is a good thing to update the plan after 20 years due to the increase of populations, climate changes.	Thank you for your feedback.	N/A	
270	Other	Alan Journet	How does the plan integrate with the DLCD Climate Friendly and Equitable Communities rulemaking?	Thank you for your feedback. Please refer to Section 7.3.3 which addresses CFEC. No proposed change to policy.	N/A	
271	Other	Robert Cortright	Please say more about how and when ODOT will respond to comments. I've provided comments throughout the OTP development process and not received any response.	Thank you for participating in the OTP update process. Please take a look at the OTP update website to see the ways in which the public has been engaged: https://www.oregon.gov/odot/Planning/Pages/otp-update-engagement.aspx	N/A	
272	Other	Jacob A	How does the IBRP work into the OTP's goals? It seems like the current redesign of the interstate bridge is in conflict with reducing VMT, acquiring sustainable funding, and promoting equity.	Thank you for your feedback. The OTP does not describe specific projects. Please reach out to the IBRP staff with any concerns or comments. No proposed change to policy.	N	
273	Other	Sara Wright	Given that the OTP is intended to cover the whole transportation system, when and how will it be clarified which entities around the state are responsible for which actions and outcomes? Can it at least be identified which actions are assigned to ODOT?	Thank you for your feedback. It is important that the values and priorities in the OTP are reflected during implementation. The Vision statement identifies three main lenses by which decisions should be made: safety, equity and climate. To help ensure sufficient progress is made by ODOT, Key Performance Targets are set to 2050 and included in the Plan. These targets have been identified in the OTP to help track agency progress. An edit has been made to Chapter 7.6.2 to include these KPTs. In addition, ODOT will develop an OTP implementation plan, which will be the next update of the OTC Strategic Action Plan. This will be completed in late 2023 to early 2024.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
274	Other	Rich Peppers	Does the plan include a level of specificity with numbers being attached to the goals that allows for measuring achievement of these goals (or not) and realignment of the plan where goals are being missed?	Thank you for your feedback. It is important that the values and priorities in the OTP are reflected during implementation. The Vision statement identifies three main lenses by which decisions should be made: safety, equity and climate. To help ensure sufficient progress is made by ODOT, key performance targets are set to 2050 and included in the Plan. These targets have been identified to help track agency progress. An edit has been made to Chapter 7.6.2 to include these KPTs.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100
275	Other	Robert Cortright	The STS calls for a 20%+ reduction in VMT per capita by 2050 to meet GHG reduction goals. Why does the draft OTP call only for an unspecified reduction in VMT, but not the scale (20%) called for in the STS? So, for example, a short-term target for VMT reduction could be 1% per year.	Thank you for your feedback. Edit made to Chapter 7.6.2 to add the 20% VMT reduction by 2050 target from the STS.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100
276	Comment Form	Merle Hinshaw	Has VERY LITTLE input from rural areas. Very good plan for the people on the west side of the Cascades. Only going to cost more for less mobility for people in the lower population areas east of the Cascades.	Thank you for your feedback. While many policies do apply to more urban areas, there has been input received throughout the project from Oregonians in rural areas, including east of the Cascades. Safety and resilience needs for rural area are included throughout the Plan, in addition to other actions.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
277	Comment Form	Matthew Lehman	In addition, it would be great if I could use public transportation to get to shopping, entertainment, medical services, etc., but frankly, the buses do not run frequently, or on the weekends currently. Since the State is not interested in increasing capacity on our road network and only seems to prioritize public transportation in the four largest cities (Metro, Bend, Salem, Eugene), the rest of Oregon is left in a quagmire of congestion, ill temper and frustration. One-size fits all is NOT working from where I sit, and I am getting a little frustrated with it.	Thank you for your feedback. A one-size-fits-all approach is not adequate, as you note. The direction of this plan is focused on context sensitive needs and a more balanced transportation system.	N	
278	Vietnamese Language Comment Form	Linh Nguyen/ CELs	Does ODOT have the plan for reducing gas yet?	Thank you for your feedback. The OTP addresses expanding charging infrastructure throughout the state in Policy SE.3.2 and considers hydrogen and other low-carbon fuels in Policies EC.2.3 and SC.1.3. No proposed change to policy.	N/A	
279	Vietnamese Language Comment Form	Nhu Nguyen/ CELs	Language in English doesn't make sense	Thank you for your feedback. There is a live webinar in Vietnamese that may be helpful: https://www.youtube.com/watch?v=ujPrBU2A7Rg If there are still any questions about the language, please reach out to ODOT Project Manager Adam Argo at adam.argo@odot.oregon.gov .	N	
280	Vietnamese Language Comment Form	An Bui/CELs	Can I advocate for the City?	Thank you for your comment. Please reach out to your local City government. No proposed change to policy.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
281	Vietnamese Language Comment Form	Doris Patke	Oregons Refusal to make improvements for cars back starting in the 1970's is why we have issues today. Transportation needs to work for every one. Thinking cars are evil is why we have problems now. Taking public transportation is fine for those it works for, the same with using a bike or walking, but a state or county should not look at cars as a problem that needs to be Eliminated!	Thank you for your feedback. While the OTP prioritizes limiting negative impacts on the natural environment (see Section 6.6 Sustainability and Climate Action), the OTP does not describe specific plans to promote green space. Please refer to various plans under the Oregon Department of Parks and Recreation: https://www.oregon.gov/oprd/PRP/Pages/PRP-overview.aspx	N	
282	Vietnamese Language Comment Form	Chi Bui/CELS	Do you promote green space cross the state?	Thank you for your feedback. While the OTP does prioritize limiting negative impacts on the natural environment (see Goal, Sustainability and Climate Action), the OTP is not the right plan to promote the green space. Please refer to various plans under the Oregon Department of Parks and Recreation: https://www.oregon.gov/oprd/PRP/Pages/PRP-overview.aspx	N/A	
283	Vietnamese Language Comment Form	Chi Bui/CELS	What kind of plan to improve safety for Portlander?	Thank you for your feedback. Please refer to Section 6.5 Safety. No proposed change to policy.	N/A	
284	Vietnamese Language Comment Form	Kerry Cannon	Tow signs along roads with tight curves along Pennsylvania Ave, approaching from the DMV down 5 miles would offer improved safety. Several cars just park in jacked up spots offset their home is unsafe. This posed problems for the snow plow driver with the February snowfall not to mention right turning visibility barriers (driving slow) when driving toward Pennsylvania Place and forward 3 more miles. Thank you, all the best to ODOT & Planning Committee members.	Thank you for your feedback. Safety is a top priority, however the OTP does not go into the detail of individual projects. Please contact your local planning commission or planning department to advocate for safety improvements. No proposed change in policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
285	Vietnamese Language Comment Form	An Bui/CELS	Can you explain about exquity?	Thank you for your question. Please refer to Chapter 4 Vision and Values, and Section 6.2 Social Equity. No proposed change in policy.	N/A	
286	Vietnamese Language Comment Form	An Bui/CELS	When do you start a plan?	Thank you for your question. The planning process for this OTP update began in late 2021. The Plan will be implemented as soon as it is adopted.	N/A	
287	Vietnamese Language Comment Form	Myle Hoang/ CELs	Do you have any resources for help with buying electric car?	Thank you for your question. Please see Policy SE.3.3, which provides policy around affordable financing of electric vehicles of all types. No proposed change in policy.	N/A	
288	Chinese Language Comment Form	Charlene W/CELS Chinese Community	it's a great plan, but need to focus on safety, homelessness, and pothole issues.	Thank you for your feedback. Safety is a major theme throughout the document. Please refer to section 6.5 Safety. The OTP does not go into the details of specific projects (for potholes) or programs (addressing homelessness). No proposed change to policy.	N	
289	Vietnamese Language Comment Form	An Bui/CELS	How to meet your plan?	Thank you for your question. The Final OTP will be available on ODOT's website once it has been adopted and finalized. You can sign up for email updates here so you are notified when the final copy is available: https://www.oregon.gov/odot/Planning/Pages/Oregon-Transportation-Plan-Update.aspx#:~:text=The%20update%20process%20started%20in%20the%20spring%20of,expected%20to%20become%20final%20by%20early%20summer%202023.. No proposed change to policy.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
290	Vietnamese Language Comment Form	An Bui/CELS	Does State, or City, or County to adopt the policy?	Thank you for your question. The Oregon Transportation Commission (at the State level) adopts the policy. No proposed change to policy.	N/A	
291	Vietnamese Language Comment Form	Michael Ninh/ CELs	Will ODOT have back up plan for electric car such as internet connection disruption?...	Thank you for your question. The OTP does not go into the details of individual programs or projects. The Transportation Electrification Infrastructure Needs Analysis may begin to address your question: https://www.oregon.gov/odot/Programs/Pages/TEINA.aspx	N	
292	Comment Form	John Bonnes/ Conservative Republicans of Josephine County	This is obviously the attempt at normalizing socialism in our state. I won't stand for it. You're using the false narrative of climate change as an excuse to bring in socialism. This is unconstitutional on it's face. Anything designed to use a false narrative like climate change is absurd and should NOT be implemented. We have many more important problems we face without pushing socialism down our throats. Sustainability and climate action is the globalist mantra that should never be introduced	Thank you for your feedback. No proposed change to policy.	N	
293	Chinese Language Comment Form	Kelly/CELS Chinese Community	It's a great plan. hope to add more shelters for public transportation stop stations	The OTP does not include specific projects. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
294	Spanish Language Comment Form	Kendony Grave	<p>In relation to safety it goes hand in hand with roads or streets. If there are roads with two lanes and another road has more lanes, logically the one with less lanes will have more traffic and the one with more lanes will have less traffic.</p> <p>This plan talks about security but in the buses there are constantly fights and the driver can't do anything because it is not his job. Is the payment of a security guard included so that these problems on the buses end up on the buses?</p>	<p>Thank you for your feedback. The OTP does not go into the details of individual projects or programs. Please reach out to your local transit agency with your questions. No proposed change in policy.</p>	N	
295	Comment Form	Loren Emang	<p>Electric Vehicle infrastructure is incredibly expensive, and it only serves the wealthy in our communities. BIPOC and underprivileged people cannot afford electric cars, or the increased costs of operating them. So Electric vehicles are becoming another tool of oppression, and it should stop. They are bad for those most in need, and the increased use of fossil fuels needed to power a charging grid and precious metals mining needed to build batteries and operate them is environmental terror.</p>	<p>Thank you for your feedback. Please see Policy SE.3. which aims to improve access to and convenience of a range of high-quality, safe, and affordable mobility options for systemically excluded or underserved populations. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
296	Comment Form	Loren Emang	Toll roads are racist and inequitable because they affect the most economically challenged members of our population more. BIPOC members of our community are often challenged economically the most, and they are the ones that have to 'go to work' every day. Our wealthy professionals are more likely able to work remotely from a home office or have schedules that do not require them to travel on roads daily as our underserved populations do. So once again those most in need get the least help.	Thank you for your feedback. Please see Policy SE.3. which aims to improve access to and convenience of a range of high-quality, safe, and affordable mobility options for systemically excluded or underserved populations. No proposed change to policy.	N	
297	Comment Form	No name provided	I am concerned about the inequity of tolling. Poor people will have a difficult time coming up with the money. For those of us who are better off, it's just pocket change. Tax the wealthy and don't hit the poor in their pocketbooks!	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. Also, please see Policy SE.3. which aims to improve access to and convenience of a range of high-quality, safe, and affordable mobility options for systemically excluded or underserved populations. No proposed change to policy.	N	
298	Comment Form	Barbara Schack	Oregon MUST reduce VMT to meet climate and other stated and adopted statewide goals. The TSP should mandate viable, PROTECTED bicycle & pedestrian friendly networks within all OR cities. It is essential to reduce carbon, create equitable communities (no need to own a car), increase resident's health, allow for children, teens, adults, seniors to get around safely and securely without automobile transport. Rules and goals adopted in 1991 haven't been realized. It's about time!	Thank you for your comment. ODOT has committed to include strategies to achieve VMT reduction targets. These targets tie to OTP policies that address achieving state goals emphasizing climate, equity, and safety.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
299	Comment Form	Douglas Olson	I get the feeling that if I compared this to the previous planning document it would be virtually the same. Its objective seems to be to make sure that the goals cover any possible project so that project can be justified. Where is the list of proposed projects for 2021 to 2023 with a ranking by priority down to last project that the current/proposed budget will cover? That way we can see what additional projects that a gas tax increase would gain for us.	Thank you for your feedback. The OTP does not include specific programs. Please refer to your local Transportation System Plans and current Statewide Transportation Improvements Program. No proposed change to policy.	N	
300	Comment Form	Karen Smith	Active transportation is much less damaging to infrastructure than personal vehicles. This infrastructure should be prioritized, and I support finding new funding that will make sure that these projects progress rapidly. If active transportation is not made easier and safer, people will continue using cars.	Thank you for your feedback. The OTP is responsible for considering all the ways in which people and goods need to move around the state. Please refer to Policy MO.3.2 which says, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." Additionally, active transportation improvements are featured in the top two tiers of the priorities for project investments described in Strategy SP.2.1.1. No proposed change to policy.	N	
301	Comment Form	David Stein	This plan is being systemically kneecapped by actions currently underway to expand highways, close pedestrian crossings, and bond against future revenue for the IBR. I would like to believe this is a plan that ODOT wants to commit to and implement, however it appears that is only the case excluding the first \$7-10 billion is already committed.	This feedback is appreciated. As a forward-looking plan setting the framework for policies and strategies from the present-day to 2050, the OTP provides an approach to optimize investment choices that support emission reductions to achieve state goals.	N	
302	Comment Form	Andrew Lindstrom	EC.3.2.3 is vague to the point of uselessness. What specific existing digital or automation infrastructure could the state of Oregon meaningfully provide?	Thank you for your feedback. Edit made to Strategy EC.3.2.3.	Y	Section 6.1 - Economic and Community Vitality: Strategy EC.3.2.3/ Pg 34

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
303	Comment Form	David Stein	This plan talks a good talk around Economic Vitality and Livability, however our transportation network makes everyone poorer by forcing dependance on motor vehicles (regardless of fuel).	Thank you for your feedback. Please refer to Policy MO.3.2 which says, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." No proposed change to policy.	N	
304	Comment Form	Timothy Wood/ Resident	I know we can't say this explicitly but it should be inferred that we won't spend a dime to replace the I-5 Bridge unless light rail is included. Not BRT. Light rail. This investment is a full on subsidy to Washington and Clark County otherwise.	Thank you for your feedback. The OTP does not recommend or describe individual projects. No proposed change to policy.	N	
305	Comment Form	David Stein	This section, or at least 6.3 Mobility, seems out of step with where the majority of ODOT's focus and funding currently are. It's incongruent that this plan is our for comment while ODOT is lobbying the state legislature to bond against future revenue for an expansion of I-5 which will undoubtedly increase per capita VMT.	This feedback is appreciated. As a forward-looking plan setting the framework for policies and strategies from the present-day to 2050, the OTP provides an approach to optimize investment choices that support emission reductions to achieve state goals.	N	
306	Comment Form	Joanne Bigman/ American Oregonian	NO Toll roads in Oregon ever!	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	
307	Comment Form	Matthew Lehman	I do not live in the Metro area, but I do need to use the Airport 1-2 a month. It would be nice if I could use public transportation to get to the airport, even if just from the fringes of the Metro area. I cannot find a place where I can park my car for several days while taking advantage of MAX or other Tri-Met services.	Thank you for your feedback. We understand that there is a great diversity of communities in Oregon and that programs and strategies need to fit the context. Since the OTP does not go into the details of particular projects or programs, we recommend you reach out to your local transit agency with your concerns. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
308	Comment Form	David Stein	There should be no strategic additions to road networks as an investment category. In our current situation there isn't enough funding for maintenance and completing multimodal networks. Adding more roads will both increase VMT and add future maintenance burdens to the network.	Thank you for your feedback. Please refer to Policy MO.2.1 which lays out all the options that need to be considered prior to adding motor vehicle capacity. No proposed change to policy.	N	
309	Vietnamese Language Comment Form	Trang Le/CELS	What will you do for safety on Max station or Bus station in the future?	Thank you for your question. Please refer to Policy SA.2.2 which describes strategies for making public transportation safe and free of violence. No proposed change to policy.	N	
310	Comment Form	Joshua McCarty/Urban3	ODOT is a categorically unethical institution that is responsible for hundreds of deaths each year and the ongoing degradation of the natural environment. Its reputation is thoughouhly tarnished that it is not to be trusted with any amount of money or important decision making. It should be gutted of current staff and transformed into a institution tasked with reparations and environmental restoration It should also be held accountable for its wanton negligence in both civil and criminal court.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
311	Comment Form	Daniel Lindsey	If it's a goal to lower VMT, a more expressly stated strategy should be the reduction of personal vehicle travel lanes. Reducing travel lanes for personal vehicles would reduce the long term financial burden of the current system, while also slowly making room in the budget for future expansion of public transit options. Planning for these reductions now is pertinent to keep disruptions low.	Thank you for your feedback. While the OTP does not describe policies that reduce existing capacity, policies such as SP.2.1 prioritize improving the efficiency and capacity of existing infrastructure. No proposed change to policy.	N	
312	Comment Form	Joshua McCarty/ Urban3	The Oregon DOT is a failed institution that has not and cannot ever produce a functional transportation system. It exists to pursue just two goals: increasing vehicle miles travelled and consuming money through bureaucratic process. This plan is complex and yet says very little. I recommend ODOT transform itself into an infrastructure bank that lends money based on real expectation of return which will mainly consist of ports and transit. It should refrain entirely from any highway projects.	Thank you for your feedback. ODOT is trying to reverse the upward trend of VMT. This OTP has several policies, such as MO.2, that aim at reducing VMT. The kinds of governance changes suggested are not in the domain of the OTP. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
313	Comment Form	David Stein	On Page 82, in section 7.4.1 is perhaps the best to understand graphic I have seen a Transportation Department produce. It's easy to say with some conviction that drivers do not pay the full cost of driving, however the graphic paints a much clearer picture around how much isn't funded through the current system of charges. This should feature much more prominently and be a larger general focus. Make sure to note that people using other modes also drive and pay these charges.	Thank you for your feedback. We're glad you found the graphic so helpful.	N/A	
314	Comment Form	Sharon Marvel	I am on Advisory Council of Central OR Council on Aging. I was asked to read the transportation plan, but was unable to open it. Thank you for connecting me to it. Sharon Marvel skmarvel42@gmail.com Sent from my iPhone	ODOT provided commenter with a copy of the Plan.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
315	Comment Form	Michael Schuller	<p>I found the transportation plan to be full of language that supports a multi-modal transportation system. I am happy to see the plan discussing the limitations of transit, the inadequacies and gaps in cycling and walking cover the costs of this infrastructure. I am also happy to see the goals of reducing VMT, increasing safety, and decreasing greenhouse gas emissions. I think these are great goals that we need to aspire to, but also recognize that we are a long way from having this system. It also seems to me that the current highway expansion plans proposed for Interstate 5 in Portland are not going to help achieve the goals of this plan. Instead the highway projects seem like they will further diminish our ability to meet the goals of this plan because of the tremendous debt that would be required to fund these projects. I would like to see current projects be consistent with the goals of this transportation plan.</p> <p>I also would like to support user fees. As mentioned in this plan, our transportation system is underfunded. Of all the proposed user fees I believe a VMT tax would be the most effective and fair. I believe the VMT tax should be calculated based on the vehicle's weight and efficiency. I believe that this should also be graduated based on income to not overburden low income drivers.</p>	<p>Thank you for your feedback. The OTP does not go into the details of individual projects. If a VMT road user charge is pursued, then it would likely go through its own public process and be guided by principles and values described in the OTP, such as Objective SP.1. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
316	Comment Form	Thomas Busse	The plan to transition public transportation fleets to electric and alternative fuels fails to acknowledge that such fleets require greater capital investment, are up to six times more costly to operate, replace existing fleets sooner than is necessary, and are proving higher to maintain. The company BYD, which is a preferred vendor in Oregon for electric buses, has had significant quality control issues and has also been implicated in pay-to-play scandals.	Thank you for your feedback. The OTP sets out priorities and values for future transportation investments. The OTP does not go into the details of individual projects, preferred vendors, or timing of when individual transit agencies would undergo this transition. No proposed change to policy.	N	
317	Comment Form	Jeremy Dickman	We need to reverse our trend of relying ONLY on single-occupancy vehicles to transport goods and people. We are literally choking the life out of our planet with CO2 emissions, and agencies like ODOT are accomplices in our own murder. We MUST place non-motorized transport and mass-transit at the top of the list in terms of our values in shaping the future of transportation in Oregon.	Thank you for your feedback. Please refer to Policy MO.3.2 which says, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option. No proposed change to policy.	N	
318	Comment Form	Timothy Wood/ Resident	Thanks for the opportunity to comment. Please toll roads. Thank you.	Thank you for your feedback. As mentioned in Policy SP.1.3, tolling is one of the potential methods of generating transportation revenue. No proposed change to policy.	N	
319	Comment Form	Bonnie J Neal/ Truck Driver	I agree it is the desired goal, It just is if you do not train individuals to be responsible for their driving habits it does not matter if they are in autos, trains, trucks, bicycles or walking they simply will not care about the others around them. All that funding will just be used up and your goals will not be reached - ever!!	Thank you for your feedback. In section 5, the OTP calls for a safe systems approach, "such as designing the transportation system to safely accommodate all users and uses of the system, reducing potential safety conflicts between modes, embracing vehicle and infrastructure technology to help correct driver error or distraction, and conducting education and outreach." No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
320	Comment Form	David Stein	I don't believe ODOT is structured progress on, nor capable of, implementing the vision and values around Mobility (many of the multimodal gaps in existence are due to rather than in spite of ODOT investment decisions) and Safety (ODOT has demonstrated that the comfort and speed of drivers is a higher priority than anyone walking or biking, especially on megaprojects)/	Thank you for your feedback. It was important for the OTP to be updated so as to set a new course and establish updated investment priorities. Policies such as MO.3.2 which says, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." is important to improve the current system. No proposed change to policy.	N	
321	Comment Form	William Danell	Please consider the adoption of fully-shielded, 2700K warm color lamps into the statewide lighting standard going forward. Currently ODOT mostly uses 4000K lamps, which emit blue-rich, white light. Other cities (Phoenix, San Jose, Hillsboro) and the Washington Dept of Transportation have already set roadway lighting standards of 2700-3000K lamps in order to reduce the impact of blue-rich, white light on wildlife and human health as well as reducing light pollution in the night sky. Thank you.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
322	Comment Form	David Stein	It is flummoxing to see that in the different funding scenarios the priorities of ODOT change substantially. Somehow in the best funded scenario Active Travel is cut 15%, in spite of the many goals around reducing VMT, emissions, and multimodal travel, while Intelligent Transportation System which is focused on congestion and speed for drivers somehow gets a bump of over 60% from current levels. If multimodal travel is not a concern, just say so and move on adjusting all other goals accordingly.	Your comment is appreciated. Edits have been made to better clarify how different levels of investments contribute to achieving the goals in this plan.	Y	Section 7.4.3 - Investment Scenarios/ Pg 90
323	Comment Form	Karen Smith	I fully support increased investment in transit options that do not require car ownership. I think that developing safer and more convenient urban bike networks will be critical to meeting this need.	Thank you for your feedback. No proposed change to policy.	N	
324	Comment Form	Peter Laciano	I am disappointed that reducing VMT is not more explicitly discussed as a goal in the OTP. Reducing VMT is undeniably essential for meeting our climate goals, correcting the epidemic of roadway deaths, reducing particulate pollution that is catastrophic to human health, and more efficiently using taxpayer money to move people & goods.	Thank you for your comment. ODOT has committed to include strategies to achieve VMT reduction targets and move toward achieving zero traffic fatalities and serious injuries by 2050. These targets tie to OTP policies that address achieving state goals emphasizing climate, equity, and safety.	Y	Sections 4.1 - Visions and Values Statements and 7.6.2 - Key Performance Targets for the OTP/ Pg 22 and 100

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
325	Comment Form	Peter Seaman	Reduce VMT! - that must be the plan's overriding goal. Yes, it's a quandary for agencies that are used to building roads for cars and trucks, but if the plan does not reduce VMT, then we are done. Find a way to reduce VMT and keep the economy humming along. You can do it!	Thank you for your comment. ODOT has committed to include strategies to achieve VMT reduction targets. These targets tie to OTP policies that address achieving state goals emphasizing climate, equity, and safety.	Y	Sections 4.1 - Visions and Values Statements and 7.6.2 - Key Performance Targets for the OTP/ Pg 22 and 100

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
326	Comment Form	Ron Rommel/ Private citizen and Life long Oregonian	<p>From the beginnings of MAX, the mass transit serving Portland, Oregon, began a new vision for transport. We should know that building more roads for a growing population of commuters is not sustainable. It's imperative that an integrated mass transit system be developed to serve both developed and under developed communities. The system must show a safe riding experience. Safety protocols must maximize the enforcement of rider safety. An integrated system would support multiple transportation through multiple methods of transport, like providing electric bicycle and electric vehicle rentals at urban station locations. Mass transit routes should make transfers seamless for passengers. Successful mass transit requires strategic long-range planning that proves to riders it can connect riders to reach further destinations through transportation partnerships with Uber, vehicle rental agencies, Amtrak, Bus lines, and, Airlines. To be successful, mass transit must build trust and credibility with it's current and future ridership.</p>	<p>Thank you for your feedback. Please refer to policy MO.3.2 which says, "Create a robust transportation system that allows people to choose between many reliable and accessible transportation options, instead of needing to rely on a single option." Regarding rider safety, please refer to policy SA.2 which focuses on creating transportation systems and facilities that are safe and secure for people to use. No proposed change to policy.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
327	Comment Form	Andrew Lindstrom	SE.1 - what is the value in recognizing past harms and reducing barriers to (future) opportunity if there is no policy emphasis on undoing those harms? Reducing barriers is good, but without making up for past harms in a restorative way, people who have suffered from state action (racist highway planning, redlining, etc.) and their families will be stuck behind without any means to get even with their peers who did not suffer those harms.	Thank you for your feedback. Edit made to Policy SE.1.2.	Y	Section 6.2 - Social Equity: Policy SE.1.2/ Pg 38
328	Comment Form	David Reeck/ Umpqua Transportation Electrification Team	focus on implementing the SAE International J-1772 charging system on the I-5 interstate, south of Eugene, for both DC Fast Charging and Level 2 charging. The Japanese standard, CHAdeMO will not be the standard in the USA nor in the EU. It is only for the Nissan Leaf. Toyota is not using this fast charging in their EVs in the USA. CHAdeMO chargers are a waste of public funds when looking toward the next 10 years.	Thank you for your feedback. The OTP does not get into the details of particular projects or programs. No proposed change in policy.	N	
329	Comment Form	Andrew Lindstrom	EC.3.2.1 framing parking cost as an undue burden for businesses (rather than paying the fair cost of the use and impact of their commerce) is misguided.	Thank you for your feedback. No proposed change to policy.	N	
330	Comment Form	Andrew Lindstrom	EC.2.3.1 is missing railroad electrification - one of the most impactful ways to reduce freight GHG emissions (especially in the hydropower rich PNW)	Thank you for your feedback. Edit made to Strategy EC.2.3.3.	Y	6.1 - Economic and Community Vitality/ Strategy EC.2.3.3, Page 32

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
331	Comment Form	Karen Smith	I'd love to see Oregon use passenger trains to connect cities like Portland, Salem, Albany, and Eugene. I'd love to see passenger rail connecting Philomath, Corvallis, and Albany, and connecting our urban region to the coast. There is a lot of highway traffic between these cities and to the coast.	Thank you for your feedback. The OTP does not go into the details of individual projects or programs. Please refer to the State Rail Plan at https://www.oregon.gov/odot/RPTD/Pages/Oregon-State-Rail-Plan-Implementation.aspx#:~:text=The%20OSRP%20explores%20the%20issues%20affecting%20the%20state%27s,provides%20a%20comprehensive%20inventory%20of%20rail%20infrastructure%20needs	N	
332	Vietnamese Language Comment Form	Khanh Le/CELS	Will ODOT provide public transportation?	Thank you for your question. The OTP does not go into the details of individual programs or projects. Please refer to the Oregon Public Transportation Plan at https://www.oregon.gov/ODOT/Planning/Documents/OPTP_ExecSummary_Final_Feb19.pdf#:~:text=This%20new%20OPTP%20provides%20guidance%20for%20decisions%20about,robust%20places%20to%20live%20than%20they%20are%20today.	N	
333	Comment Form	Andrew Lindstrom	In section 3.3, bullet point #5 speed constraints are chalked up to "tight curves and height restrictions". In most of the state, the mainlines of all the major railroads are as straight as topography (the former SP Siskyou subdivision notwithstanding) allows and there is enough vertical clearance for double stack intermodal trains on at least BNSF and UPs mainlines. I would recommend talking about how the western rail duopoly hurts the competitiveness of Oregon industry instead.	Thank you for your comment. ODOT will forward to appropriate agency staff for consideration ahead of the updates to the Oregon Rail Plan.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
334	Comment Form	Andrew Lindstrom	In section 3.2, bullet point #4 it is not clear to me what this sentence is trying to communicate. Cyclists and pedestrians certainly face system-wide gaps, but I don't understand why the "features designed to improve safety" is thrown in with that as well. I would recommend being more explicit about how car-oriented street design is dangerous for non-car users. Bullet point #5 does mention this, but in a very wishy-washy way. "Using the system" - means that cars kill them - this matters	Thank you for your comment. An edit has been made to better clarify the information conveyed in Section 3.2.	Y	Section 3.2 - Bicycle and Pedestrian Infrastructure/ Pg 13
335	Comment Form	Donald A.Jenck/ Jenck Farms LLC	EQUITY IS THE NUMBER 1 GOAL? PROVIDING TRANSPORTATION INFRASTRUCTURE FOR THE POPULATION THAT WORKS SHOULD BE THE NUMBER 1 GOAL	Thank you for your feedback. ODOT does provide transportation infrastructure, and the OTP lays out the values (safety, equity, mobility, etc.) that ODOT would use to decide the type and location of transportation infrastructure to invest in. No proposed change to policy.	N	
336	Vietnamese Language Comment Form	An Bui/CELS	Is the ODOT the funder for this project?	Thank you for your question. Funding for this update came from a variety of State and Federal sources.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
337	Comment Form	Karl MacNair/ AORTA	Oregon land use laws are designed to encourage compact development patterns and limit sprawl. However, our transportation funding laws are sending the opposite message to our land use laws. The general public in Oregon is subsidizing driving through fees (taxes) that are charged to the general population. These fees are prolific in Oregon communities because they are considered fees, not "taxes," by state law and the local Councils can raise them without a popular vote. City street utility fees are charged to every address in a city. System Development Charges (SDC's) for transportation are charged to every new building. The tax structure is set up to subsidize driving, so we get sprawling auto-centric development. Passenger trains on the other hand, naturally encourage a denser development pattern. A huge portion of the new condos, apartments, and such popping up all over Portland's skyline owe their existence to the fact that Portland had the foresight to invest in the MAX and streetcar 40 years ago. We need a carrot to go with the stick of Urban Growth Boundaries (UGB's). That carrot is passenger rail! If the state of Oregon really wants to realize the land use vision set out in the statewide planning goals, then the state should start investing heavily in passenger rail. A recent study by the	Thank you for your comment. ODOT will forward to appropriate agency staff for consideration ahead of the updates to the Oregon Highway Plan and Oregon Freight Plan.	N	
338	Comment Form	Kathryn Hamlin	Continue gas tax and tax per mile on Hybrids.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
339	Comment Form	Amber Heath/ Citizen	You hate poor rural Oregonians	Thank you for your feedback. There are several policies that focus on investing in rural transportation options such as Objective MO.5 and Strategy EC.4.1.1. In addition, it is called out in Policy MO.5.1 that investment strategies are not a one-size-fits-all, that urban and rural settings require different tactics for them to succeed. No proposed change to policy.	N	
340	Comment Form	Kerry Cannon	With respect for the Policy section's details, one that stands out is "complete critical connections" while maintaining the existing system. In the Englewood area of Coos Bay, a designated off-road walking-shared biking loop would be nice to have access to near or off Pennsylvania Ave. Walking for self-care is an important aspect of my neighbors & for those who don't drive. I know there's levels of constraints like funding, but this may be an attractive feature for land & home sales.	Thank you for your feedback. The OTP does not go into the detail of individual projects. Please contact your local planning commission or planning department to advocate for particular improvements. No proposed change in policy.	N	
341	Comment Form	Kerry Cannon	I rather like the Blue Sky plan. Personally, I wouldn't have an issue with higher use fees to help support this plan if the plan and the infrastructure, adequate mindful staffing/employees & safety measures are kept at the forefront, for all Oregonians. The goals and other plan details are realistic & proactive; but if this plan is to come to fruition, effective community & collaborative coordination needs to happen without blame shifting nor lack of accountability.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
342	Comment Form	Karen Smith	Active transportation users should be at the table from the beginning when infrastructure that they will use is being designed. That way the infrastructure can be designed to be usable before millions are paid for more inadequately designed roads and intersection.	Thank you for your feedback. The planning process should include all kinds of users at the table. Please reach out to your local planning office to get involved.	N	
343	Comment Form	Andrew Lindstrom	In section 3.6, bullet point #4 "Funding is very limited for passenger rail improvements". This is a self-inflicted point. The purpose of this document is to determine how funding should be prioritized - not if it exists currently or not. If ODOT wants to fix this funding issue, raising the gas tax and allowing for funds to be spent on passenger rail and mass transit would be a good place to start.	Thank you for your feedback. Edit made to Chapter 3.6.	Y	Section 3.6 - Passenger Rail/ Pg 17
344	Comment Form	Andrew Lindstrom	In section 3.5, there is no mention that anyone might take public transportation because it's a genuinely good way to get around. Some people (like me) use transit because it is a more interesting, social, and economical way to get around. Talking about how impacts to public transit are relevant for "equity communities" only reinforces that only poorer people need public transit - when in reality it's a public good that everyone can and should use.	Thank you for your feedback. No proposed change to policy.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
345	ODOT Email	Tom Kloster/ Metro	Vision statements are important points of consensus in any planning effort, and we strongly support the people-focused framing of the vision, as well as the new emphasis on protecting the natural environment when making transportation decisions. The statement accurately captures both the problem statement setup in the previous chapter of the draft OTP as well as values shared by the OTP Policy Coordinating Committee (on which Metro Councilor Juan Carlos Gonzalez participated).	This feedback is appreciated.	N/A	
346	ODOT Email	Tom Kloster/ Metro	"The OTP calls for a safe systems approach..." We strongly support this policy.	This feedback is appreciated.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
347	ODOT Email	Tom Kloster/ Metro	<p>“When solutions are identified that can save lives but may conflict with other goals, such as freight mobility or decreasing emissions, safety takes precedence.”</p> <p>We strongly support this language in principle, but often differ with region-level ODOT definitions of what constitutes “safety”. Oregon has adopted a safety target of achieving zero fatal and serious injury (Injury A) crashes by 2035 (Oregon Transportation Safety Action Plan, updated in 2021). The Portland region also has an adopted Vision Zero target for 2035 (Regional Transportation Safety Strategy, 2018). In the recent call for projects phase of our 2023 RTP update, ODOT region staff brought forward several major widening projects for our throughways (interstate and some statewide highways in the Oregon Highway Plan) framed as safety projects. However, the serious transportation injuries and deaths in our region are overwhelmingly occurring on the arterial street system (district highways in the Oregon Highway Plan), where few projects were brought forward by ODOT.</p>	<p>This feedback is appreciated. The OTP has been revised to now include a specific target calling for eliminating fatalities and serious injuries consistent with your comment. The top tier of investment priorities in the OTP policy point towards addressing fatalities and serious injuries, but other safety needs are included in the other investment tiers, meaning some projects that do not just address fatalities and serious injuries will still move forward. That said, the overall Plan, priorities and policies will impact future project proposals and investments and this comment will be taken into consideration too.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
348	ODOT Email	Tom Kloster/ Metro	<p>“Transportation decisions have disproportionately impacted communities and populations, leading to disparities in access to and the safety of the transportation system.”</p> <p>We recommend that the OTP equity policy framework be expanded to include restorative justice, acknowledging the obligation of the State of Oregon to account for past harms. This should be accomplished with an intentional commitment to new investments that help affected communities recover and a long-term commitment to manage the existing system infrastructure in a way that addresses past harms and reduces future burdens on these communities.</p>	<p>This feedback is appreciated. To further build upon the draft OTP’s policies acknowledging and accounting for existing inequalities and harm caused by transportation decisions, ODOT staff has added a forward-looking policy to document the impact of past decisions on current inequities and develop restorative strategies to shape future investments. Edit made to Policy SE.1.2.</p>	Y	<p>Section 6.2 - Social Equity: Policy SE.1.2/ Pg 38</p>
349	ODOT Email	Tom Kloster/ Metro	<p>“This plan also calls for getting more people biking, walking or taking transit, land use patterns that support use of those modes, and pricing the transportation system... along those lines, this plan also limits roadway expansion to occur only after pricing, options for shifting modes, use of demand management strategies, and operational improvements are explored and projected to be insufficient at reducing congestion.”</p> <p>We strongly support this policy framework.</p>	<p>This feedback is appreciated.</p>	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
350	ODOT Email	Tom Kloster/ Metro	<p>“Primarily, this plan identifies the need to focus dollars on eliminating fatalities and serious injuries, maintaining lifeline routes and key corridors, sustaining transit service, and adding critical connections for biking, walking, and rolling.”</p> <p>We support this policy framework, as well. This closely aligns with the draft 2023 RTP policy, but per previous comments, will require careful, directive implementation through ODOT’s modal plans, corridor planning and facility plans, and the Oregon Highway Design Manual to have an impact at the ODOT project level.</p>	<p>This feedback is appreciated, and we agree that the OTP will need to be implemented throughout the plans, processes, and direction as you note.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
351	ODOT Email	Tom Kloster/ Metro	<p>“However, there are still likely be areas of severe congestion where strategic roadway enhancements will be needed to improve timeliness and reliability for freight.”</p> <p>This language is concerning and appears to provide a loophole for pushing forward legacy capacity projects at a time when the OTP is attempting to pivot toward climate, safety, equity- and cost efficiency outcomes. The term “strategic roadway enhancements” might be intended to describe system management solutions, but it is overly broad here, and seems to include highway capacity expansion, as well. This section is also at odds with the previous climate policy framework for using tools like pricing to manage highway use, and could simply continue the practice of building unmanaged, general purpose highway lanes that will always fill to capacity from latent demand in our region.</p>	<p>The OTP includes several policies that, taken together, ensure that roadway capacity expansion is only considered in limited instances and only after other solutions are first considered. This is consistent with the Statewide Transportation Strategy on climate. However, to address your point about ensuring the impacts are fully understood, a strategy has been added to ensure that the potential for induced or latent demand be evaluated for any highway expansion projects being considered.</p>	Y	Section 6.3 - Mobility: Strategy MO.2.1.4/ pg 46

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
352	ODOT Email	Tom Kloster/ Metro	<p>“Strategy EC.1.1.1: Invest in transportation projects and programs that connect areas of compact development (or planned for compact development) with walking, rolling, biking, and transit facilities and services.”</p> <p>We support this strategy, though it will require ODOT to invest substantially in complementary local systems owned and operated by local governments and transit providers. This is a break from past practice and will be especially challenging as transportation revenue from traditional gas tax sources continues to decline.</p>	<p>This feedback is appreciated. ODOT will continue to explore options for partnering on funding, recognizing that multiple entities need to play a role and provide funding support.</p>	N	
353	ODOT Email	Tom Kloster/ Metro	<p>“Strategy EC.2.2.1: Study commodity flow in Oregon and identify and improve current and potential freight bottlenecks, seeking solutions that address needs.”</p> <p>As per previous comments, we are concerned about the focus on “bottlenecks” as a catch-up for perpetuating legacy highway capacity projects developed in the past under dated or sinceabandoned mobility policy.</p>	<p>ODOT acknowledges the opportunity to better clarify the intent of Strategy EC.2.2.1 and will change references to the term "bottleneck" with "major impediments to moving people and goods"</p>	Y	Section 6.1 - Economic and Community Vitality: Strategy EC.2.2.1/ Pg 33
354	ODOT Email	Tom Kloster/ Metro	<p>“Strategy EC.3.1.1: Promote the ability of people to access essential destinations, such as employment, education, and health care, with and without access to a private vehicle.</p> <p>“</p> <p>We support this strategy</p>	<p>This feedback is appreciated.</p>	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
355	ODOT Email	Tom Kloster/ Metro	<p>“Strategy EC.3.4.1: Incorporate trees and vegetation within project areas to enhance the attractiveness of communities and transportation systems, ensuring that plantings maintain the visibility and safety of transportation system users and are appropriate for the environment...”</p> <p>We support this strategy</p>	This feedback is appreciated.	N/A	
356	ODOT Email	Tom Kloster/ Metro	<p>“Strategy EC.3.4.3: Reduce or avoid negative air quality, noise, and visual impacts from the transportation system on adjacent communities.”</p> <p>We suggest linking this strategy more broadly to restorative justice and that ODOT build on the equity mapping Metro has set forth for the Portland region in the 2023 RTPs.</p>	Thank you for your comment. ODOT will use analytical tools available to the agency, including the Oregon Social Equity Index mapping application, to make the restorative justice link with EC Strategy 3.4.3. Edit made to Strategy EC.3.4.3	Y	Section 6.1 - Economic and Community Vitality: Strategy EC.3.4.3/ Pg 35
357	ODOT Email	Tom Kloster/ Metro	<p>“Objective SE.1: Recognize past harms and remove barriers to inclusion and opportunity.”</p> <p>We recommend expanding to include restorative justice and an ongoing commitment to lessening existing harms from existing facilities through best management practices and investment in affected communities.</p>	This feedback is appreciated. To further build upon the draft OTP's policies acknowledging and accounting for existing inequalities and harm caused by transportation decisions, ODOT staff has added a forward-looking policy to document the impact of past decisions on current inequities and develop restorative strategies to shape future investments. Edit made to Policy SE.1.2.	Y	Section 6.2 - Social Equity: Policy SE.1.2/ Pg 38

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
358	ODOT Email	Tom Kloster/ Metro	<p>“Objective SE.2: Make decisions through processes that are transparent, inclusive, and engaging to all people affected by the transportation system.”</p> <p>This OTP update should mandate project-specific planning across the modal plans, especially the Oregon Highway Plan, and implementing documents like the Oregon Highway Design Manual and Analysis Procedures Manual. However, to fully engage the public in decisionmaking on investments, the OTP should direct these modal plans – and especially the Oregon Highway Plan – to become project specific documents, with project-based systems analysis and findings on their ability to advance toward the OTP goals.</p> <p>The current system of deferring to region offices to identify and prioritize projects for inclusion in the STIP without the benefit of a long-term system plan of project-specific investments to draw from does not allow for the kind of public engagement and trade-off decisions on investments that the draft OTP is depending on. This represents a major change in the way ODOT does business, and it should be called out explicitly in the draft OTP</p>	<p>The OTP, being a high level planning document that defines the long-term transportation policy for the movement of people and goods across Oregon, addresses the interconnected transportation network across Oregon managed at the state, regional, and local governmental levels. ODOT acknowledges how critically important it is that the OTP policies guiding transportation investment priorities tie to disciplined coordination between transportation agencies and other entities to achieve the desired outcomes in this OTP. The identification of specific projects will happen outside of the major plans so as to be adaptive to changing needs, and inclusive of many different partner groups and public feedback. The OTP and other plans will set the sideboards for what is considered and help define priorities.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
359	ODOT Email	Tom Kloster/ Metro	<p>“Policy SE.1.1 - Acknowledge the role of Oregon’s history in altering the landscape, traditions, communities, and trajectory-of-prosperity for Indigenous people, tribes, and nations, and—through collaboration—elevate the quality of transportation for Indigenous people, tribes, and nations to State of Oregon standards or better. “</p> <p>We support this policy, but we suggest expanding it to more specifically include other marginalized communities – or create a separate policy with this intent, if this policy is intended to speak solely to the acknowledgement of Indigenous people and Tribes.</p>	<p>This feedback is appreciated. To further build upon the draft OTP’s policies acknowledging and accounting for existing inequalities and harm caused by transportation decisions, ODOT staff has added a forward-looking policy to document the impact of past decisions on current inequities and develop restorative strategies to shape future investments. Edit made to Policy SE.1.2.</p>	Y	Section 6.2 - Social Equity: Policy SE.1.2/ Pg 38
360	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SE.1.3.2: Prioritize investments for systemically excluded and underserved populations to reduce disparities in access to economic, recreation, and social destinations.”</p> <p>Agree, and as stated in previous comments, there is an opportunity to collaborate with Metro and our work in mapping and assessing transportation impacts on BIPOC and other marginalized communities in our region.</p>	<p>This feedback is appreciated. ODOT will use analytical tools available to the agency, including the Oregon Social Equity Index mapping application, to address the prioritization of equitable investments link with SE Strategy 1.3.2, and looks forward to coordinating with Metro and other organizations</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
361	ODOT Email	Tom Kloster/ Metro	<p>“Policy SE.2.1 - Ensure the voices of all people are heard in decision-making processes.”</p> <p>Agree, but for this to become an adopted practice at the ODOT regional level it will need to be spelled out in more prescriptive fashion in this plan or other implementing documents.</p>	<p>This feedback is appreciated. The OTP includes "Create and practice equitable processes and ensure decisions lead to more equitable outcomes" as one of the top implementation actions prioritizing equitable decision-making in direct connection to OTP Policy SE 2.1.</p>	N	
362	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SE.3.1.1: Invest in projects that would clearly benefit the safety and public health outcomes of systemically excluded or underserved populations.”</p> <p>We support this strategy, but it is very broad and open to wide interpretation. To achieve the intended outcome, the OTP should establish a more specific, prescriptive framework for this to be successfully incorporated into the Oregon Highway Plan, STIP decisions and other ODOT plans and processes.</p>	<p>This feedback is appreciated. ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
363	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SE.3.1.2: In response to the higher rates of roadway fatalities for people walking and biking in areas that are predominantly low income and BIPOC, make multimodal safety investments in areas with a high concentration of systemically excluded or underserved populations.”</p> <p>We strongly support this strategy, but it is at odds with the project priorities being advanced by ODOT in our region as part of the 2023 RTP update. The challenge for the OTP in reaching this outcome is for the plan to lay out a path for shifting resources to these areas as part of the STIP and in MPO regional planning efforts. The challenge in the Portland area is how to use the OTP to move the investment focus from freeway projects to the far more dangerous district highways, and whether OTP performance measures will guide these investments.</p>	<p>This feedback is appreciated. The OTP defines the long-term transportation policy for the movement of people and goods across the state and, while it does not identify specific projects, it sets a framework for strategic investments looking out from the present-day to 2050. As a forward-looking plan, the OTP provides an approach to optimize investment choices that prioritize safety and prevent fatalities and serious injuries. Implementation efforts will focus on ensuring alignment with OTP direction.</p>	N	
364	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SE.3.3.3: Invest in the infrastructure and levels of service that make existing low cost modes of travel—such as walking, rolling, biking, and transit—more convenient, and available.”</p> <p>We support this strategy, but as stated previous, this will require ODOT to invest in locally owned and operated systems – a significant pivot from past practice.</p>	<p>This feedback is appreciated.</p>	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
365	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SE.4.1.2: Increase transportation investments that benefit systemically excluded or underserved populations.”</p> <p>We strongly support this strategy as a step toward restorative justice, per pervious comments. However, the OTP should be more specific and prescriptive on how this should be implemented through the Oregon Highway Plan, other modal plans and processes, and through STIP decisions.</p>	<p>This feedback is appreciated. ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP.</p>	N	
366	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.1.1.1: Complete the most critical multimodal connections. Define priority networks for all modes based on connectivity and access to destinations; integrate these networks into plans and investment decisions at the state, regional, and local levels.”</p> <p>We support the broadening of ODOT’s role to expand beyond state-owned facilities, but as per previous comments, this will require better coordination with the RTPs across all eight of Oregon’s MPOs, and this strategy should specifically mention the role of the Oregon Highway Plan and STIP in making investments on non-state owned facilities and services.</p>	<p>ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, be consistent with the OTP policies guiding transportation decisions and investment priorities to achieve the desired outcomes in the OTP. ODOT staff has added text in the OTP to more specifically address coordination between MPOs and state agencies during implementation of the Plan.</p>	Y	Section 7.2 - Cross Sector Coordination/ Pg 81

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
367	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.1.1.3: Increase public transit ridership by enhancing network coverage, frequency, or span of service...”</p> <p>We support this strategy, and especially the broadening of ODOT’s scope to include supporting public transit as an OTP outcome, though this will clearly require new sources of funding that are not constitutionally limited to right-of-way infrastructure to be meaningfully implemented. This reality should be stated here or in later chapters of the draft OTP, as support for transit has long been an area where state funding support is needed.</p>	Thank you for your comment. Changes have been made to Strategy MO.1.1.3 consistent with your comment.	Y	Section 6.3 - Mobility: Strategy MO.1.1.3/ Pg 45
368	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.1.1.4: Complete critical bicycle and pedestrian connections to areas with a high proportion of transportation-disadvantaged people...”</p> <p>We support this strategy, and per previous comments, this will require investments in local or regional transportation systems that represent a change from past practice for ODOT. This should be stated as an intent as part of the strategy narrative.</p>	ODOT appreciates this feedback and will continue to explore options for partnering on funding, recognizing that multiple entities need to play a role and provide funding support.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
369	ODOT Email	Tom Kloster/ Metro	<p>“Policy MO.2.1 - Prior to adding new motor vehicle capacity, assess whether the capacity or other needs can be reasonably addressed by a cooperative approach among agencies... [including] context-appropriate pricing strategies (e.g., roadway tolling, charging for parking, or incentives)”</p> <p>We support this policy, but we would also point to the fact that all these considerations have been part of the RTP since 2000 yet have not been consistently followed by ODOT in project decision making. Instead, our ODOT region staff have relied upon National Environmental Policy Act (NEPA) processes and periodic updates to the RTP to make these findings, which falls short of a meaningful consideration of the alternatives at an individual project level, prior to initiating NEPA.</p>	This feedback is appreciated. Comment has been shared with region staff.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
370	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.2.1.1: Establish an investment prioritization process that emphasizes throughput of individuals and freight (e.g., multimodal freight- and people-movement capacity) rather than the quantity of vehicles (e.g., volume-to- capacity ratio of a roadway). We support this strategy. However, the draft policy uses travel speeds as a measure for our throughways, so our reading of this section is that the updated Oregon Highway Plan would need to include further metrics that measure goods and people movement to inform funding decisions that reflect this strategy. This strategy is consistent with Metro’s framework of regional mobility corridors where we track goods and people movement in the aggregate for our major travel corridors.</p>	<p>The OTP includes several policies that, taken together, aim to strategically align planning and investment priorities with the Plan's goals so that safe, equitable, resilient, cost-effective and carbon-responsible modes and solutions are given highest consideration relative to other priority transportation needs. The coming major update to the Oregon Highway Plan, anticipated to be completed by mid-2025, is a key opportunity to develop specific policies, strategies, and performance measures that define management and operations of the state's integrated highway system maintained by ODOT. ODOT and Metro's joint work on mobility measures will help inform this update.</p>	N	
371	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.2.1.3: Prior to implementing projects that add motor vehicle capacity, work with partners to avoid the impacts of latent and induced demand.” We support this strategy.</p>	<p>This feedback is appreciated.</p>	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
372	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.4.1.2: Make investments that enable safe movement and delivery of goods, considering appropriate access for freight vehicles, availability of truck parking, and driver amenities.”</p> <p>We suggest expanding on the truck parking problem that has emerged around our region (and likely the state) to more clearly direct updates to the Oregon Freight Plan and periodic STIP investment decisions toward solving truck parking solutions.</p>	Thank you for your comment. An edit has been made to Strategy MO.4.1.2 consistent with this comment	Y	Section 6.3 - Mobility: Strategy MO.4.1.2/ Pg 48
373	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.4.2.1: In urban areas, implement context-sensitive solutions such as shared transit-and-freight-only lanes to help freight move through congested areas and support transport of goods to market...”</p> <p>We support this strategy in concept and recommend that it specifically direct the Oregon Highway Plan, Oregon Freight Plan and Oregon Public Transportation Plan to incorporate the concept as part of their respective updates responding to the new OTP.</p>	This feedback is appreciated. ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
374	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.4.2.3: Reserve space within existing rights-of-way for future high-capacity transit per locally and regionally adopted plans.”</p> <p>We support this strategy, but recommend that it be expanded to include intercity transit currently being explored in our area, such as high-speed rail. The strategy should also include the need to build infrastructure in anticipation of these spaces being used for transit.</p>	Thank you for your comment. ODOT acknowledges the need to include current plans and intercity transit. Edit made to Strategy MO.4.2.3.	Y	Section 6.3 - Mobility: Strategy MO.4.2.3/ Pg 48
375	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.4.3.1: Identify freight bottlenecks and identify solutions that support improved freight travel times and reliability, while minimizing the potential for increased passenger VMT. “</p> <p>We recommend replacing this reference to “bottlenecks” with simply “freight delay areas”, as there many factors beyond the number of lanes on a freeway that affect goods movement in a large, complex urban area like ours.</p>	ODOT acknowledges the opportunity to better clarify the intent of Strategy MO.4.3.1 and has changed references to the term "bottleneck" with "major impediments to moving people and goods"	Y	Section 6.3 - Mobility: Strategy MO.4.3.1/ Pg 49
376	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.5.1.1: Establish transportation design standards appropriate for the following land use contexts...”</p> <p>We strongly support this strategy. However, an essential distinction is that this strategy should reflect planned land use, and we recommend that change in wording.</p>	Thank you for your comment. An edit has been made consistent with your comment to Strategy MO.5.1.1.	Y	Section 6.3 - Mobility: Strategy MO.5.1.1/ Pg 49

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
377	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.5.1.2: Apply roadway design elements appropriate to the land use context, with dimensional standards addressing the pedestrian and transition realms (including bicycle lanes, shoulders, and on-street parking).”</p> <p>We suggest it refer to “planned land use.”</p>	Thank you for your comment. An edit has been made consistent with your comment to Strategy MO.5.1.2.	Y	Section 6.3 - Mobility: Strategy MO.5.1.2/ Pg 50
378	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.5.1.3: Preserve the multimodal people- and freight-moving capacity of transportation corridors, while making enhancements and accommodations that enable safe use and, above all else, prevent fatalities and serious injuries.”</p> <p>Our concern with the language in this strategy is that it might continue to justify legacy highway widening projects as benefiting both people and goods movement and safety, when the greatest safety benefits could be found at much lower costs on our arterial streets.</p>	Thank you for your comment. An edit has been made to Strategy MO.5.1.3.	Y	Section 6.3 - Mobility: Strategy MO.5.1.3/ Pg 50
379	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.5.1.4: Invest in off-street walking and biking regional paths to enable more safe, comfortable, and direct connections between destinations.”</p> <p>We suggest that the language acknowledge the change this would require in ODOT’s investment practices when these facilities are owned by local jurisdictions.</p>	The OTP is a statewide plan and, as such, this policy is noting the need for overall investment in off-street bikeways and walkways regardless of the source of funding or partners. But implied by the policy is that funding support is needed by ODOT in addition to others.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
380	ODOT Email	Tom Kloster/ Metro	<p>“Policy MO.5.2 - Plan for and implement transportation investments that are consistent with and supportive of local, regional, and state transportation and land use plans.”</p> <p>We strongly support this policy.</p>	This feedback is appreciated.	N/A	
381	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.5.2.2: Consider land use context, modal function, roadway classification, and anticipated users to determine modal priorities and anticipated users on a project-by-project basis.”</p> <p>This strategy should explicitly include “planned land use” to fully embrace the idea that our transportation investments are shaping future development as part of the OTP’s policy framework and intended outcomes.</p>	Thank you for your comment. An edit has been made consistent with this feedback to Strategy MO.5.2.2.	Y	Section 6.3 - Mobility: Strategy MO.5.2.2/ Pg 50
382	ODOT Email	Tom Kloster/ Metro	<p>“Strategy MO.5.2.5: Use modal classifications and appropriate design guidelines to enable long-distance and freight trips in support of state and regional goals.”</p> <p>We support this strategy, but suggest that it link to RTP motor vehicle and freight classifications adopted in all eight of Oregon MPOs.</p>	Thank you for your comment. This comment is directed to a higher level of detail on facility design that is more appropriate to mode and topic plan revisions. ODOT will forward this comment to appropriate agency staff for consideration ahead of the updates to the Oregon Highway Plan and Oregon Freight Plan.	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
383	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.1.4.2: Consider the impacts of roadway pricing on freight and delivery vehicles when developing a user-based roadway pricing program.”</p> <p>This strategy presumes pricing to be a burden for freight movers. We recommend a more constructive framing: “Consider opportunities to benefit the movement of goods...”, for example.</p>	<p>Thank you for your comment. The policies and strategies in this plan were developed through robust engagement with a diverse range of individuals and groups representing several different interests from around the state, including the freight sector. Strategy SP.1.4.2 came out of discussions with one of the key advisory OTP Work Groups focused on community and economic vitality, which discussed similar points yet landed on the language in the current draft, which will be retained.</p>	N	
384	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.1.4.3: Ensure user-based pricing programs consider the impacts on rural and tribal communities throughout the state, who typically travel farther distances and have limited access to non-auto transportation options.”</p> <p>We are unclear on the intent of this strategy – is it addressing pricing in rural areas, or the impacts or pricing in urban areas on rural travelers using urban systems? We suggest <u>clarifying the intent</u>.</p>	<p>Thank you for your comment. An edit has been made to clarify Strategy SP.1.4.3.</p>	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.1.4.3/ Pg 57
385	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.2.1.1: Develop transportation plans and investments to focus on the most costeffective, resilient, equitable, and carbon-responsible modes and solutions over the longterm.”</p> <p>We support this strategy, but it should be more specific and prescriptive about how this will be implemented through the Oregon Highway Plan and other modal plans, corridor planning and facility plans.</p>	<p>Thank you for your comment. ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, and other corridor and facility plans be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP.</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
386	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.2.1.1 – Tier 2 -- Improve the efficiency and capacity of existing transportation infrastructure and facilities through operational improvements to the existing system, for the movement of people and goods.”</p> <p>We support this strategy on its face, but we are concerned about the definition of “operations”. In our region, that term has been used to describe new highway lanes built as auxiliary lanes, and some of these have later been redesignated as general-purpose lanes, with still more auxiliary lanes added. Therefore, we specifically exclude new lanes from our definition of “operational improvements” and specifically define auxiliary lanes as new highway capacity in the RTP. This is also consistent with Federal policy definitions of operational improvements in Title 23 § 101 of the U.S Code.</p>	Thank you for your comment. An edit has been made about excluding new through lanes to Strategy SP.1.4.3.	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.1.4.3/ Pg 57
387	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.4.1.3: Support training, apprenticeship, technical skills development, and career growth opportunities to develop and retain a skilled workforce.”</p> <p>We support this strategy.</p>	This feedback is appreciated.	N/A	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
388	ODOT Email	Tom Kloster/ Metro	<p>“Policy SP.5.2 -- Define an open decision-making process based on accountability, transparency, and communication, and make clear how public input influences decisionmaking.”</p> <p>Per previous comments, this section should direct the various ODOT modal plans to be project-specific in order to meaningfully involve the public in long-term investment decisions and tradeoffs.</p>	<p>This feedback is appreciated. ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP.</p>	N	
389	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.6.2.1: Map and assess multi-hazard threats to the transportation system, including extreme precipitation, sea level rise, wildfires, extreme heat, and seismic events.”</p> <p>We support this strategy.</p>	<p>This feedback is appreciated.</p>	N	
390	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SP.6.3.1: ODOT should seek federal authorization to use Metropolitan Planning Organizations for disaster/resiliency planning at a regional level.”</p> <p>Per the previous comment, we support this strategy. However, we will also note that this is the only reference we could find in the draft OTP to Oregon’s MPOs. This seems like an oversight that should be addressed as you refine the plan.</p>	<p>Thank you for your comment. Text has been added to more specifically address coordination between MPOs and state agencies during implementation of the Plan.</p>	Y	Section 7.2 - Cross Sector Coordination/ Pg 81

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
391	ODOT Email	Tom Kloster/ Metro	<p>“Objective SA.1: Implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.”</p> <p>“Objective SA.2: Provide transportation systems and facilities that are safe and secure for people to use, maintain, and operate.”</p> <p>We strongly support these objectives, but as stated previously, there is a disconnect between state and regional safety goals and what ODOT has brought forward in our 2023 RTP call for projects, with a project focus on building highway capacity over addressing safety on district highways, where serious injuries and fatalities are much more likely to occur.</p>	<p>This comment is appreciated and ODOT acknowledges the concerns raised. The Plan defines the long-term transportation policy for the movement of people and goods across the state, and while it does not identify specific projects, it sets a framework for strategic investments looking out from the present-day to 2050. As a forward-looking plan, the OTP provides an approach to optimize investment choices that prioritize safety and prevent fatalities and serious injuries. The OTP also explicitly recognizes how important it is for transportation agencies and other entities to coordinate across sectors to achieve the desired OTP outcomes in this OTP.</p>	N	
392	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SA.1.1.1: Give primacy to safety solutions that address fatalities and serious injuries while:</p> <ul style="list-style-type: none"> • Not increasing vehicle emissions, except when no other safety countermeasure is determined to be effective. • Identifying safety solutions that maintain access for all modes when possible.” <p>We support this strategy, with the concerns described in the previous comment.</p> 	<p>This feedback is appreciated.</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
393	ODOT Email	Tom Kloster/ Metro	<p>“Policy SA.3.1 - Make strategic investments in analytics and data science capacity to support safety improvements for transportation-vulnerable people.”</p> <p>We strongly support this policy.</p>	This feedback is appreciated.	N	
394	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SC.1.1.1: Close the gap in existing plans, trends, policies, and investments to achieve the STS vision to... price the transportation system to manage demand across modes, supporting greater use of no-emission travel choices, and providing sustainable funding to support needed investments aligned with the STS.”</p> <p>We strongly support this policy, and per previous comments, would like to see more prescriptive language on how this would be carried out in ODOT’s modal plans, the STIP process and in the Analysis Procedures Manual.</p>	This feedback is appreciated. ODOT acknowledges how critically important it is that the statewide modal and topic plans, including the Oregon Highway Plan, be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP, including meeting the STS vision.	N	
395	ODOT Email	Tom Kloster/ Metro	<p>“Policy SC.1.4 - Meaningfully incorporate GHG emissions reduction in transportation decision-making.”</p> <p>We strongly support this policy, but with the caveat that much work remains for ODOT and Metro to develop a consistent set of GHG tools that can measure emissions from the system planning level for the purpose of meeting our state GHG targets, to the individual project level, in the context of RTP or MTIP amendments and the STIP process.</p>	This feedback is appreciated.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
396	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SC.1.4.1: Implement a funding allocation framework and project prioritization process that evaluates the impact of investments on GHG emissions and results in total spending that reduces GHG emissions to meet STS and state goals.”</p> <p>We strongly support this strategy</p>	This feedback is appreciated.	N	
397	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SC.1.4.2: Update project cost/benefit analysis methodologies to consider life-cycle costs; the social cost of carbon (an estimate of the economic costs, or damages, of emitting one additional ton of carbon dioxide into the atmosphere)”</p> <p>We support this strategy, and per previous comments, would link this work to the need for better and more consistent GHG analysis tools – especially at the project level.</p>	Thank you for your comment. An edit has been made to Strategy SC.1.4.2 consistent with this comment.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.1.4.2/ Pg 76
398	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SC.1.4.5: Evaluate the impacts of climate change on BIPOC communities and people experiencing low income in programmatic and project-level decisions.”</p> <p>We support this strategy.</p>	This feedback is appreciated.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
399	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SC.2.1.1: Plant trees and vegetation in public rights-of-way through applying practical solutions and context-sensitive strategies that effectively integrate climate goals while ensuring that plantings maintain the visibility and safety of transportation system users and are appropriate for the environment and future hazard risks...”</p> <p>Per previous comments, we support this strategy.</p>	This feedback is appreciated.	N	
400	ODOT Email	Tom Kloster/ Metro	<p>“Strategy SC.2.1.4: Minimize and mitigate harms to sensitive fish and wildlife species, for example, by providing space for terrestrial animal movement along habitat corridors.”</p> <p>This strategy provides an opportunity for ODOT to coordinate and pilot new designs with Metro using mapped wildlife corridors in our Regional Parks and Nature System Plan (2018).</p>	ODOT looks forward to coordinating more on this with Metro and other partners in the future.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
401	ODOT Email	Tom Kloster/ Metro	<p>“Policy SC.2.3 - Minimize transportation contributions to local airshed quality, prioritizing the most affected low-income communities.”</p> <p>“Strategy SC.2.3.1: Ensure that the impacts of pollution are not disproportionately borne by systemically excluded or underserved populations.”</p> <p>We support these strategies, and per previous comments, underscore our concern about legacy projects from documents and projects that were developed without a public process – like the Corridor Bottleneck Operations Study (CBOS) – moving forward despite policies like this being adopted in the OTP. We suggest that ODOT explicitly identify a public process in the OTP by which documents that will result on transportation project be adopted by the Commission, and a timeline for adoption or phase-out of documents that were not developed and adopted by the Commission with an acceptable level of public engagement.</p>	<p>The OTP is a forward-looking plan setting the framework for policies and strategies from the present-day to 2050. The draft Plan was developed through a robust public engagement process to incorporate broad, diverse membership, including new voices, on project committees and work groups. The groups met several times to discuss and recommend the policies, strategies, and implementation actions in the Plan, including the policies under the Sustainability and Climate Action goal. The OTP does not guide the processes by which individual transportation projects are adopted by the Oregon Transportation Commission but will impact consideration of future projects and the prioritization of investments.</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
402	ODOT Email	Tom Kloster/ Metro	<p>7.3.1 Statewide Modal Plans: ... The statewide mode and topic plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address. Many statewide modal and topic plans have been updated in recent years. ODOT will reevaluate the most effective way to incorporate the OTP policies as future modal and topic plans are considered for updates.”</p> <p>Many of our comments have pointed to ODOT’s modal plans, facility plans and STIP process as the key implementing tools for the OTP, along with the Oregon Highway Design Manual and Analysis Procedures Manual. The work program for revisiting these plans and documents critical for making progress urgent policy matters like climate and safety, and shouldn’t be deferred, as it is in this language. As suggested in earlier comments, we also propose that ODOT consider leading off this implementation work with an “Oregon TSP” that can guide these various modal plans with a truly multi-modal vision, just as our RTP guides our various modal plans within the Metro region. The OTP should provide specific timelines (or deadlines) for these documents to be updated, beginning with those that govern how our highways are managed and</p>	<p>The coming major update to the Oregon Highway Plan, anticipated to be completed by mid-2025, is a key opportunity to develop specific policies and strategies that define management and operations of the state’s integrated highway system maintained by ODOT.</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
403	ODOT Email	Tom Kloster/ Metro	<p>“7.3.2 Facility Plans: ...Facility plans include specific area refinement plans, interchange area management plans, and corridor plans. The Oregon Transportation Commission adopts facility plans for the state highway system into the Oregon Highway Plan.”</p> <p>This section should be expanded to ensure that any planning work that results in the identification of projects be considered a “plan” within one of the categories list here, and subject to public engagement and adoption by the OTC.</p>	The coming major update to the Oregon Highway Plan, anticipated to be completed by mid-2025, is a key opportunity for ODOT to coordinate more on this with Metro and other partners in the future.	N	
404	ODOT Email	Tom Kloster/ Metro	<p>“7.4.3 Investment Scenarios:To help guide current and future investments, the following four funding scenarios were crafted. These will form the basis for funding decisions by the Oregon Transportation Commission, with adjustments made to consider current data and needs utilizing the investment framework considerations and tiers outlined in Strategy SP.2.1.1 of this plan.”</p> <p>The investment scenarios in this section represents an important shift in the OTP to acknowledgement that we have a mature highway system in our state, and that in the future we will be increasingly investing in making it safer, more resilient and more inclusive – and with diminishing funds from traditional revenue sources.</p>	This feedback is appreciated	N/A	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
405	ODOT Email	Tom Kloster/ Metro	<p>“7.6.3 Key Performance Indicators for the Oregon Transportation Plan The OTP goals and objectives establish measurable systemwide outcomes that will be critical to achieving the OTP’s vision for the future transportation system.”</p> <p>This section is an excellent start – especially the tiering of priorities in the previous section -- but a subsequent section in the plan is needed: “How the KPIs will guide the OTC’s funding decisions”. The plan needs a roadmap for the Commission to follow if these measures are to be taken seriously by ODOT managers and staff in reach region.</p>	Thank you for your comment. Edits have been made to further clarify how key performance indicators influence implementation of the OTP.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
406	ODOT Email	IDA Board Members/ International Dark Sky Association Oregon Chapter	We would like the OTP to clearly define a statewide lighting plan that follows best practices in lighting design, including fully shielded, 2700K lamps, as well as more clearly define the process by which ODOT plans to accept input from stakeholders on its statewide lighting standard.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
407	ODOT Email	Joseph Auth/City of Hillsboro	<p>Thank you for the opportunity to comment on the Oregon Transportation Plan (OTP). This plan is critical to the economic vitality and livability of Oregon since it informs investment decisions by ODOT, Metropolitan Planning Organizations like Metro, and local governments for long-range policy of Oregon's transportation system. The phrasing of the policies and strategies is important to ensure we achieve the desired outcome of the goals and objectives.</p> <p>The City of Hillsboro requests to participate in the development of the application of these strategies when the OTP update is adopted. Please consider us in future committees. Our Transportation Systems Division will be the point of contact.</p>	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	
408	ODOT Email	Joseph Auth/City of Hillsboro	<p>Strategy MO.2.1.3 encourages working with partners to avoid the impacts of latent and induced demand prior to implementing projects that add motor vehicle capacity. The derivation of latent and induced demand needs to consider Oregon land use laws and other factors that makes our state different from other states.</p>	Thank you for your comment. Policy language has been added to clarify evaluation of the potential for motor vehicle induced or latent demand be done in coordination with partners.	Y	Section 6.3 - Mobility: Strategy MO.2.1.4/ pg 46

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
409	ODOT Email	Joseph Auth/City of Hillsboro	Strategy MO.2.1.2 implements metrics to ensure multimodal improvements that benefit more than just vehicle movement are identified in development review and traffic impact assessment processes. The City does not oppose this strategy. Deriving a metric beyond frontage improvements to ensure multimodal improvements in the development review process that meets the nexus and proportionality test will be challenging. Our City is curious to see what ODOT develops to address this challenge.	ODOT looks forward to working with City of Hillsboro and other partners on guidance and implementation of strategies such as MO.2.1.2.	N	
410	ODOT Email	Joseph Auth/City of Hillsboro	(MO.2.1.1) The derivation of peoplemovement capacity needs to consider relevant factors and constraints such as traffic control devices. We also want to ensure the methodologies consider 'realistic usage' of the transportation facility that can likely be achieved per hour as a complement to, or possibly weighted more than, theoretical people-movement capacity. The realistic usage calculation should be based on the context of the surrounding area and land use as described in Objective MO.5	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
411	ODOT Email	Joseph Auth/City of Hillsboro	Strategy MO.2.1.1 suggests establishing an investment prioritization process that emphasizes throughput of individuals, such as people-movement capacity, rather than the quantity of vehicles (e.g., volume-to-capacity ratio). The City does not oppose the approach of using people-movement capacity. We want to ensure that the methods used to estimate people-movement capacity are vetted by transportation engineers with relevant subject matter expertise.	This feedback is appreciated. ODOT looks forward to coordinating more on this with the City of Hillsboro and other partners in the future.	N	
412	ODOT Email	Joseph Auth/City of Hillsboro	The City of Hillsboro supports Objective MO.2's intent to reduce vehicle miles traveled (VMT) per capita for passenger vehicles. Our city wants to ensure the Objective MO.2 strategies are applied effectively and appropriately by ODOT once the updated OTP becomes adopted. The application of these strategies needs to be peer reviewed using methods approved by transportation engineers from ODOT and partner agencies prior to implementation.	Thank you for your comment. The Oregon Modeling Steering Committee and partner agencies will be engaged with ODOT in OTP implementation efforts, including guidance and direction to ensure peer-reviewed and collaborative analysis techniques and tools.	N	
413	ODOT Email	Ed Averill/MCAT Transportation Committee	Facilitate Mode Shift toward Public Transit: This will save Vehicle Miles Traveled and allow Mass Transit Electrification to save on Emissions. In earlier planning documents you referred to Transportation as a Service, which accepts responsibility of plugging the gaps in end-to-end transport system.	Thank you for your comment. Edits have been made to add reference to public transit's role in reducing VMT and emissions in Section 3.5. There are also several policies that prioritize investments in public transit such as Strategies MO.1.1.2, MO.1.1.3, and Policy MO.2.1. No proposed change to policy.	Y	Section 3.5 - Public Transportation/ Pg 16

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
414	ODOT Email	Ed Averill/ MCAT Transportation Committee	<p>Matching up Investment Options to Policy Direction: In Part 5 (Policy Framework), in the section titled "Reduce Greenhouse Gas Emissions" the following policy direction is included: "Along those lines, this plan also limits roadway expansion to occur only after pricing, options for shifting modes, use of demand management strategies, and operational improvements are explored and projected to be insufficient at reducing congestion." [Emphasis added.]</p> <p>Yet, in Part 7, the Investment Scenarios presented for differing levels of funding available foresee a percentage of the available funding going to "Lane Mile Additions" of between 4.5% to 8.8%. (The biggest chunk of funding in all Investment Scenarios is reserved for "Preservation", i.e. maintenance and repair, which is appropriate given our backlog situation.) Despite the percentages for Lane Mile Additions being below 10%, the actual dollar figures are likely to be in the hundreds of millions, and that big a commitment seems to prejudge lack of success for the efforts to promote solutions to congestion problems other than adding new lanes - when we already cannot maintain the road lanes we have.</p>	<p>Thank you for your comment. Edits have been made to 7.4.3 Investment Scenarios to further clarify the meaning behind lane mile additions in describing the levels of investment assumed in the scenarios.</p>	Y	Section 7.4.3 - Investment Scenarios/ Pg 90

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
415	ODOT Email	Ed Averill/ MCAT Transportation Committee	The discussion in the OTP about needing to find a new funding system (more likely a mix of funding strategies) is clear enough and certainly the eroding gas tax must be replaced or supplemented; but it should be made clear in that discussion that a new funding system ought to retain or even strengthen incentives to help accomplish goals mentioned elsewhere in the OTP; such as Vehicle Miles Traveled Reductions, Greenhouse Gas Reductions, Mode Shift Acceleration, etc.	This feedback is appreciated. An edit has been made to OTP policy language consistent with your comment.	Y	Chapter 2 - Key Drivers of Change/ Pg 6
416	ODOT Email	Councilor Juan Carlos Gonzalez	Expanding the OTP's equity policy framework to include restorative justice, thus acknowledging the obligation of the State of Oregon to account for harms to marginalized communities from past transportation decisions. This would also include making a long-term commitment to managing the existing system in a way that rectifies past harms and reduces future burdens on these communities.	Thank you for your comment. To further build upon the draft OTP's policies acknowledging and accounting for existing inequalities and harm caused by transportation decisions, a forward-looking policy has been added to document the impact of past decisions on current inequities and develop restorative strategies to shape future investments. Edit made to Policy SE.1.2.	Y	Section 6.2 - Social Equity: Policy SE.1.2/ Pg 38

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
417	ODOT Email	Councilor Juan Carlos Gonzalez	<p>Adopting a comprehensive transportation system plan that is multimodal and longrange – a state TSP. An overarching system plan is needed to give context to updates to the existing mode-specific plans through the lens of the new OTP. Importantly, this work should precede and shape the planned update to the Oregon Highway Plan, a document that has enormous impacts on how our communities develop, but lacks a multimodal context, where tradeoffs in investments across travel modes and achievement of safety, climate and equity outcomes can be weighed.</p>	<p>Thank you for our comment. The OTP, being a high level planning document that defines the long-term transportation policy for the movement of people and goods across Oregon, addresses the interconnected transportation network across Oregon managed at the state, regional, and local governmental levels. ODOT acknowledges how critically important it is that the Oregon Highway Plan be consistent with and further define the OTP policies guiding transportation decisions and investment priorities into practice in order to achieve the desired outcomes in the OTP.</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
418	ODOT Email	Councilor Juan Carlos Gonzalez	<p>The Department of Land Conservation and Development’s Climate Friendly and Equitable Communities (CFEC) rulemaking substantially updated Oregon’s administrative rules on transportation planning for ODOT and jurisdictions within Oregon’s eight metropolitan areas. The updated rules reset the process for how ODOT- evaluates, prioritizes, and advances projects in Oregon to meet safety, climate, and equity goals. Under Oregon’s statewide land use program, ODOT projects must be adopted into local and regional TSPs. The new rules require jurisdictions within all metropolitan areas to demonstrate that project lists in each local transportation system plan will not increase vehicle miles traveled per capita. Furthermore, in the Portland region, Metro is responsible for tracking progress toward our region’s state greenhouse gas reduction target. In this way, a multi-modal ODOT system plan (a state TSP) could also be a practical way for the agency to make this transition in the way ODOT projects are prioritized and brought forward to local and regional transportation system plans under CFEC.</p>	<p>Thank you for your comment. The OTP considers the different needs around coordination between ODOT and partner state, regional, and local public agencies. The Plan includes specific reference to requirements for regional and local transportation system plans administered by the Department of Land Conservation and Development, including the set of rules, known as the Climate Friendly and Equitable Communities (CFEC) Program. An edit has been made to acknowledge new performance target reporting of planned actions as a means to help keep CFEC areas on track over time.</p>	Y	Section 7.2 - Cross Sector Coordination/ Pg 81

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
419	ODOT Email	Councilor Juan Carlos Gonzalez	Actively partnering with Metro on solutions that we can help advance the new OTP vision in our region through our Regional Transportation Plan and Climate Smart Strategy. This includes updating guidance documents and innovating new analysis methods and tools needed to evaluate our system plans and major transportation projects for their climate, equity and safety impacts and benefits, thereby informing policy makers on our progress toward the OTP vision and performance measures. The ODOT Statewide Planning Unit, Transportation Planning & Analysis Unit (TPAU) and the Climate Office, in partnership with DLCD, has already started this important work – and we suggest acknowledging its importance and incorporating it in the draft OTP.	This feedback is appreciated.. As the OTP goes forward into plan implementation, ODOT will use analytical tools available to the agency to evaluate plans and projects for climate, equity and safety impacts. This includes the Oregon Social Equity Index mapping application to address the prioritization of equitable investments linked with Strategy SE.1.3.2. ODOT looks forward to coordinating with Metro and other organizations.	N	
420	ODOT Email	Councilor Juan Carlos Gonzalez	Linking the performance measures in the new OTP to every funding decision the Commission makes through the Statewide Transportation Improvement Program (STIP), including conditions of approval to guide the ODOT region offices who implement state transportation projects and programs.	Thank you for your comment. A strategy has been added to evaluate investment decisions for climate and equity impacts and track them against OTP performance targets.	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.2.1.3/ Pg 59
421	ODOT Email	Frank Javorsky	How will those of us who live in rural areas pay for this bag of crap.	Thank you for your feedback. Please see Policy SP.1.3, which seeks to explore and identify a range of different means of generating revenue. No proposed change to policy.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
422	ODOT Email	Alana Langdon/ Nikola Corporation	Nikola strongly supports Strategy MO.6.2.2. However, this strategy does not seem to apply or translate to other strategies or policies outlined in the Plan. As the Plan is considered a long-term vision for the State's transportation system, Nikola encourages more emphasis on the planning needs for establishing all zero-emission vehicles (ZEV) technologies, including fuel cell electric vehicle (FCEV) platforms to accelerate the decarbonization of transportation.	An edit has been made consistent with your comment.	Y	Section 6.3 - Mobility: Strategy MO.6.2.2/ Pg 52
423	ODOT Email	Alana Langdon/ Nikola Corporation	Nikola strongly recommends that, considering Oregon's adoption of the Advanced Clean Cars Rule II and the Advanced Clean Trucks Rule, that the Plan refer to both types of powertrains comprehensively as ZEVs.	Zero emission covers hydrogen fuel cells and electric.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
424	ODOT Email	Alana Langdon/ Nikola Corporation	Nikola recommenda aligning with the recommendations set out by ODOT's Hydrogen Pathway Study, to prioritize fuel neutral zero emissions transportation infrastructure across vehicle segments (Strategy SC 1.1.1; SC 1.2.1; SC 1.2.2). The development of multiple technologies can also reduce the risk of resource exhaustion and alleviate other deployment bottlenecks that might arise should only one technology pathway be pursued. Investing in both technologies delivers infrastructure and total cost of ownership (TCO) advantages over investing in only one. The inclusion of a Hydrogen Refueling Infrastructure credit, mirroring California's program, would also be encouraged to incentivize development of commercial hydrogen refueling stations as well as funding for both mobile and fixed hydrogen refueling infrastructure is also essential.	This feedback is appreciated. Edits have been made to Strategy SC.1.2.1 and SC.1.2.2 consistent with your comment.	Y	Section 6.6 - Sustainability and Climate Change: Strategies SC.1.2.1 and SC.1.2.2/ Pg 74
425	ODOT Email	Alana Langdon/ Nikola Corporation	Providing commercial heavy duty fleets equal access to BEVs and FCEVs and their related infrastructure is the most equitable approach to carry out Strategy SE.3.2.1. A balance of accessible powertrain technologies ensures that fleets can acquire the vehicle that works best for their particular use case. To this end, SE.3.2.2 should include affordable financing for FCEVs as well.	Hydrogen fuel cell is intended to be part of electric.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
426	ODOT Email	Alana Langdon/ Nikola Corporation	For Oregon to effectively increase the resiliency of the transportation system to withstand the impacts of climate change, extreme weather events and seismic events (Objective SP.6), and “to ensure sufficient alternative fuel station resilience, supply and density to support emergency evacuation scenarios and routes”, hydrogen will have to be part of the plan. Sufficient supplies of stored hydrogen will be particularly important if the electricity grid is disabled and there is no way to charge battery electric vehicles and transport people to safety or move critical goods and services.	Thank you for your comment. Resilience is part of multiple strategies in the draft plan, including energy.	N	
427	ODOT Email	Alana Langdon/ Nikola Corporation	Finally, regarding the Plan’s addressing transportation investments (Section 7.4), we would again request that ODOT replace the Investment Category of “Electrification” with “Zero Emission Transportation”.	Based on deliberations with committee members, focus groups and public feedback, the Plan purposely leans in heavier on electrification, which is inclusive of hydrogen fuel cell.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
428	ODOT Email	Shoshana Cohen/ PBOT	<p>While many of the identified actions are thoughtfully and thoroughly crafted, the guiding transportation plan for the state should provide more clarity about how the actions are prioritized and assigned to the many interrelated systems and entities that make transportation work for everybody. The introduction to the Plan states that all entities have a role to play in implementation. However, the plan does not clearly assign prioritization or responsibility, leaving ambiguity about what should be done first and by whom.</p> <p>There should be stronger prioritization and assigned responsibilities in the plan as well as short-term targets and direction for updating local TSPs to support the goals and implement the policies in the Plan. We appreciate the inclusion of the 10 implementing actions listed on page 92, but believe they are very high level and should include more specific implementing actions and responsibilities, either in the plan or as part of the next stage of implementation planning</p>	<p>Thank you for your comment. ODOT acknowledges how critically important it is that the OTP policies guiding transportation investment priorities tie to disciplined coordination between transportation agencies and other entities to achieve the desired outcomes in the OTP and be consistent with the other statewide modal and topic plans and local TSPs. We concur this needs to be a focus for OTP implementation</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
429	ODOT Email	Shoshana Cohen/ PBOT	<p>However, it is unclear how tiers in Objective Sp.2 will be applied. Will this be applied to all ODOT actions as soon as the OTP is adopted? What will be the enforcement? ODOT already has a number of stated goals and requirements around safety, climate, and VMT reduction, which are currently not being applied to guide agency investment decisions to ensure that the goals are met. To ensure the seeming intent of these new policies to align investment with the policies and goals in the Plan, we strongly recommend that these tiers be strengthened and the process for applying them clarified. This tiered approach may need to be pulled out of the “objective” role within the document and applied instead as an overarching prioritization approach for the whole plan.</p>	<p>Thank you for your comment. A strategy has been added to evaluate investment decisions for climate and equity impacts and track them against OTP performance targets.</p>	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.2.1.3/ Pg 59
430	ODOT Email	Shoshana Cohen/ PBOT	<p>We recommend that the KPIs be developed as soon as possible – with specific targets (including interim targets), not just directionality – and integrated into regular performance monitoring.</p>	<p>Thank you for your comment. ODOT has committed to include adopted STS targets, adopted Vision Zero targets, and quantifiable targets to achieve equitable outcomes in the OTP as key performance targets.</p>	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
431	ODOT Email	Shoshana Cohen/ PBOT	<p>While Section 7.3.1 on Statewide Modal Plans recognizes that “statewide mode and topic plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address, we are concerned that the language further suggests that recent updates to those plans may suffice for the near-term, given recent updates to some of those plans. Given the significant policy changes in the draft OTP, it will also be essential to update existing plans and projects to reflect OTP guidance so there is a coherent strategy reflected and applied throughout these implementation tools. The timeline for this work should be developed as soon as possible. The OTP should provide specific timelines (or deadlines) for these documents to be updated, beginning with those that govern how our highways are managed and expanded – in other words, the Oregon Highway Plan, Oregon Highway Design Manual and Analysis Procedures Manual should be the first updates to be completed.</p>	<p>Thank you for your comment. ODOT acknowledges how critically important it is that the OTP policies guiding transportation investment priorities tie to disciplined coordination between transportation agencies and other entities to achieve the desired outcomes in the OTP. We concur this needs to be a focus for OTP implementation</p>	N	

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
432	ODOT Email	Shoshana Cohen/ PBOT	The climate elements should be strengthened to reflect the urgency of the need for action to reduce transportation greenhouse gas pollution and the clear direction of the adopted Oregon Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions. We appreciate the inclusion of Objective MO.2: reduce the per capita VMT for passenger vehicles and would like to see this objective better reflected across the document (see the attached document for specifics).	ODOT has taken significant steps towards reducing GHGs. The OTP vision identifies three top priorities: safety, climate, and equity. The OTP policies focus on reducing GHGs. We have committed to include STS major strategies in the OTP Key Performance Targets. OTP policy language addresses achieving state goals for reduced GHGs.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100
433	ODOT Email	Shoshana Cohen/ PBOT	The OTP update should also include more explicit direction about the need for state, regional and local governments to collaborate and coordinate around funding and investment for system maintenance and operations as well as new infrastructure. Every action one entity takes to secure a new source of revenue must be assessed for its impacts not only on system user behavior and outcomes but also on the ability to secure revenue for other transportation needs. For example, if a road pricing policy instituted by one entity affects the ability of others to meet their policy and revenue needs, that must be analyzed and addressed. Additionally, many of the strategies in this document call out the need to enhance transit, bicycle and pedestrian connections, all of which will require significant investment in local systems.	Thank you for your comment. ODOT acknowledges how critically important it is that the OTP policies guiding transportation investment priorities tie to disciplined coordination between transportation agencies and other entities to achieve the desired outcomes in this OTP. The OTP is statewide and as such covers the work of the state and locals which implicitly acknowledges this point.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
434	ODOT Email	Shoshana Cohen/ PBOT	In the Policy Framework section, under "Enable the Efficient Movement of Goods and Services," the document states "However, there are still likely to be areas of severe congestion where strategic roadway enhancements will be needed to improve timeliness and reliability for freight." This language undercuts many of the other goals in the document, including safety, climate, and VMT reduction, and opens the door to excuse adding roadway capacity. There are many other – and more effective - ways to address congestion than adding capacity, and this language should be removed.	Thank you for your feedback. Roadway enhancements may take many forms, including operational or ITS improvements. In the case of capacity changes, the OTP includes several policies that, taken together, ensure that roadway capacity expansion is only considered in limited instances and only after other solutions are first considered. This is consistent with the Statewide Transportation Strategy for climate, and to understand the impacts on VMT, a strategy has been added to ensure that the potential for motor vehicle induced or latent demand be evaluated for any highway expansion projects being considered.	Y	Section 6.3 - Mobility: Strategy MO.2.1.4/ pg 46
435	ODOT Email	Shoshana Cohen/ PBOT	Strategy MO.1.1.2 describes improving walking, rolling, biking, and transit systems until "they are as competitive as possible with auto travel." This phrase should be amended to "at least as competitive as auto travel." In many contexts it is not only entirely possible to make these modes more efficient, affordable, safe and comfortable than auto travel, but it will be necessary to do so in order to achieve many of the OTP goals.	Thank you for your feedback. A text change consistent with your comment has been made to Strategy MO.1.1.2.	Y	Section 6.3 - Mobility: Strategy MO.1.1.2/ Pg 45

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
436	ODOT Email	Shoshana Cohen/ PBOT	Policy MO.2.1 includes the possibility of using a “cooperative approach” when adding new motor vehicle capacity, but it’s not required, nor is it clear which stakeholders are assigned this responsibility in the described “cooperative approach.” This policy should be revised to clarify that the cooperative approach is required and that local and regional goals are supported.	Thank you for your comment. The policy language goes beyond the possibility of a cooperative approach, identifying its use. Through cooperation, a balance among objectives can be met.	N	
437	ODOT Email	Shoshana Cohen/ PBOT	Strategy MO.2.1.3 calls for projects that add motor vehicle capacity to “work with partners to avoid impacts of latent and induced demand” without assigning rights and responsibilities. This strategy should be revised to reflect that a project that increases motor vehicle capacity must include in the project itself the multimodal investments that are necessary to reduce VMT in order to avoid the impacts of induced and latent demand on the rest of the local and state system. Local jurisdictions cannot be left on the hook – without funding – for mitigating the added VMT caused by ODOT’s motor vehicle capacity increases. Additionally, we recommend that the words “motor vehicle” be added before “demand” at the last sentence. Demand is often used as if it only relates to vehicles, ignoring the latent demand for transit, walking and bicycling.	Thank you for your comment. Changes were made to ensure that the potential for motor vehicle induced or latent demand be evaluated for any highway expansion projects being considered. Such evaluation may highlight needed investments.	Y	Section 6.3 - Mobility: Strategy MO.2.1.4/ pg 46

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
438	ODOT Email	Shoshana Cohen/ PBOT	Strategy SP.2.1.2. describes a strategy of transferring ownership “to reduce maintenance costs”. Transfer does not reduce maintenance costs – it just moves them to a different entity in the statewide system. If this is an ODOT-only action, it should be clearly indicated.	Thank you for your comment. A change has been made to clarify the respective outcomes of disinvestment vs transfer of ownership.	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.2.1.2/ Pg 59
439	ODOT Email	Shoshana Cohen/ PBOT	The climate component of Drivers of Change (2.2) is very short compared to the others, and is very heavy on adaptation, which has the effect of suggesting that adaptation is all that is necessary, removing the focus from mitigation. We recommend moving the adaptation language to 2.5, Resiliency and Disaster Planning, and adding some additional detail to the mitigation language.	Thank you for your comment. An edit has been made to note why mitigation and adaptation are both important and more strongly emphasize GHG reduction.	Y	Sections 2.2 - Climate Change and 2.5 - Resiliency and Disaster Planning/ Pg 7 and 10
440	ODOT Email	Shoshana Cohen/ PBOT	The climate statement in the Vision and Values Statement (4.1) should be amended to include the need to reduce Vehicle Miles Traveled, not just the need for clean fuels. The data is clear that we will not reach our state climate goals without taking immediate, aggressive action on both reducing and decarbonizing VMT. We recommend revising the second half of the first sentence from “reduce emissions caused from travel” to “reduce vehicle miles traveled per capita for passenger vehicles,” which would also be consistent with Objective MO.2.	Thank you for your comment. Edits have been made to this section to expand on changes needed to address emission reductions caused by travel, including the need to transition to low- and no- carbon modes of transportation.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
441	ODOT Email	Shoshana Cohen/ PBOT	Strategy EC.2.2.1 identifies bottlenecks as a problem. This language is tied to the longstanding practice of state DOTs to expand roadways piecemeal, always justifying expansion by the existence of bottlenecks created by previous roadway capacity, and undermining climate goals. We recommend reframing this strategy to focus on system management solutions, including reducing VMT and providing robust freight options.	ODOT acknowledges the opportunity to better clarify the intent of Strategy EC.2.2.1 and has changed references to the term "bottleneck" with "major impediments to moving people and goods"	Y	Section 6.1 - Economic and Community Vitality: Strategy EC.2.2.1/ Pg 33
442	ODOT Email	Shoshana Cohen/ PBOT	Policy SC 1.1 should explicitly identify VMT reduction as a strategy to reduce GHG emissions.	ODOT has committed to include STS major strategies in the OTP Key Performance Indicators (KPIs) to achieve VMT reduction targets and to tie to OTP policies that address achieving state goals, including reduced GHGs.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100
443	ODOT Email	Shoshana Cohen/ PBOT	In order to achieve VMT reduction, safety, and equity goals, it will be essential to dramatically increase investment in non-SOV modes. This is not reflected in the way that these modes are described in the document. The language used for 3.2 Bike and Ped is much more passive and less directive of investment than that used for other modes. For example, "System gaps exist" vs "requires substantial investments."	Thank you for your comment. Policy SP.2.1 identifies adding bikeway and walkway connections as a top tier investment priority consistent with this comment.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
444	ODOT Email	Shoshana Cohen/ PBOT	The Equity element of Drivers of Change (2.1) includes a side box that identifies equitable outcomes as prevention of negative effects and does not include the provision of positive effects. The current system distributes both positive and negative outcomes unjustly; the measure of the future system will be the degree to which it corrects that, not just preventing additional damage.	Thank you for your comment. An edit has been made to the referenced sidebar in the OTP consistent with comment.	Y	Section 2.1 - Equity/ Pg 7
445	ODOT Email	Shoshana Cohen/ PBOT	Strategy SP.1.2.1 only includes direction to implement “in a manner that does not disproportionately burden people experiencing low income” under congestion pricing – none of the other pricing approaches include it. It would also be helpful to provide more clarity on the meaning of “disproportionately” in this context.	The updates to the Oregon Highway Plan (OHP) pricing strategies get into more detail on the definitions and policy for roadway pricing strategies and will be revisited as part of the upcoming OHP update.	N	
446	ODOT Email	Shoshana Cohen/ PBOT	Section 3.5, Public Transportation, should identify that successful public transit is a key component to reducing congestion as well as VMT and GHG.	Thank you for your comment. An edit has been made to Section 3.5.	Y	Section 3.5 - Public Transportation/ Pg 16
447	ODOT Email	Shoshana Cohen/ PBOT	Section 3.6, Passenger Rail, should identify that passenger rail reduces VMT and congestion as well as GHG. The statement “Funding is very limited for passenger rail improvements” should be expanded for clarity – what kind of funding, and why - or omitted.	Thank you for your comment. An edit has been made to better clarify funding of passenger rail service from state and federal resources.	Y	Section 3.6 - Passenger Rail/ Pg 17

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
448	ODOT Email	Shoshana Cohen/ PBOT	In Strategy SP.2.1.1, the transit bullet from the second tier – “Improve the efficiency, frequency and reliability of public transportation services” – should be moved into the top tier and replace “preserve current public transportation service levels.” Robust public transit is essential to meeting climate and equity goals, and merely preserving current levels is profoundly inadequate. The STS directs an increase in transit service (Strategy 9), and that should be reflected here.	Thank you for your comment. While we agree that a robust transit system is necessary to achieve the OTP goals, all investments across the three tiers in SP.2.1.1 are likewise necessary. The top tier reflects the bare minimum needed and the priority with limited funds. It is a struggle for many transit agencies to sustain service and keep up with population growth, and we purposely want to acknowledge that.	N	
449	ODOT Email	Shoshana Cohen/ PBOT	The language in the fourth “key driver of change” is misleading, suggesting that the declining transportation funding is due to fuel efficient vehicles. The policy on Secure Sustainable and Reliable Transportation Funding, while it is clearer about why the funding crisis exists, also suggests that decarbonization is the primary problem. This framing is false, as demonstrated in the scenario section. Even if all decarbonized transportation paid revenues exactly in parity with what they would have paid in gas taxes, the system would collapse, because gas taxes have not been raised and indexed appropriately, and costs have increased. It is important to accurately describe the key driver of change; inaccuracy in problem definition will point us toward ineffectual or even counterproductive solutions.	Thank you for your comment. An edit has been made to better clarify that fees do not fully cover the cost of wear and tear on the transportation system nor the needs identified throughout this Plan.	Y	Chapter 2 - Key Drivers of Change/ Pg 6

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
450	ODOT Email	Shoshana Cohen/ PBOT	The Stewardship of Public Resources section is missing direction on the structure of transportation funding. We are particularly concerned about the absence of policy guidance about the use of debt. Every debt incurred in the present constrains the actions of future Oregon policymakers who will not be able to use transportation revenue for their own current needs and visions. This responsibility should be articulated and ideally directed by policy in the OTP.	This comment is appreciated. Debt did not come up through the OTP development process but will be considered in future OTP, mode and topic plan updates.	N	
451	ODOT Email	Shoshana Cohen/ PBOT	Strategy SP.1.3.11 should be strengthened to clarify that transportation revenue approaches must be aligned with the other OTP policies. Many transportation revenue structures – particularly user fees – can affect the behavior of people using the system directly and indirectly, especially when reflective of other policy goals beyond the revenue generation alone (e.g., based on emissions profile, weight or income). Our collective experience with using taxes on fossil fuels to fund the system demonstrates the folly of ignoring the impact of revenue structures on policy outcomes. Revenue cannot be siloed away from the other transportation system goals, and this should be explicitly and strongly identified in the draft OTP.	Thank you for your comment. An edit has been made consistent with this comment.	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.1.3.11/ Pg 56

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
452	ODOT Email	Shoshana Cohen/ PBOT	We would also like to understand how best to square the cost per mile values presented on page 82 with apparently similar cost per mile values derived from the Statewide Transportations Strategy developed as part of Metro's RTP process (in coordination with ODOT's Climate Office), which find significantly higher costs per mile to be assumed policy intervention.	ODOT OTP and Climate Office staff will jointly reach out to Portland and Metro to discuss and clarify assumptions and details.	N	
453	ODOT Email	Shoshana Cohen/ PBOT	The draft document identifies that there is a connection between land use and transportation, but it emphasizes the ways that transportation investments should be tailored to land use and does not recognize or address the ways that transportation investments affect land use.	Thank you for your comment. Policy language has been added to require coordination between ODOT and partner agencies to analyze latent and induced demand impacts. Also, Objective EC.1 discusses the bidirectional impacts of transportation and land use.	Y	Section 7.2 - Cross Sector Coordination/ Pg 81
454	ODOT Email	Shoshana Cohen/ PBOT	Objective EC.1 should include a second strategy along the lines of "Deprioritize transportation investments that lead to the development of less-efficient land uses that do not support climate, equity, or fiscal responsibility goals."	The idea of this strategy is captured in other existing policies and strategies in the Plan.	N	
455	ODOT Email	Shoshana Cohen/ PBOT	Policy MO5.2 should describe how transportation drives land use, not just be responsive to it.	This policy is designed to support desired land uses and ensure transportation investments and programs are supportive of those desired outcomes. The policy thus focuses on intended outcomes not unintended, which is covered in other parts of the Plan	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
456	ODOT Email	Shoshana Cohen/ PBOT	The graphic on page 46 should be reviewed and revised, particularly if it is intended to be implemented in planning. For example, the graphic shows a “low” ranking for transit users on “residential corridor” (illustrated with four-story apartment buildings). This guidance does not reflect the climate, equity, mobility, congestion management, safety, and VMT reduction goals elsewhere in the document. At a minimum, the transit user ranking for residential corridor should be revised to “Varies” if not “Medium” since the transit needs in a 4-story residential corridor would seem to be at least as great as those in the suburban fringe or in a rural community.	This comment is appreciated. The referenced graphic was originally developed as part of ODOT's Blueprint for Urban Design that provides guidance for urban design on Oregon state highways and has been incorporated into the Oregon Highway Design Manual. It was developed through a robust process looking at state of the art and state of the practice for design and urban contexts that we still feel applies currently.	N	
457	ODOT Email	Shoshana Cohen/ PBOT	The Reduce Transportation Cost Burden KPI should include households with higher incomes than \$25k. In fact, it should apply to all income levels since the Transportation Cost Burden construct is itself expressed relatively as a proportion of income.	The existing Plan language is broad, consistent with the desire of this comment.	N	
458	ODOT Email	Shoshana Cohen/ PBOT	The travel time reliability KPI should include all modes.	Thank you for your comment. ODOT looks forward to coordinating with agency partners on the development of key performance indicators.	N	
459	ODOT Email	Shoshana Cohen/ PBOT	We appreciate that there are KPIs for GHG emissions and VMT reduction.	This feedback is appreciated.	N/A	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
460	ODOT Email	Mary Coolidge/ Portland Audubon	Reducing transportation-based emissions requires ODOT to unwaveringly commit to explicit plans to both reduce Vehicle Miles Traveled (VMT) and encourage adoption of electric vehicles. VMT reduction (overall, not merely VMT reduction per capita) must be the agency's priority, and this unwavering commitment to lowering the number of miles that Oregonians drive private automobiles must be reflected in ODOT's financial plans, infrastructure plan, and programmatic offerings. This entails a moratorium on the state's continued proposed expansions of roads and freeways and a robust paradigmatic shift into investing in transit (both inter- and intra-city), active transportation, and realignment in land use planning to support dense walkable communities.	Key performance targets have been added for VMT and climate. Additionally, several policies in the Plan ensure that roadway expansion is only considered after other options for addressing efficiency.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
461	ODOT Email	Mary Coolidge/ Portland Audubon	We would like to see significant consideration of ODOT's role in reducing light pollution integrated meaningfully into the OTP, including adherence to DarkSky International (formerly International Dark-sky Association) and Illuminating Engineering Society's best practices in lighting design and the minimization of impacts to environmental health, human health, safety and equity, as well as preserving access to the night sky as a livability index and in support of the development of astrotourism as an economic driver in rural communities throughout Oregon. We recommend establishing a 3000K lighting standard	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
462	ODOT Email	Mary Coolidge/ Portland Audubon	The plan makes no mention of exploring alternatives to ODOT's growing overreliance on roadside pesticide use and tree cutting, such as development of a more environmentally sustainable integrated vegetation management plan. The current approach to vegetation management is unsustainable—for pollinators, for greenhouse gas emissions, for native plant regenerations, and for impacts of airborne and waterborne toxins on nearby human and wildlife communities. We would like to see this addressed in the OTP.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
463	ODOT Email	Mary Coolidge/ Portland Audubon	According to the Oregon Department of Fish and Wildlife, "ODOT documents more than 6,000 vehicle collisions with deer and elk each year," a number which likely does not reflect the true number of collisions as many go unreported, especially if vehicle damage is minimal. We urge ODOT to support current or future legislation that addresses improving wildlife corridors. HB 2999 (2023) would establish a program to reduce wildlife vehicle collisions in areas where wildlife corridors (which have been identified in the Wildlife Corridor Action Plan by Oregon Department of Fish and Wildlife) intersect with proposed or existing public roads.	Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategies SC.2.1.1 and SC.2.2.1/ Pg 77 and 78
464	ODOT Email	Mary Coolidge/ Portland Audubon	We would like to see ODOT take more seriously its commitment to engage with community stakeholders in the future on issues addressed in these comments, as described in MO.5: "Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban and urban communities." It is our understanding that when asked to install human scale lighting with full cut off shielding in some rural communities in Oregon, community requests were dismissed and as a result, increased light pollution and light trespass in these areas.	Thank you for your feedback. No proposed change to policy.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
465	ODOT Email	Mary Coolidge/ Portland Audubon	We believe that the OTP should identify habitat restoration goals and other active management practices to help accelerate marbled murrelet recovery, including clear 5-year goals and benchmarks of intended actions, as well as prioritization of specific parcels for active management efforts. ODOT's current overreliance on simple take avoidance falls short of ODOT's own espoused responsibility to preserve and improve the quality of Oregon's natural ecosystems laid out in SC.2 of this plan.	No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	N	
466	ODOT Email	Mary Coolidge/ Portland Audubon	2.1 Equity intro (page 7)—Equity goals should include examination of both lighting-deficient areas and over lighting, especially in high density, low income areas where housing may be constructed adjacent to state roadways, resulting in significant light trespass into residential spaces when lighting is not adequately shielded, especially those where residents do not have control over external factors like using trees to buffer lighting nor the economic means to buy room darkening curtains.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
467	ODOT Email	Mary Coolidge/ Portland Audubon	2.2 Climate Change intro (page 7)– This section should include evaluation of the amount of light pollution currently contributed by roadway lighting in the transportation sector and opportunities to mitigate that using lower kelvin temperature lighting, shields, and adaptive lighting systems, and where appropriate, decommissioning of unnecessary lighting. Other state transportation departments, including Washington, are doing this and we would like to see Oregon follow suit.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
468	ODOT Email	Mary Coolidge/ Portland Audubon	2.3 Population and Labor Force Changes (page 8) – This section discusses the impact of an aging population in Oregon, but does not discuss the impact of blue-rich white light on the aging human eye and the need to include this consideration in the selection of roadway lighting. This section also addresses urbanization but does not herein address the increase of high density, low income housing situated in close proximity to high volume streets and highways which have higher levels of roadway lighting; this creates the need to mitigate residential light trespass with shields and lower kelvin temperature lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
469	ODOT Email	Mary Coolidge/ Portland Audubon	4.1 Vision and Values Statement (page 20) – In the discussion of climate-friendliness, equity, and safety with a goal of having a “minimal adverse impact on the natural environment”, we would like to see that include the well-researched and well-documented impacts of light pollution on whole ecosystems as well as on human health and safety. This section also addresses economic vitality and livability as well as stewardship of public resources. The OTP acknowledges that “Tourism to Oregon’s towns, cities, and beautiful natural wonders enriches lives and supports economies across the state” and “transportation investments that reflect the values of open decision making, environmental stewardship public health, safety and thoughtful management of the transportation system”. Taken together, ODOT should prioritize the engagement of small communities and their lighting needs as well as the growing astrotourism industry, which provides tremendous economic benefit to rural communities, and is under threat by poorly designed lighting which increases skyglow, including blue rich white light.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
470	ODOT Email	Mary Coolidge/ Portland Audubon	5.1 Policy framework (page 23) The Center Equity section acknowledges that “transportation decisions have disproportionately impacted communities and populations,” which have “affected neighborhoods, economic development and air quality for generations.” We would like to see light pollution identified here as one of the cumulative impacts that ODOT’s road system and associated projects and infrastructure have on impacted communities; light pollution has demonstrated health impacts on already vulnerable populations, including sleep dysregulation, cardiovascular disease, high blood pressure, and certain cancers, and research has shown that light pollution levels are higher in neighborhoods with more people of color and lower income residents. This section also addresses the need to reduce GHG emissions in order to rapidly decarbonize, which can, in part, be addressed by utilizing adaptive lighting systems and looking for opportunities to decommission lighting where appropriate	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
471	ODOT Email	Mary Coolidge/ Portland Audubon	Objective EC:2 (page 29) Provide safe and reliable movement of goods and materials Policy EC:2.3 Fund innovative technology, recommend addition of a Strategy EC2.3.4: Transition to 3000K, fully shielded lighting on all roadways and ODOT properties and explore options for integrating adaptive lighting systems where appropriate.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
472	ODOT Email	Mary Coolidge/ Portland Audubon	Policy EC: 3.1 Provide a transportation system that...allows all segments of the economy (industries, communities and individuals) to thrive, add a Strategy EC:3.1.3: Adhere to IES/IDA principles for reducing light pollution in order to protect the astrotourism industry, especially in rural areas of the state.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
473	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy EC.3.3.2 Coordinate...resources to provide flexible and responsive transportation improvements and services to... add language about preserving the nighttime character of rural Oregon communities and engage directly with the community members to ensure right-sizing of new and converted lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
474	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy EC.3.3.3 Maintain and improve community members' ability to walk, roll and bike safely where they live... add language about minimizing glare and the emission of blue-rich white light by shielding lighting and selecting 3000K or below lamps, both of which are especially important safety considerations for aging populations.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
475	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy EC.3.4.2 Create welcoming, visible, and well lit spaces that reinforce personal security while naturally deterring illegal or dangerous activity. Add language about using the appropriate amount of layered, warm lighting, which has been shown to improve the perception of safety in public, especially for women and girls.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
476	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy EC.3.4.3 Reduce or avoid negative air quality, noise and visual impacts from the transportation system on adjacent communities. Add language about cumulative impacts as well as about reducing or avoiding light pollution.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
477	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy EC.4.1.1: Plan for travel related to tourism throughout the state as a critical economic tool for both urban and rural communities and a meaningful, affordable option for families to enjoy Oregon's many natural and urban areas. Add language about planning lighting accordingly to protect astrotourism, particularly in rural portions of the state where organizations like Travel Oregon, Travel Southern Oregon, Visit Bend, Oregon Parks and Recreation District and The National Park Service are actively promoting access to starry skies.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
478	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy SE.4.1.2 Increase transportation investments that benefit systemically excluded or underserved populations Add language about research showing that communities of color and lower income neighborhoods experience twice the level of light pollution as predominantly white neighborhoods, much of which comes from street lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
479	ODOT Email	Mary Coolidge/ Portland Audubon	Modify Strategy MO5.1.1: Establish transportation design standards (add including lighting levels) appropriate for various land use contexts.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
480	ODOT Email	Mary Coolidge/ Portland Audubon	Strategy SP.6.1.1 Seek to mitigate the transportation system's role in the differing social, economic, public health, and other adverse effects of climate change on people throughout the state...Add language about mitigating the impacts of light pollution on systemically excluded or underserved populations.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
481	ODOT Email	Mary Coolidge/ Portland Audubon	Strategy SP.6.1.3 Identify opportunities to address the public health hazards of social isolation and poor air quality. Add: and exposure to light pollution.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
482	ODOT Email	Mary Coolidge/ Portland Audubon	Strategy SC.2.1.4: Minimize and mitigate harms to sensitive fish and wildlife species, for example, by providing space for terrestrial animal movement along habitat corridors. Amend this strategy to explicitly include consideration of wildlife corridors as proposed in HB2999, as well as identification of marbled murrelet habitat restoration goals and recovery benchmarks and other active management practices to help accelerate marbled murrelet recovery on ODOT lands.	Wildlife Corridor Management: Edit made to Strategy SC.2.2.1 to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others. Marbled Murrelet Protection: No proposed change to policy. The OTP includes policy language to require siting, design and development of transportation infrastructure to avoid the degradation of wildlife habitats. In addition, ODOT submitted the Endangered Species Management Plan to the Oregon Fish and Wildlife Commission in January 2023 and we are awaiting their response.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77
483	ODOT Email	Mary Coolidge/ Portland Audubon	Add a strategy SC2.1.5. Minimize and mitigate harms to sensitive fish and wildlife species by adopting IES/IDA best practices in lighting design including minimizing total lumen output and Kelvin temperature threshold of 3000K or below.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
484	ODOT Email	Mary Coolidge/ Portland Audubon	Strategy SC.2.2.1 Create transportation systems compatible with native habitats and species and help restore ecological processes. Add language about development of an integrated vegetation management plan for roadside vegetation in order to reduce the overreliance on tree clearing, mowing and pesticide spraying wherever possible. Integrated vegetation management is better for wildlife and human health and reduces ODOT's contribution to both air and water pollution. Also add language about minimizing ODOT's contribution to light pollution.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
485	ODOT Email	Mary Coolidge/ Portland Audubon	Economic and Tourism — Transportation Coordination — Transportation infrastructure has a major role in supporting business owners, employees, and customers... This will require regular coordination between Travel Oregon, Business Oregon, and ODOT to maximize economic potential and wealth creation while providing a positive experience for visitors... Add language addressing the ways that ODOT can support the robust development of astrotourism throughout our state by reducing its contribution to light pollution and sky glow. Add additional partners for ODOT to be working with on this front, including Travel Southern Oregon, Visit Bend, OPRD, Rose City Astronomers, and other astronomy clubs across the state.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
486	ODOT Email	Sarah Iannarone/ The Street Trust Jacqui Treiger/ Oregon Environmental Council	we believe that the OTP needs to be more explicit about directly tying ODOT spending to the plan's goals, objectives, policies, strategies, and, perhaps most importantly, its key performance indicators (KPI).	Thank you for your comment. Key Performance Targets will be included, as per post Public Review slideshow. To include KPTs for Climate, Equity (by 2025) and Safety. The next OTC Strategic Action Plan will also serve as the OTP implementation plan and will include additional short-term indicators to ensure accountability.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
487	ODOT Email	Sarah Iannarone/ The Street Trust Jacqui Treiger/ Oregon Environmental Council	While The Street Trust and OEC would have preferred overall VMT reduction targets (particularly in Oregon's densest urban areas), we are glad to see per capita VMT reduction included in this draft plan. We believe that these per capita reductions should at least meet if not exceed the targets set in the STS. That said, if we are to meet our state's climate, equity, and economic goals we are going to need to shift dramatically away from carbon-intensive modes and single-occupancy trips and dramatically toward more compact land uses, vehicle electrification, and intense investments in public and active transportation options, incentives, and infrastructure.	This feedback is appreciated. A VMT reduction performance target has been added to the Plan and is consistent with the reductions called for in the STS. Policy SC.1.1 directly calls out the investments and needs described in this comment, which are also reinforced in other policies and strategies throughout the plan.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
488	ODOT Email	Sarah Iannarone/ The Street Trust Jacqui Treiger/ Oregon Environmental Council	Funding misalignments such as this are pervasive across ODOT - on racial equity, safety, GHG emissions reduction, and more. We would like to see stronger, more institutionalized linkage in the OTP between ODOT goals and spending (including through STIP). This linkage - as well as oversight from the OTC on implementation will prove ground where tradeoffs in investments across travel modes relative to key targets can be more accurately (and rationally) weighed. Further, omitting from this plan mention of the billions of dollars in investment needed to update our deadly "Orphan Highways" crisscrossing the state will do nothing to begin solving this massive problem.	Thank you for your comment. A strategy has been added to evaluate investment decisions for climate and equity impacts and track them against OTP performance targets.	Y	Section 6.4 - Stewardship of Public Resources: Strategy SP.2.1.3/ Pg 59

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
489	ODOT Email	Sarah Iannarone/ The Street Trust Jacqui Treiger/ Oregon Environmental Council	Aviation, freight, bicycling, walking, public transit, and passenger rail are all elaborated; passenger vehicles, despite being an intense system use representing the vast majority of trips, does not have a dedicated section. If we cannot talk about how we are going to retrofit our infrastructure from a carbon intensive, autocratic paradigm to more complete streets and multimodal networks, how will we ever accomplish the goals in the plan? Additionally, the definition of "Active Transportation" in the glossary needs to remove the word "non-motorized," as it excludes e-bikes, e-scooters, and other electric-powered light individual mobility devices.	Thank you for your comment. A change has been made to remove non-motorized from definition of Active Transportation.	Y	Appendix A - Glossary/ Pg 104
490	ODOT Email	Sarah Iannarone/ The Street Trust Jacqui Treiger/ Oregon Environmental Council	the OTP draft update needs to expand its equity policy framework to include restorative justice and explicitly acknowledge the extent of repair and remediation required to address the modern and historic harm done by oppressive policies and unequal investments by the state across Oregon. Many unjust systems and discriminatory social practices disadvantaged and excluded marginalized communities from past transportation decisions; this persists to this day. The investments we make will continue to benefit privileged groups at the expense of everyone else unless we actively work in a different direction.	This feedback is appreciated. To further build upon the draft OTP's policies acknowledging and accounting for existing inequalities and harm caused by transportation decisions, a forward-looking policy has been added to document the impact of past decisions on current inequities and develop restorative strategies to shape future investments. Edit made to Policy SE.1.2.	Y	Section 6.2 - Social Equity: Policy SE.1.2/ Pg 38

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
491	OTC Public Hearing Testimony	Bob Cortright	Draft OTP falls way short of meeting the state's climate goals. GHG Emission Strategy produced by the Transportation Commission 10 years ago states that VMT needs to decrease by more than 20%.	Thank you for your feedback. Your suggestion has been incorporated in the document.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
492	OTC Public Hearing Testimony	Bob Cortright	Draft OTP does not say anything about the specific amount of VMT reduction needed.	Thank you for your feedback. Your suggestion has been incorporated in the document.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
493	OTC Public Hearing Testimony	Bob Cortright	Existing Plan continues to fall short – ODOT has detailed written suggestions from Bob and Salem 350 that address that specifically.	Thank you for your feedback. Your suggestion has been incorporated in the document.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
494	OTC Public Hearing Testimony	Angus Duncan	How is ODOT reducing greenhouse gas emissions? Will we make these reductions in time to avoid worst of climate impacts?	Thank you for your comment. ODOT has taken significant steps towards reducing GHGs. The OTP Vision identifies three top priorities: safety, climate, and equity. Thus climate is a top priority. The OTP is for the entire state of Oregon and policies focus on reducing GHGs. We have committed to include STS major strategies in the OTP Key Performance Indicators (KPIs). OTP policy language addresses achieving state goals for reduced GHGs.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
495	OTC Public Hearing Testimony	Angus Duncan	Condition local distributions of STIP funding on community adoption of GHG reduction goals, ways and means and performance in meeting those commitments.	ODOT is limited in the ways that funding flowing through the agency can be restricted. Programs like Carbon Reduction favor investments in areas with CFEC-compliant plans.	N	
496	OTC Public Hearing Testimony	Angus Duncan	Actively advocate with local communities for EV-ready Level 2 charging stations in all existing garages of a certain size by a certain date, and in all parking spaces in new garages.	This comment is appreciated. Such strategy was explored during plan development but removed given the OTP authority cannot cover building codes and development. However, ODOTs EV deployment guide advocates for this very thing.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
497	OTC Public Hearing Testimony	Angus Duncan	Actively advocate for street access charging and reserved adjacent street parking spaces.	Thank you for your comment. An edit has been made consistent with this comment.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.1.2.4/ Pg 74
498	OTC Public Hearing Testimony	Angus Duncan	ODOT should be shifting revenue model from the gas tax to a VMT x vehicle efficiency metric.	Thank you for your comment. The OTP addresses the need to shift the revenue model from gas tax to user-based roadway pricing systems, reflecting the true cost users impose on the system, and includes reference to a carbon fee.	N	
499	OTC Public Hearing Testimony	Diane Meisenhelter	Disappointed there is twice the amount of funding for lane mile additions compared to electrification and other goals.	Thank you for your comment. Edits have been made to clarify the funding levels in the OTP investment scenarios.	Y	Section 7.4.3 - Investment Scenarios/ Pg 90
500	OTC Public Hearing Testimony	Diane Meisenhelter	Very concerned about what are considered low carbon fuels.	Thank you for your comment. Low carbon fuels are considered electric or hydrogen at the time of writing this plan. Please note that this plan is a long-range policy plan that goes out to year 2050. Alternative fuels are identified in the work as a way to describe what we have now (electric and hydrogen) as well as allow for other alternative fuels that might be used/discovered sometime in the future.	N	
501	OTC Public Hearing Testimony	Diane Meisenhelter	We should be increasing and electrifying public transit and making intercity connections so that people get out of their cars, and we reduce VMT in the model of a European transit system.	Thank you for your comment. We agree that electrifying the system and making intercity connections are important to reduce VMT. Electrification of the transportation system is discussed in Strategy SC.1.1.1 and throughout Policy SC1.2 consistent with your suggestion. No proposed change to policy.	N	
502	OTC Public Hearing Testimony	David Park	Make sure hydrogen and fuel cell technologies for electric vehicles are considered.	Hydrogen and other low-carbon fuels are mentioned in Strategies EC.2.3.3 and SC.1.3.3. No proposed change to policy.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
503	OTC Public Hearing Testimony	Angus Duncan	What are the priorities for ODOT? What milestones will tell us if we are on track or not? Who is ODOT reporting those outcomes to?	Thank you for your comment. ODOT has taken significant steps towards reducing GHGs. The OTP Vision identifies three top priorities: safety, climate, and equity. We have committed to include adopted STS targets in the OTP KPTs. OTP policy language addresses achieving state goals for reduced GHGs.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
504	OTC Public Hearing Testimony	Diane Meisenhelter	The OTP's goals disconnect with the tiered priorities.	The order in which the goals are listed in Chapter 6 do not reflect the order of the tiered priorities. No proposed change to policy.	N	
505	OTC Public Hearing Testimony	Diane Meisenhelter	I don't understand why funding for electrification goes down in the Blue Sky Scenario.	Thank you for your comment. Edits have been made to clarify the funding levels in the OTP investment scenarios.	Y	Section 7.4.3 - Investment Scenarios/ Pg 90
506	OTC Public Hearing Testimony	Diane Meisenhelter	Please make the end of the report fit with the rest of the report, if we need to change the funding models that should happen right away.	Thank you for your feedback. We agree that sustainable and reliable funding is critical to achieving the goals in the OTP. Funding for transportation comes from many diverse sources and there is less flexibility in how those funds are used than one might think. Chapter 7.4 describes the investments in the transportation system, and Chapter 6.4 speaks to the stewardship of public resources. No changes to policy made.	N	
507	OTC Public Hearing Testimony	David Park	There is a significant amount of vehicle manufacturing coming into the heavy duty space (commercial vehicles).	Thank you for your feedback. The Plan acknowledges the transition to low and no-emission vehicles with a focus on electrification for all types of passenger vehicles and freight trucks. No proposed change to policy.	N	
508	OTC Public Hearing Testimony	Bob Cortright	Draft OTP leaves in place existing plans and proposals that lead us in the wrong direction – roadway expansion, highway improvements, etc.	Thank you for your comment. Performance targets have been added to help ensure progress and accountability towards GHG reduction and VMT reduction, among other outcomes. Additionally, new policies direct consideration of other measures before road expansion.	Y	Section 7.6.2 - Key Performance Targets for the OTP/ Pg 100
509	OTC Public Hearing Testimony	Diane Meisenhelter	Supports Alt 3 for Columbia River Crossing.	Thank you for your comment. No proposed change to policy.	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
510	OTC Public Hearing Testimony	Bob Cortright	Would like to know when public comments will be responded to in writing by ODOT.	After the comment period ends, all comments will be collected and shared with the PCC along with recommendations for changes. Comments will be documented and responded to in the Adoption Packet.	N	
511	OTC Public Hearing Testimony	Diane Meisenhelter	Concerned about Page 46 Road User Types – doesn't seem to prioritize public transit.	Thank you for your comment. The figure you describe shows the relative need of five user types to influence planning and design decisions in different land use contexts. Transit riders are given a high priority in five of the seven land use contexts, acknowledging transit priority. No proposed change to policy.	N	
512	OTC Public Hearing Testimony	David Park	Hydrogen requires more planning, infrastructure does not yet exist, but may bridge the performance gap over battery EVs in certain duty cycles and climates.	Thank you for your feedback. The Plan acknowledges the transition to low and no-emission vehicles with a focus on electrification for all types of passenger vehicles and freight trucks. No proposed change to policy.	N	
513	OTC Public Hearing Testimony	David Park	I-5 will become a hydrogen trucking corridor through CA, OR and WA into Canada.	Thank you for your feedback. The Plan acknowledges the transition to low and no-emission vehicles with a focus on electrification for all types of passenger vehicles and freight trucks. No proposed change to policy.	N	
514	ODOT Email	Emma Newman and Mavis Hartz/ Oregon Bicycle and Pedestrian Advisory Committee	Why does the active travel percentage decrease as funding scenarios increase in overall funding? We would like to better understand this and wonder if assumptions may need to be reassessed. As the easier, lower cost, stand-alone active travel projects are completed the projects that remain are becoming more expensive due to their complexity and difficulty. The scenarios should mention the need vs proposed funding of active transportation projects.	Thank you for your comment. Edits have been made to clarify the funding levels in the OTP investment scenarios.	Y	Section 7.4.3 - Investment Scenarios/ Pg 90

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
515	ODOT Email	Emma Newman and Mavis Hartz/ Oregon Bicycle and Pedestrian Advisory Committee	Tradeoffs are necessary given limited funding resources, even if more funding is secured. We are pleased to see “When solutions are identified that can save lives but may conflict- with other goals, such as freight mobility or decreasing emissions, safety takes precedence.” (page 23) How is this reflected in the mobility related policies?	In the statement cited, safety takes precedence over mobility and applies to all policies in the Plan, which is why it is not repeated in the Mobility section.	N	
516	ODOT Email	Emma Newman and Mavis Hartz/ Oregon Bicycle and Pedestrian Advisory Committee	While autonomous/emerging technology was mentioned in the OTP, there wasn’t enough emphasis put on that area. For example objective MO.6 doesn’t seem to get at autonomous vehicle/connected vehicle much. The state should be proactive with a regulatory and policy framework instead of trying to clean up a worsened safety situation after lives have been needlessly lost.	Thank you for your feedback. Your suggestion has resulted in edits to OTP strategies addressing social equity and safety.	Y	Sections 6.2 - Social Equity, 6.4 - Mobility, and 6.5 - Safety: Strategies SE.3.2.4, MO.6.2.5, and SA.3.4.4/ Pg. 41, 51, and 70
517	ODOT Email	Emma Newman and Mavis Hartz/ Oregon Bicycle and Pedestrian Advisory Committee	Accuracy and Details: *Pg. 12 - The bridge numbers in the graphic at the bottom of the page seem off. *Pg. 17 - Safety graphic: does this incorporate bicycle and pedestrian crash statistics? Consider showing bicycle and pedestrian specific crash statistics to illustrate how bicycle and pedestrian users are the most vulnerable when using transportation facilities.	This feedback is appreciated. Edits have been made to accurately convey the graphical information on infrastructure and safety in the OTP.	Y	Chapter 3 - Oregon's Transportation System and Section 3.7 - Transportation Safety/ Pg 12 and 18

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
518	ODOT Email	Angus Duncan/ Natural Resources Defense Council	<p>Policy/ Program the OTP could adopt that would reflect a serious decarbonization agenda:</p> <p>1. Condition local distributions of STIP dollars on community adoption of GHG reduction goals, ways and means; and on the performance of these commitments. These might (illustriously) include:</p> <p>a. EV-ready Level 2 charging stations, or at least the conduit and wiring, required in all existing garages of a certain size, and by a certain date.</p> <p>b. EV Level 2 charging stations required at all parking spaces in all new garages.</p> <p>c. Identify and systematically deploy street-access charging and reserved adjacent street parking spaces.</p> <p>d. Urban planning/zoning that aligns housing/commercial densities with transit corridors.</p>	<p>ODOT is limited in the ways that funding flowing through the agency can be restricted. Programs like Carbon Reduction favor investments in areas with CFEC-compliant plans, which supports the nature of these comments. The recommendations for local communities are mostly included in the CFEC rules.</p>	N	
519	ODOT Email	Angus Duncan/ Natural Resources Defense Council	<p>Policy/ Program the OTP could adopt that would reflect a serious decarbonization agenda:</p> <p>2. Suspend Rose Quarter lane-expansion commitments pending deployment and effectiveness testing of the intended congestion pricing demonstration.</p>	<p>The OTP, being a high-level planning document that defines the long-term transportation policy for the movement of people and goods across the state, does not contain specific projects. As a forward-looking plan setting the framework for policies and strategies in the present-day to 2050, the OTP provides an approach to optimize investment choices that support emission reductions to achieve state goals.</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
520	ODOT Email	Angus Duncan/ Natural Resources Defense Council	<p>Policy/ Program the OTP could adopt that would reflect a serious decarbonization agenda:</p> <p>3. Identify state transportation corridors where mode choices are being made and systematically deploy ODOT's MOSAIC least cost planning tool (or its successor) to develop a preferred modal frame within which the state and community can make informed investment choices. Treat "least cost" broadly to include both internalized and externalized costs that can be monetized, or quantified, or simply declared and weighed in decision-making.</p>	<p>Thank you for your comment. Changes were made to ensure investment decisions are screened against OTP goals and trajectory of OTP performance targets, including GHG emissions and VMT. The Plan will be agnostic to the tools to be used, allowing greater flexibility to best meet needs. A strategy was also added on identification of strategic multimodal corridors.</p>	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
521	ODOT Email	Angus Duncan/ Natural Resources Defense Council	<p>Policy/ Program the OTP could adopt that would reflect a serious decarbonization agenda:</p> <p>4. Propose to the legislature that ODOT shift its revenue model from the gas tax to a VMT X vehicle efficiency metric⁹, together with price indexing. At the same time, propose to the legislature that the OTC may allocate a significant percentage – at least 25% -- of ODOT "roadway " revenues to transit and other non-roadway modal investments and operating costs that are consistent with a MOSAIC corridor least cost analysis.</p>	<p>This comment is appreciated. The OTP addresses the need to shift the revenue model from gas tax to user-based roadway pricing systems. This reflects the true cost users impose on the system and includes a reference to a carbon fee. Gas Tax revenue is constitutionally restricted to on-road uses, which can be multimodal. Your suggestion on Legislation was forwarded to ODOT Government Relations for consideration.</p>	N	

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
522	ODOT Email	Angus Duncan/ Natural Resources Defense Council	This 2023 draft plan yields too often to business-as-usual (BAU) demands and as a result foregoes the substantial opportunities ODOT has to reduce Oregon’s greenhouse gas (GHG) emissions. It leaves largely untouched a transportation system that, in a state which ostensibly prioritizes climate action, remains our state’s largest source of GHG emissions to the atmosphere. It does not prioritize climate outcomes, contrary to EO 20-04.	ODOT has taken significant steps towards reducing GHGs. Climate is one of the three top priorities of the OTP. The OTP policies focus on reducing GHGs. Performance targets have been added to the Plan to reflect accountability to climate outcomes per your comment.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
523	ODOT Email	Angus Duncan/ Natural Resources Defense Council	Unclear what strategies, goals, KPIs, or other metrics are prioritized or how they are prioritized.	The OTP will contain adopted STS targets as KPTs.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
524	ODOT Email	Angus Duncan/ Natural Resources Defense Council	We don’t know, from this OTP’s treatment of either GHG emissions goals or of other transportation activities sanctioned in the document (actions also generally without quantifiable goals themselves), how transportation emissions reductions are prioritized.	The OTP will contain adopted STS targets as KPTs. Changes were made to ensure investment decisions are screened against OTP goals and trajectory of OTP performance targets, including GHG emissions and VMT.	Y	Section 7.6 - Transportation Performance Monitoring/ Pg 99
525	ODOT Email	Ann Vileisis/ Kalmiopsis Audubon Society	We urge ODOT to more substantively consider ways to reduce light pollution from its road and highway system. An estimated 50% of light pollution comes from highway lighting, and so we urge ODOT to consider innovative and adaptive methods to reduce excess lighting.	Edit made in Goal 6.6 Sustainability and Climate Action to include a strategy addressing light pollution. We recognize the importance of this issue. We have been working with different localities across the state to find a balance between environmental concerns in the community, while also ensuring public safety. We are working to only install the minimum lighting needed to address roadway safety concerns while also addressing community concerns over possible environmental impacts.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.1.5/ Pg 77

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Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
526	ODOT Email	Ann Vileisis/ Kalmiopsis Audubon Society	Many of our members have been disappointed to see heavy-handed cutting of thousands of trees in the Highway 101 scenic corridor and a new cyclical routine of regular mowing and herbicide spraying every 3 years to keep noxious invasive plants in check. Herbicides can be useful tools, but should ideally be used judiciously rather than regularly broadcast. We are concerned that continual mowing and herbicide spraying are not truly a sustainable and efficient strategy. In the OTP, we would like to see ODOT consider more sustainable alternatives for future vegetation management.	No proposed change to policy. OTP Strategy SC.2.1.1 addresses roadside vegetation and this will be reviewed more closely during the update of the Oregon Highway Plan slated to start in the fall of 2023. In addition to practicing Integrated Vegetation Management, ODOT protects listed plants in accordance with our Habitat Conservation Plan and is applying to be included in the USFWS "Candidate Conservation Agreement with Assurances" to protect the Monarch butterfly.	N	
527	ODOT Email	Ann Vileisis/ Kalmiopsis Audubon Society	In the OTP, we would like to see greater consideration of wildlife conservation with strategies for reducing wildlife collisions and also for addressing concerns about threatened and endangered species.	Edit made to Strategy SC.2.2.1. to include supporting wildlife corridors. With the passage of HB2834 (2019), ODOT is in the process of enhancing its wildlife-vehicle reduction and wildlife passage program and is an active participant in ongoing discussions with ODFW, the legislature and others.	Y	Section 6.6 - Sustainability and Climate Action: Strategy SC.2.2.1/ Pg 78
528	ODOT Email	Michelle Detwiler/ Renewable Hydrogen Alliance	Nikola strongly supports Strategy MO.6.2.2. However, this strategy does not seem to apply or translate to other strategies or policies outlined in the Plan. As the Plan is considered a long-term vision for the State's transportation system, Nikola encourages more emphasis on the planning needs for establishing all zero-emission vehicles (ZEV) technologies, including fuel cell electric vehicle (FCEV) platforms to accelerate the decarbonization of transportation.	Thank you for your feedback. Strategy MO.6.2.2 has been modified to help address this comment.	Y	Section 6.3 - Mobility: Strategy MO.6.2.2/ Pg 52

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
529	ODOT Email	Michelle Detwiler/ Renewable Hydrogen Alliance	Nikola strongly recommends that, considering Oregon’s adoption of the Advanced Clean Cars Rule II and the Advanced Clean Trucks Rule, that the Plan refer to both types of powertrains comprehensively as ZEVs.	Thank you for your feedback. Zero emission covers hydrogen fuel cells and electric.	N	
530	ODOT Email	Michelle Detwiler/ Renewable Hydrogen Alliance	Nikola recommenda aligning with the recommendations set out by ODOT’s Hydrogen Pathway Study, to prioritize fuel neutral zero emissions transportation infrastructure across vehicle segments (Strategy SC 1.1.1; SC 1.2.1; SC 1.2.2). The development of multiple technologies can also reduce the risk of resource exhaustion and alleviate other deployment bottlenecks that might arise should only one technology pathway be pursued. Investing in both technologies delivers infrastructure and total cost of ownership (TCO) advantages over investing in only one. The inclusion of a Hydrogen Refueling Infrastructure credit, mirroring California’s program, would also be encouraged to incentivize development of commercial hydrogen refueling stations as well as funding for both mobile and fixed hydrogen refueling infrastructure is also essential.	Thank you for your feedback. Your suggestion has resulted in edits to OTP strategies addressing transportation electrification and charging and refueling infrastructure.	Y	Section 6.6 - Sustainability and Climate Change: Strategies SC.1.1.1 and SC.1.2.2/ Pg 74

OTP Comment Disposition Log

Comment #	Source	Commenter Name/ Association	Comment	Response	Text Edit?	Section: Strategy/ Pg
531	ODOT Email	Michelle Detwiler/ Renewable Hydrogen Alliance	Providing commercial heavy duty fleets equal access to BEVs and FCEVs and their related infrastructure is the most equitable approach to carry out Strategy SE.3.2.1. A balance of accessible powertrain technologies ensures that fleets can acquire the vehicle that works best for their particular use case. To this end, SE.3.2.2 should include affordable financing for FCEVs as well.	Thank you for your feedback. Hydrogen fuel cell is intended to be part of electric.	N	
532	ODOT Email	Michelle Detwiler/ Renewable Hydrogen Alliance	For Oregon to effectively increase the resiliency of the transportation system to withstand the impacts of climate change, extreme weather events and seismic events (Objective SP.6), and “to ensure sufficient alternative fuel station resilience, supply and density to support emergency evacuation scenarios and routes”, hydrogen will have to be part of the plan. Sufficient supplies of stored hydrogen will be particularly important if the electricity grid is disabled and there is no way to charge battery electric vehicles and transport people to safety or move critical goods and services.	Thank you for your comment. Resilience is part of multiple strategies in the draft plan, including energy.	N	
533	ODOT Email	Michelle Detwiler/ Renewable Hydrogen Alliance	Finally, regarding the Plan’s addressing transportation investments (Section 7.4), we would again request that ODOT replace the Investment Category of “Electrification” with “Zero Emission Transportation”.	Based on deliberations with committee members, focus groups and public feedback, the Plan purposely leans in heavier on electrification, which is inclusive of hydrogen fuel cell.	N	

Summary of Primary Oregon Transportation Plan Public Comment Themes and Revisions

Public Review Period: March 24 to May 12, 2023

The Oregon Department of Transportation (ODOT) received input from a cross-section of urban and rural Oregonians during the Public Review Period for the Oregon Transportation Plan (OTP) including 567 distinct comments from 220 individual submittals, 14 letters, and additional outreach events conducted in Vietnamese, Chinese, Russian and Spanish. The majority of comments fell into five primary categories:

- Accountability
- Investments and Funding
- Climate Resiliency and Sustainability
- Social Equity
- Environmental Resources and Wildlife Habitat

In response to input received during the public comment period, the following major changes were made to the draft OTP in the five categories below. Numerous other changes were made to address less common feedback, minor comments and more focused Plan suggestions. In total, nearly 45 percent of comments led to one or more changes in the Plan.

Accountability. Many comments received during the Public Review Period were complimentary of the Plan but concerned that it would not be implemented and the Vision not achieved. Therefore, there was significant interest in greater accountability following OTP adoption. Several changes were made to accommodate those comments.

Key Performance Targets were set for each of the priority objectives called out in the Vision statement: safety, equity and climate. Performance target dates have now been set to the year 2050, the planning horizon for the OTP, to help track Oregon's progress for these objectives:

- **Safety:** No fatalities and serious injuries across all modes, consistent with the Transportation Safety Action Plan.
- **Equity:** Unlike safety and climate that have more established performance measures, additional consideration is needed for equity. Therefore, the updated Plan includes a commitment to establish quantifiable targets and amend them into the Plan by 2025. In the interim, the OTP includes strategies to address the needs of systemically excluded or underserved populations.
- **Climate:** Reduce passenger VMT per capita by 20 percent by 2050 and transition to cleaner vehicles and fuels, reducing CO2e per mile by 77 percent, consistent with the Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction.

In addition to these changes, policy language was strengthened to link these performance targets more closely to investment decisions, noting that safety, equity and climate must be considered when making investment decisions in conjunction with OTP Key Performance Targets.

Investments and Funding. A number of commenters had questions about the investment scenarios described in the Plan, how and why funding levels change, as well as other questions about assumptions. Staff modified the investments scenario descriptions to more clearly describe scenarios to

meet the Plan's foundational goals. This clarifies how different categories of investments would be allocated to achieve the Plan outcomes at different funding levels.

In addition to the investment scenarios, there were several questions about how the policies will be applied to help identify and select projects. This ties into the earlier theme of Accountability, and as noted, policy language was strengthened to better tie performance outcomes to investment decisions.

Some commenters wanted more specificity in the Plan, seeking project lists. Changes were not made as the OTP is a policy planning document and does not reference specific projects. However, the OTP establishes more detailed tiered priorities for making project investments than prior state plans. In many cases, where changes are not recommended to the OTP, staff are sharing feedback with Regions and project development staff throughout ODOT to ensure further consideration of those comments.

Climate Resiliency and Sustainability. Many commenters noted the significant actions needed to help address the climate crisis and wanted assurances that the strategies in the OTP would be implemented. As noted under the Accountability theme, staff added a Key Performance Target for Climate as measured by CO2 emissions per mile in conjunction with the new Key Performance Target on passenger VMT per capita reduction.

A few comments highlighted the need to add climate analysis tools and incorporate climate data into decision making. Policy language was strengthened to ensure consideration of climate in investment decisions and expand risk assessments to consider the use of resilience corridors and climate hazard risk maps into prospective project planning, prioritization, and implementation.

Social Equity. Public feedback was generally complimentary of the equity policies in the draft OTP, while a few were concerned with an equity lens overall. Accountability was also a sub-theme of equity, with people wanting to ensure policies in the Plan are implemented. Edits to the Plan now require establishing quantifiable Equity targets within the next two years.

A few commenters were interested in expanding policy language to encompass restorative justice. Revisions were made to include a more focused restorative justice policy to document the impact of past decisions leading to current inequities and to develop restorative strategies to shape future investments. Staff also added a policy to address economic inequity by prioritizing mobility connections between low-income households and economic opportunities, including education and job centers.

During tribal consultation and other informal input, tribes mentioned the need to be called out distinctly from black, indigenous, and people of color (BIPOC) communities and the need to recognize tribal sovereignty. Accordingly, the Plan was edited to reference Federally Recognized Tribes in addition to indigenous communities and to better recognize Tribal governments as sovereign nations to work with through the intergovernmental process differently than other partners.

Environmental Resources and Wildlife Habitat. Many comments about light pollution, wildlife corridors, and roadside vegetation management were received from advocacy groups and a large number of individuals. In response, the OTP now addresses light pollution and wildlife corridors under Goal 6.6 Sustainability and Climate Action. While no Plan changes were made regarding roadside vegetation management, the agency has committed to further reviewing this issue during the update of the Oregon Highway Plan slated to begin in the fall of 2023 and in coordination with staff directly working on these topics.

Record of Outreach

2023 OREGON TRANSPORTATION PLAN

Public Review Period: March 24 to May 12, 2023

Public input is integral to the development of Oregon statewide transportation plans. Interested parties and partners are engaged early and throughout the plan development process.

The process to develop the new Oregon Transportation Plan (OTP) began in 2021. In addition to the advisory committee structure, three rounds of robust public outreach were conducted during plan development to bring awareness and gather feedback. The first opportunity for widespread public input began in December 2021 and continued through February 2022. This round of outreach focused on the draft Vision, Goals and Policies. In October 2022, a second round of outreach occurred that included an online tool and survey focusing on plan investment priorities and other implementation. The tool was live through January 2023.

In March 2023, the third round of outreach began as the draft Oregon Transportation Plan was released for public review and comment. A live webinar was hosted in April 2023 to walk through key elements of the Plan and inform participants about the process for making formal comments. The draft Plan was then available for review and comment through the May 12, 2023 and included a formal hearing on May 3, 2023. A summary of the hearing and a link to the recording is also included in this Record of Outreach.

The following is a Record of Outreach from the formal public review period. These coordination actions also meet requirements of Oregon’s State Agency Coordination Agreement.

Agency/Committee/Interest Group	Outreach Tool	Notification Date
General Oregon Department of Transportation (ODOT) Outreach		
Statewide News Release	News Release / GovDelivery Email Announcement	Launched 3/24/23
ODOT News Brief ODOT Internet and Intranet ODOT Email	News Release / GovDelivery Email Announcement	Launched 3/24/23

Agency/Committee/Interest Group	Outreach Tool	Notification Date
Transportation Safety Action Plan (TSAP) Gov Delivery Transportation and Growth Management (TGM) Program Newsletter		
ODOT Programs <ul style="list-style-type: none"> • Americans with Disabilities Act (ADA) Partners • Bicycle and Pedestrian Programs • Oregon Bicycle and Pedestrian Advisory Committee • Oregon Freight Advisory Committee • Rail Advisory Committee • Public Transportation Advisory Committee • Safe Routes to School Program • Motor Carrier • Transportation Safety • TGM • Safety Regional Coordinators 	GovDelivery Email Announcement	Launched 3/27/23
ODOT Region Planners	GovDelivery Email Announcement	Launched 3/27/23
Oregon Safe Communities Programs	Email Announcement	Launched 3/27/23
Oregon Office of Diversity, Equity and Inclusion	Email	Launched 3/27/23
Governor Staff		
Transportation Liaison	Governor’s Transportation Advisor	Launched 3/27/23
Decision Making Bodies		
Oregon Transportation Commission (OTC)	OTC Administrators	Launched 3/27 and updates at OTC meetings on January 12, March 9 and May 11, 2023 for

Agency/Committee/Interest Group	Outreach Tool	Notification Date
		prep for and summary of public comment
ODOT Leadership Teams		
Planning, Policy and Development Team	Email to ODOT Region Planning Managers and Statewide Planning Leads	Launched 3/27/23
Area Managers	Email	Launched 3/28/23
ODOT Partners		
Association of Oregon Counties	GovDelivery Email Ask to include Announcement in Newsletter	Launched 3/28/23
League of Oregon Cities	GovDelivery Email Ask to include Announcement in Newsletter	Launched 3/28/23
Oregon Tribal Governments		
Oregon's Nine Federally Recognized Tribes <ul style="list-style-type: none"> • Burns Paiute Tribe • Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians • Coquille Indian Tribe • Cow Creek Band of Umpqua Tribe of Indians • Confederated Tribes of the Grand Ronde Community of Oregon • Klamath Tribes • Confederated Tribes of the Siletz Indians • Confederated Tribes of the Umatilla Indian Reservation • Confederated Tribes of Warm Springs 	Per Consultation Agreement, Mailed Letter, Email with Letter Attached	Launched 3/28/23
Non-Oregon Tribal Governments	Per Consultation Agreement	Launched 3/28/23

Agency/Committee/Interest Group	Outreach Tool	Notification Date
<ul style="list-style-type: none"> • Confederated Tribes and Bands of the Yakama Nation • Confederated Tribes of the Colville Reservation • Cowlitz Indian Tribe • Fort McDermitt Paiute and Shoshone Tribe • Ft. Bidwell Indian Community of the Ft. Bidwell Reservation of California • Nez Perce Tribe • Tolowa Dee-ni' Nation (Smith River Rancheria) 	Mailed Letter, Email with Letter Attached	
Metropolitan Planning Organizations (MPO)		
<ul style="list-style-type: none"> • Central Lane MPO • Albany Area MPO • Bend MPO • Corvallis Area MPO • Portland Metro MPO • Rogue Valley MPO • Middle Rogue MPO • Salem-Keizer Area Transportation Study MPO • Longview/Kelso/Rainier MPO • Walla Walla Valley MPO 	GovDelivery and email to MPO's individually	Launched 3/28/23
Area Commissions on Transportation (ACT)		
<ul style="list-style-type: none"> • Northwest Oregon ACT • Mid-Willamette Valley ACT • Cascades West ACT • South West ACT • Rogue Valley ACT • Lower John Day ACT 	GovDelivery, email to ACT's individually and via the Statewide ACT Information Portal via ODOT ACT staff.	Launched on 3/28

Agency/Committee/Interest Group	Outreach Tool	Notification Date
<ul style="list-style-type: none"> • Central Oregon ACT • South Central Oregon ACT • North East ACT • South East ACT • Lane ACT • Region 1 ACT 		
Federal Agencies		
National Highway Traffic Safety Administration	Email Announcement with Letter Attached	Launched on 3/28
Federal Motor Carrier Safety Administration	Email Announcement with Letter Attached	Launched on 3/28
Federal Highway Administration	Email Announcement with Letter Attached	Launched on 3/28
Federal Transit Administration	Email Announcement with Letter Attached	Launched on 3/28
National Oceanic and Atmospheric Administration	Email Announcement with Letter Attached	Launched on 3/28
US Army Corp of Engineers	Email Announcement with Letter Attached	Launched on 3/28
US Environmental Protection Agency	Email Announcement with Letter Attached	Launched on 3/28
Bureau of Land Management OR/WA State Office	Email Announcement with Letter Attached	Launched on 3/28
US Fish and Wildlife	Email Announcement with Letter Attached	Launched on 3/28
State Agency Partners		
Oregon Health Authority	Email Announcement with Letter Attached	Launched on 3/28
Business Oregon	Email Announcement with Letter Attached	Launched on 3/28

Agency/Committee/Interest Group	Outreach Tool	Notification Date
Travel Oregon	Email Announcement with Letter Attached	Launched on 3/28
Department of Human Services	Email Announcement with Letter Attached	Launched on 3/28
Department of Agriculture	Email Announcement with Letter Attached	Launched on 3/28
Department of Aviation	Email Announcement with Letter Attached	Launched on 3/28
Department of Energy	Email Announcement with Letter Attached	Launched on 3/28
Department of Environmental Quality	Email Announcement with Letter Attached	Launched on 3/28
Department of Fish and Wildlife	Email Announcement with Letter Attached	Launched on 3/28
Department of Forestry	Email Announcement with Letter Attached	Launched on 3/28
Department of Land Conservation and Development	Email Announcement with Letter Attached	Launched on 3/28
Department of State Lands	Email Announcement with Letter Attached	Launched on 3/28
Department of Parks and Recreation	Email Announcement with Letter Attached	Launched on 3/28
Oregon Watershed Enhancement Board	Email Announcement with Letter Attached	Launched on 3/28
Department of Water Resources	Email Announcement with Letter Attached	Launched on 3/28
Oregon Disabilities Commission	Email Announcement with Letter Attached	Launched on 3/28
Governor's Commission on Senior Services	Email Announcement with Letter Attached	Launched on 3/28
Veterans' Administration: Transportation	Email Announcement with Letter Attached	Launched on 3/28

Agency/Committee/Interest Group	Outreach Tool	Notification Date
Oregon State Police	Email Announcement with Letter Attached	Launched on 3/28
Washington Traffic Safety Commission	Email Announcement with Letter Attached	Launched on 3/28
Oregon State Police	Email Announcement with Letter Attached	Launched on 3/28
OTP Advisory Committees		
OTP Policy Coordination Committee (PCC)	Email	Launched 3/24
OTP Planning Coordination Team (PCT)	Email	Launched 3/27
OTP Work Group Members	Email	Launched 3/27
Community Based Organizations		
Unite Oregon	Email	Launched 3/28-3/29
Coalition for Communities of Color - Members include: Africa House Apano El Centro Milagro Hacienda CDC Imagine Black Immigrant and Refugee Community Org. Kairospdx Latino Network Muslim Educational Trust NAYA (Native American Youth and Family Center) Pacific Islander and Asian Family Center Portland Community Reinvestment Initiatives Self Enhancement, Inc. Slavic and Eastern European Center Unite Oregon Urban League of Portland Verde	Email	Launched 3/28-3/29

Agency/Committee/Interest Group	Outreach Tool	Notification Date
Voz Workers Rights Education Project		
Oregon Environmental Justice Task Force	Email	Launched 3/28-3/29
Oregon Advocacy Commissions Office Oregon Commissions on: -Asian and Pacific Islander Affairs -Black Affairs -Hispanic Affairs	Email	Launched 3/28-3/29
Centro Cultural	Email	Launched 3/28-3/29
Hispanic Metropolitan Chamber of Commerce	Email	Launched 3/28-3/29
Urban League	Email	Launched 3/28-3/29
National Society of Black Engineers	Email	Launched 3/28-3/29
Asian Family Center	Email	Launched 3/28-3/29
Chinese American Citizen's Alliance	Email	Launched 3/28-3/29
Chinese Consolidated Benevolent Association	Email	Launched 3/28-3/29
Japanese American Citizens League	Email	Launched 3/28-3/29
Japan-America Society of Oregon	Email	Launched 3/28-3/29
Korean American Coalition	Email	Launched 3/28-3/29
Oregon Native American Chamber	Email	Launched 3/28-3/29
NAYA	Email	Launched 3/28-3/29
AARP	Email	Launched 3/28-3/29
Oregon Commission for the Blind	Email	Launched 3/28-3/29
Oregon Association of the Deaf	Email	Launched 3/28-3/29
Disability Rights of Oregon	Email	Launched 3/28-3/29
Aging and Disability Resource Connections	Email	Launched 3/28-3/29
Rural Organizing Project	Email	Launched 3/28-3/29
Oregon Commission for Women	Email	Launched 3/28-3/29
Oregon Walks	Email	Launched 3/28-3/29
Oregon Impact	Email	Launched 3/28-3/29
The Street Trust	Email	Launched 3/28-3/29
ToGo Group of Oregon	Email	Launched 3/28-3/29
Oregon Environmental Council	Email	Launched 3/28-3/29

Public Hearing

Public Hearing via MS Teams (virtual meeting tool); call-in by phone option

May 3, 2023 at 10am

Link: <https://www.youtube.com/watch?v=LShqxMZ6Y9I>

A public hearing was held via Zoom, a web application which provides video conferencing and screen sharing functionality. Attendees were able to attend through a web link or by phone.

Approximately 12 participants connected to the web tool during the hearing. Four spoke on the record.

Specific comments addressed diverse considerations of the OTP related to, but not limited to:

- The draft OTP falls short of meeting the State climate goals and should be specific regarding the amount of vehicle miles traveled (VMT) reduction needed.
- Condition local distributions of Statewide Transportation Improvement Program (STIP) funding on community adoption of Greenhouse Gas reduction goals.
- Actively advocate for street access charging and with local communities for Electric Vehicle-ready Level 2 charging stations in all existing garages of a certain size, by a certain date and in all new parking garages.
- Shift revenue model from gas tax to a vehicle miles traveled vehicle efficiency metric.
- Concerned about what are considered low carbon fuels.
- Increase and electrify public transit. Make intercity connections to reduce VMT.
- Make sure hydrogen and fuel cell technologies for electric vehicles are considered.
- What are the priorities for ODOT? What milestones will tell us we are on track and who is ODOT reporting those outcomes to?
- Why does funding for electrification go down in the “Blue Sky” scenario?
- Please make the end of the report fit with the rest of the report, if we need to change the funding models that should happen right away.
- There is a significant amount of vehicle manufacturing coming into the heavy duty space (commercial vehicles).
- Draft OTP leaves in place existing plans and proposals that lead us in the wrong direction – roadway expansion, highway improvements, etc.
- Supports Alternative 3 for Columbia River Crossing.

- Would like to know when public comments will be responded to in writing by ODOT.
- Concerned about Page 46 Road User Types – doesn't seem to prioritize public transit.
- Hydrogen requires more planning, infrastructure does not yet exist, but may bridge the performance gap over battery EVs in certain duty cycles and climates.
- I-5 will become a hydrogen trucking corridor through California, Oregon and Washington into Canada.

The complete recording of the Public Hearing is available on the OTP project webpage:

<https://www.oregon.gov/odot/Planning/Pages/otp-update-engagement.aspx>

The following participants made comments on the record:

- Bob Cortright
- Angus Duncan
- Diane Meisenhelter
- David Park

Informational Webinar

Link:

Informational Webinar via MS Teams (virtual meeting tool);

April 11, 2023 at noon

Link: <https://www.youtube.com/watch?v=uscbWjict-E>

Formal Presentations

Agency/Committee/Interest Group	Date
Region 1 ACT	April 5, 2023
Freight Advisory Committee	April 11, 2023
Clatsop County Planning Commission	April 11, 2023
MPO Transit District Quarterly Meeting	April 14, 2023
Confederated Tribes of Grand Ronde	April 26, 2023
Northwest ACT	May 11, 2023
Oregon Transportation Commission	May 11, 2023

While there were a limited number of formal presentations by the Project Team during the public review period, information was shared broadly with many groups as indicated in this Record of Outreach with an offer for additional presentations. A live webinar was also held and recorded during this period. This also built off of many presentations during plan development, but ahead of the public review period.

Attachment: Screenshots of OTP Webpage during public review period.

Oregon Transportation Plan Update Website

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🔔 [Review and comment on the draft OTP through May 12!](#)

🔔 [Public Hearing on May 3, 2023 at 10:00 am.](#)

Latest News

- [Review and comment on the draft OTP!](#) The draft plan is available for your review and comment now through May 12. Comments will be accepted through the comment form or via email.
- [Review the Appendices:](#) The OTP Appendices are now available. Scroll down this page to the document section to view Appendices A-D, including [Appendix A - Oregon Transportation Plan Glossary/Key Terms/Abbreviations](#).
- [View the Fact Sheet:](#) Our project [Fact Sheet](#) is available to download/print. It's a handy reference sheet highlighting the plan's key takeaways, how the updated plan will shape transportation in Oregon, how you can review and comment on the draft plan, and what's next.
- [Watch the public hearing!](#) The public hearing was held on [Wednesday, May 3 at 10 am](#). [Watch it on YouTube](#).



Contact

- ✉ [Adam Argo](#)
Project Manager
📞 503-986-3510
- ✉ [Stacey Goldstein](#)
Deputy Project Manager
📞 503-986-3531
- ✉ [Michael Rock](#)
Transportation Planning Unit Manager
📞 971-304-5187

Keep In Touch

Sign up for email updates

About the Plan

The updated Oregon Transportation Plan will guide our transportation system for the next 20 years. Watch the video below for an introduction to the Oregon Transportation Plan, then scroll down for FAQ's, project timelines, and project related documents.



- [What is the Oregon Transportation Plan?](#) ✕

The Oregon Transportation Plan sets the long-term transportation policy for the whole state. It informs investment decisions by ODOT and regional and local governments for all the ways we get around including walking, rolling, biking and taking public transit like buses and streetcars. It also includes highways, bridges, railroads, freight and planes.

The plan is important because it sets policies, goals, strategies and implementing actions for managing the state's entire transportation system. This update will set the state's policy for all transportation investments for the next 20 to 25 years, shaping Oregon's transportation system through the year 2050.
- [When was the plan first adopted, and why is ODOT updating it now?](#) ✕

The Oregon Transportation Plan was first adopted in 1992 and was updated in 2006. Now we are updating it again to meet current and future transportation needs of all Oregonians.

While the 2006 update had a meaningful impact on our transportation system, there's still a lot of work to do, and our priorities have changed. This update gives us a chance to create a plan that is responsive to today's priorities and can adapt to an uncertain transportation future. A resilient plan will help us prepare for and address trends like climate change, widening social inequities and new technologies.
- [Why does the plan matter for all Oregonians?](#) ✕

One reason the plan matters is because transportation is connected to many other aspects of life. Access to safe, reliable and convenient transportation also affects our access to jobs, education, healthcare, childcare, food, housing, leisure activities and more. Because it's connected to so much, our transportation system has major implications for social equity, economic health and our ability to bounce back from natural disasters. And it has a huge impact on climate change. Today, 40% of Oregon's total greenhouse gas emissions come from transportation.

On a more personal level, transportation is about movement — something we all can relate to. Almost everyone can think of a meaningful transportation experience in their lives, whether that's the first time riding a bike, or meeting someone new on the bus, or seeing the world a little differently from a window of an airplane.

In other words, transportation shapes our lives, and this plan shapes transportation. Updating the plan gives us a chance to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently — and maybe even a little more joyfully. Planning for a better transportation future is a complex challenge that's going to take collaboration, compromise and creativity on local and statewide levels.

Can the plan do it all?

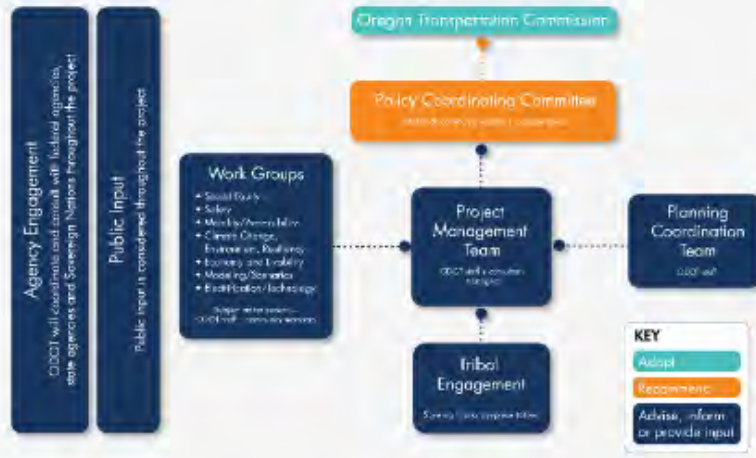
The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise. Funding is limited, and we are going to need to prioritize and balance investments and consider options for more sustainable funding to meet needs all over the state.

This update to the Oregon Transportation Plan is an opportunity to outline those priorities for statewide transportation funding and policies. It's going to take sustained action at state and local levels to implement the policies in the plan and create a better transportation future.

Who is ODOT engaging in the planning process, and who makes decisions?

ODOT is bringing many people together to provide input, consider tradeoffs and inform the plan's priorities. This includes tribes, partner agencies, subject matter experts, community leaders and the public. The [Policy Coordinating Committee](#) — made up of representatives from local, regional and statewide interests — considers all the input and makes recommendations to the [Oregon Transportation Commission](#), whose members are ultimately responsible for adopting the plan.

Public input is key to helping ODOT understand how to balance and prioritize transportation investments and find funding solutions. That's where you come in! From now through 2022, ODOT wants to hear about your transportation needs and priorities. [Sign up for our email list](#) to receive updates about opportunities to learn more and share your thoughts.



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What trends are affecting Oregon's transportation system today?

There are several key trends that are affecting transportation across the state. ODOT will consider these trends in the update to the Oregon Transportation Plan. They include:

- Oregon's growing population that is becoming older overall and more diverse.
- Contributing factors behind increased traffic congestion in urban and rural areas, including increased demand for goods and growth in tourism.
- Technology that is changing the way people and goods move around.
- Climate change impacts on our communities and natural resources.
- Widening disparities in access to safe and convenient transportation across race, income, age and other characteristics.

What are the priorities for this update to the Oregon Transportation Plan?

ODOT will consider the following priorities, which are tied to trends affecting Oregon's transportation system today. These priorities —together with input from our partners, stakeholders and the public—will inform the plan's goals and serve as a guide for our project committees.

- **Advancing social equity:** Conducting a process and creating outcomes that are equitable and responsive to the needs of systemically underserved or excluded populations, in both urban, suburban and rural communities.
- **Creating a flexible, resilient plan:** Exploring a range of potential future scenarios to create a plan that is resilient in the face of uncertainty and that addresses key trends, "drivers of change" and desired future outcomes.
- **Improving safety:** Improving safety across all modes of transportation.
- **Planning for climate change:** Addressing how Oregon's transportation system can **reduce statewide carbon emissions** to bring the state closer to achieving its emission reduction goals and foster a healthy, sustainable environment.
- **Securing sustainable funding:** Addressing insufficient funding for transportation maintenance and improvements.
- **Serving Oregon's aging population:** Providing reliable and convenient transportation services to Oregon's rapidly growing population over the age of 65.
- **Alleviating congestion:** Identifying ways to alleviate congestion, both in urban areas and more rural regions that draw heavy tourism.

What does social equity mean in the Oregon Transportation Plan?

Social equity acknowledges that not all people or communities are starting from the same place due to historic and current systems of oppression. Social equity is the effort to provide different levels of support based on an individual's or a group's needs in order to achieve fairness in outcomes. It actionably empowers communities most affected by systemic oppression and requires the redistribution of resources, power and opportunity to those communities.

The Oregon Transportation Plan update process will prioritize populations and communities who have been systemically excluded and underserved by transportation and land-use investments, including:

- People with low incomes and/or people with economic disadvantage
- Black, Indigenous and People of Color (BIPOC)
- Older adults (65+), youth and children (18 and under)
- People who speak non-English languages, especially those with limited English proficiency
- People living with one or more disabilities

The project will engage systemically excluded communities early and often. Read more about social equity in the [Social Equity White Paper](#).

Project Schedule

The update process started in the spring of 2021. The draft of the new OTP is scheduled to be released for public review in early spring 2023 and is expected to become final by early summer 2023.



English | 繁體中文 | 简体中文 | русский | Español | Tiếng Việt

Documents

- [Draft Oregon Transportation Plan Documents](#)**
 - [Oregon Transportation Plan Public Review Draft](#)
 - [Oregon Transportation Plan Appendix A - Glossary/Key Terms/Abbreviations](#)
 - [Oregon Transportation Plan Appendix B - Interim Products Informing Oregon Transportation Plan Development](#)
 - [Oregon Transportation Plan Appendix C - Key Performance Indicators and Example Metrics](#)
 - [Oregon Transportation Plan Appendix D - PCC and Work Group Members](#)
- [Outreach Materials](#)**
 - [Plan Progress Report and FAQs \(handout\)](#)
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 - [Fact Sheet](#)
English | 简体中文 | русский | Español | Tiếng Việt
- [Round 1 outreach documents](#)**
 - [OTP Public Outreach Summary Report](#)
 - [OTP Focus Groups Summary](#)
 - [OTP Video Interviews Summary](#)
- [Policy Coordinating Committee documents](#)**
 - [Policy Coordinating Committee Roster](#)
 - [Roles, Responsibilities and Meeting Guidelines](#)
 - [Proposed Meeting Sequence](#)
- [Stakeholder interview documents](#)**

In February 2020, ODOT's Policy and Planning Section completed interviews with internal and external stakeholders, representing a variety of transportation interests. A two-sheet handout and a summary report of the interviews are now available here.

 - [Stakeholder interview handout](#)
 - [Summary of stakeholder interviews](#)
- [Emerging technology impact assessment](#)**

ODOT initiated the Emerging Technology Impact Assessment (ETIA) to consider how emerging transportation technologies such as connected/automated vehicles (CVs/AVs) and Mobility as a Service (MaaS) could specifically transform Oregon's transportation system, address Oregon-specific transportation challenges, and evaluate the range of possible impacts for which ODOT should prepare.

 - [ETIA main page](#)

White papers and other background research documents

ODOT has completed a series of whitepapers to serve as foundational resources that inform and help guide our approach to statewide plan development. These reports address a range of key themes and trends that are important to consider throughout the plan update process. Whitepapers and associated background research sources supporting the update process are available below.

[Mobility as a Service \(MaaS\) White paper](#)

[Oregon Economic and Demographic Regions White Paper](#)

[Oregon Economic and Demographic Regions White Paper brochure](#)

[Equity White Paper](#)

Other relevant background documents:

[Greenhouse Gas Analysis White Paper](#)

[2020 Congestion Overview](#)

Strategic Action Plan (SAP)

The OTC-ODOT 2021-2023 Strategic Action Plan is a three-year roadmap designed to accelerate change toward specific outcomes that address Oregon's most significant transportation challenges. It represents the joint vision of the Oregon Transportation Commission and our department to provide Oregonians with a safe, equitable, modern and well-funded transportation system. The plan revolves around three priorities—equity, a modern transportation system, and sufficient and reliable funding. These priorities set the overall direction for the agency, and include underlying goals that focus our work.
<https://www.oregon.gov/odot/Pages/SAP.aspx>

OTC Investment Strategy

The 2016 Investment Strategy, adopted by the Oregon Transportation Commission (OTC) in January 2017, laid out the agency's investment strategies in various program areas, compared total need to available funding, discussed the implications of long-term system performance at current funding levels, and outlined options for additional investment. The following document is the 2020 update of the Investment Strategy that includes anticipated impacts and implications for the transportation system, economy, and traveling public in Oregon. These impacts and implications have been updated and are included to inform future decisions regarding Department priorities and strategic investments.

[2020 OTC Investment Strategy](#)

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Policy Coordinating Committee

Oregon Transportation Plan Update: Policy Coordinating Committee

- Home
- Policy Coordinating Committee
- Community Engagement
- Statewide Stories

About the Committee

The Policy Coordinating Committee makes recommendations to the Oregon Transportation Commission about policies to include in the Oregon Transportation Plan update.

The committee is made up of 25 representatives from local, regional and statewide interests, including up to five community members determined through an application process. You can view the membership roster [here](#).

How to Submit a Comment:

Committee meetings are open to the public. Meeting information, including access instructions, agendas and other applicable materials, will be linked below one week prior to each meeting.

Each meeting will include time for public comments. We also welcome written or recorded verbal comments outside of meetings.

There are three ways to submit a comment:

- Send an email to OTP@odot.oregon.gov with "Committee Public Comment" in the subject line.
- Call 503-423-3720 and state "Committee Public Comment" in your message.

If we receive your comment by 11:00 a.m. the day prior to each meeting, we will send it to the committee in advance. All comments received after 11:00 a.m. the day before each meeting will be provided to the committee prior to their next meeting. All comments received prior to or at the meeting will be included in the meeting summary.

Recent Policy Coordinating Committee meetings

Watch the most recent Policy Coordinating Committee meeting and see detailed information in the sections below.

Andrew Johnson
 Amanda Pietz
 Angie Jones, OD...
 Camille Alexander
 Adam Argo

Share

Agenda

- 01 Welcome and Introductions
- 02 Public Comment
- 03 Public Outreach Updates
- 04 Draft OTP Discussion
- 05 Break
- 06 Draft OTP Discussion
- 07 Next Steps and Recap
- 08 Thank You!

Watch on YouTube

- [PCC Meeting 9: 2/22/23 1-4:30pm](#) ✕

PCC Meeting 9 was held on February 22, 2023 from 1-4:30pm. Meeting materials will be posted when available.

[PCC Meeting 9 Materials Packet](#)
[PCC Meeting 9 Materials Packet Addendum](#)
[PCC Meeting 9 Summary](#)
[Watch the PCC Meeting #9](#)
- [PCC Meeting 8: 12/14/22 1-4:30pm](#) ✕

PCC Meeting 8 was held on December 14, 2022. Explore the meeting materials below:

[PCC Meeting 8 Agenda](#)
[PCC Meeting 8 Scenarios Memo](#)
[PCC Meeting 8 Implementation Summary Memo](#)
[PCC Meeting 8 Submitted Public Comments](#)
[PCC Meeting 8 Addendum - Implementation Initiatives](#)
[PCC Meeting 8 Addendum - Public Comment Submission](#)

[Watch the PCC Meeting #8](#)

Contact

- Adam Argo**
 Project Manager
 503-988-3510
- Stacey Goldstein**
 Deputy Project Manager
 503-988-3531
- Michael Rock**
 Transportation Planning Unit Manager
 971-304-5187

Updates

Sign up for email updates

[PCC Meeting 7: 10/5/22 1-4:30pm](#)



The PCC meeting 7 was held on October 5, 2022 from 1-4:30pm. Explore the meeting materials below:

- [PCC Meeting 7 Agenda](#)
- [PCC Meeting 7 Policies](#)
- [PCC Meeting 7 Submitted Public Comments](#)
- [PCC Meeting 7 Addendum](#)
- [PCC Meeting 7 Summary](#)
- [PCC Meeting 7 Transcript](#)

[Watch the PCC Meeting #7](#)

[PCC Meeting 6: 7/27/22 1-4:00pm](#)



PCC meeting 6 was held on July 27, 2022. Explore the meeting materials below:

- [OTP PCC 6 Meeting Summary_7.27.2022.pdf](#)
- [PCC Meeting 6 Agenda](#)
- [PCC Meeting 6 Policies](#)
- [PCC Meeting 6 Transcript.pdf](#)

[Watch the PCC Meeting #6](#)

[PCC Meeting 5: 6/29/22 1-4:00pm](#)



PCC Meeting 5 was held on June 29, 2022. Explore the meeting materials below:

- [PCC Meeting 5 Agenda](#)
- [PCC Meeting 5 Draft Policies](#)
- [PCC Meeting 5 Transcript](#)

[Watch the PCC Meeting #5](#)

[PCC Meeting 4: 5/18/22 1-4:00pm](#)



PCC meeting 4 was held on May 18, 2022. You can explore the meeting materials below:

- [PCC-4-Agenda.pdf](#)
- [Vision-Goals-and-Policy-Framework.pdf](#)
- [PCC Meeting 4 Presentation](#)
- [PCC Meeting 4 Transcript](#)

[Watch the PCC Meeting #4](#)

[PCC Meeting 3: 3/15/22 1-4:00pm](#)



PCC meeting 3 was held on March 15, 2022. Please see meeting materials below.

- [Meeting 3 agenda](#)
- [Meeting 3 summary](#)
- [Meeting 3 materials packet](#)
- [Meeting 3 presentation](#)
- [PCC Meeting 3 Transcript.pdf](#)

[Watch the PCC Meeting #3](#)

[PCC Meeting 2: 12/15/21 1:00-4:00pm](#)



PCC meeting 2 was held on December 15, 2021. Please see meeting materials below.

- [Meeting Summary](#)
- [Meeting 2 agenda](#)
- [Vision and Values Primer](#)
- [Comments Submissions](#)
- [PCC Meetings Sequence](#)
- [PCC Meeting 2 Presentation](#)

[Watch the PCC Meeting # 2](#)

[PCC Meeting 1: 9/22/21 1-3:30pm](#)



PCC Meeting 1 was held on September 22, 2021. Please see meeting materials below.

- [OTP PCC_1_Agenda.pdf](#)
- [OTP_PCC_Role-Guidelines_Draft.pdf](#)
- [ODOT_Stakeholder_Interviews_FINAL.pdf](#)
- [PCC Roster.pdf](#)
- [PCC 1 Meeting Notes.pdf](#)
- [Oregon Transportation Plan_PCC_1_presentation_ADA.pdf](#)

[Watch the meeting on YouTube.](#)

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Community Engagement

Oregon Transportation Plan Update: Community & Stakeholder Voices

Home Policy Coordinating Committee **Community Engagement** Statewide Stories

Review and comment on the draft OTP through May 12!

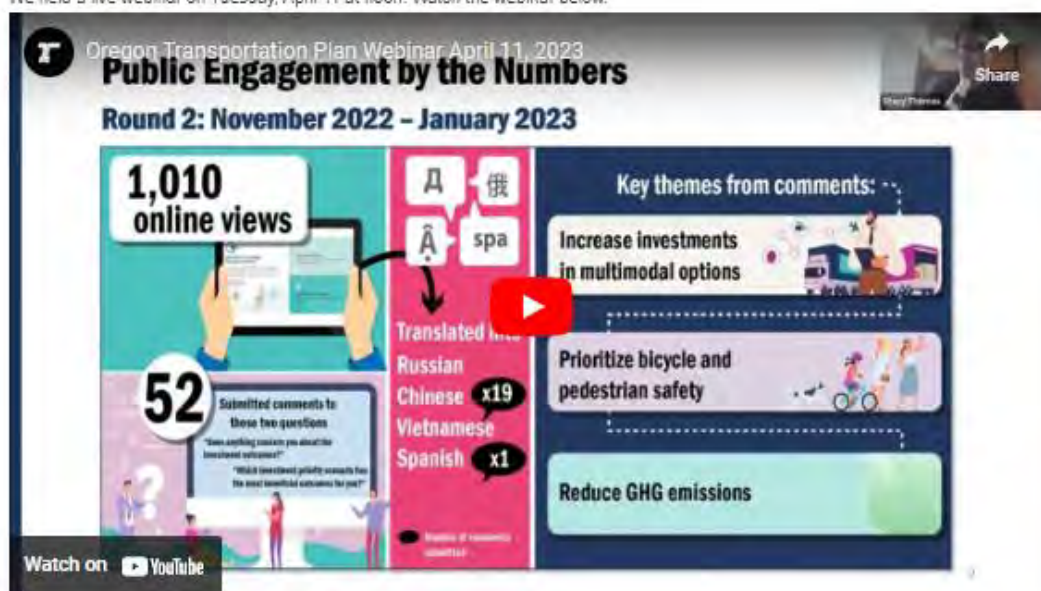
Get Involved! Public Meetings & Events

Review and comment on the draft OTP!

The draft plan is available for your review and comment now through May 12. Comments will be accepted through the comment form or via email.

Live Webinar

We held a live webinar on Tuesday, April 11 at noon. Watch the webinar below.



[简体中文](#) | [русский](#) | [Español](#) | [Tiếng Việt](#)

Public Hearing

The public hearing was held on Wednesday, May 3 at 10 am. You can watch the public hearing below.



Policy Coordinating Committee

The Policy Coordinating Committee makes policy recommendations to the Oregon Transportation Commission about the update to the Oregon Transportation Plan. Visit the [committee page](#) to stay informed, attend or review meetings, or make public comments.

Online Open House (2021)

The online open house contained an embedded survey, which was available from December 6, 2021 through January 24, 2022. While the survey has closed, you can continue to learn about the plan by visiting the [online open house here](#). You can read the [Public Outreach Summary](#) to learn more about the input the planning team received and is considering for the plan.

Contact

- [✉ Adam Argo](#)
Project Manager
[☎ 503-988-3510](#)
- [✉ Stacey Goldstein](#)
Deputy Project Manager
[☎ 503-988-3531](#)
- [✉ Michael Rock](#)
Transportation Planning Unit Manager
[☎ 971-304-5187](#)

Updates

[Sign up for email updates](#)

Email Updates

Sign up for our email list to stay updated about upcoming opportunities to get involved.

Contact us

You can submit comments at any time by [emailing the project team](#).

Tribal Engagement

ODOT, in partnership with the state's Tribal Governments, established a documented consultation process and identified the key decision-making milestones during the development of statewide transportation plans. Following this process, ODOT is consulting with the Tribal Governments to determine if consultation is desired during the Oregon Transportation Plan update.

Work Groups

Seven work groups will provide input on specific topics related to the Oregon Transportation Plan update. These groups consist of subject-matter experts from ODOT and communities around the state. They will meet monthly from March to June 2022 and are focused on the following topics:


- Social equity
- Safety
- Mobility and accessibility
- Climate change, environment and resiliency
- Economy and livability
- Modeling and scenarios
- Electrification and technology

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Statewide Stories



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Oregon Transportation Plan: Statewide Stories

- Home
- Policy Coordinating Committee
- Community Engagement
- Statewide Stories**

To engage communities in updating Oregon's long-range transportation plan, the Oregon Department of Transportation hit the road to film interviews with people around the state. The film team set out to capture an array of voices, explore how transportation shapes our lives and communities and highlight the deeper, personal meaning behind movement. The resulting video series shows diverse transportation experiences and needs, sparking conversation about how we can create a system that connects and moves all of us for generations to come.

Watch the film below, then scroll down to dive deeper into individual stories. [Jump down](#) to learn more about the video interviews and [share your own stories!](#)

On the Move: How Transportation Connects Us



[Watch the full video series on YouTube.](#)

Contact

- Adam Argo**
Project Manager
503-988-3510
- Stacey Goldstein**
Deputy Project Manager
503-988-3531
- Michael Rock**
Transportation Planning Unit Manager
971-304-5187

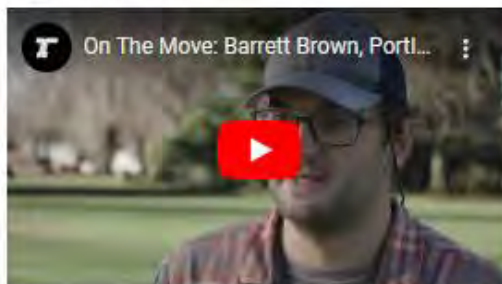
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André Lightsey-Walker (he/him)
Portland
Policy Transformation Manager at The Street Trust



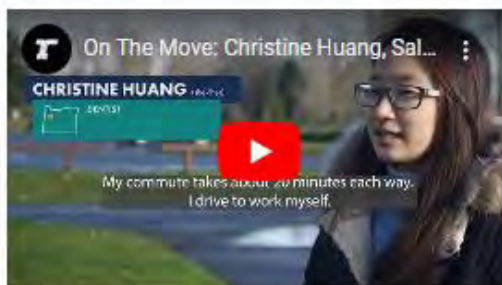
Barrett Brown (he/him)
Portland
Program Manager at Forth



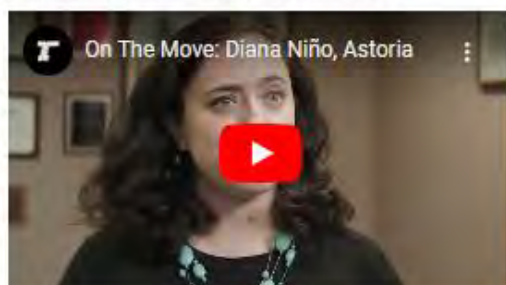
Chris Outen (he/him)
Portland
FedEx Freight Driver



Christine Huang (she/her)
Salem
Dentist



Diana Niño (she/her)
Portland
Sunset Transportation District Board Commissioner



Jeff Adams (he/him)
Cannon Beach
City of Cannon Beach Community Development Director



Jim Doherty (he/him)
Heppner
Rancher, Chair of Morrow County Board of Commissioners



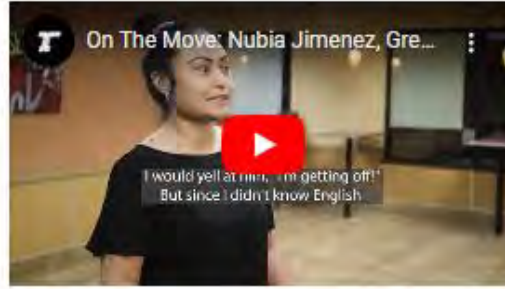
John Curtis (he/him)
Eagle Point
Member of Jackson Care Connect



Nikolay Zhigalin (he/him)
Portland
Driver with Grubhub



Nubia Jimenez (she/her)
Gresham
Manager at Jack in the Box



Sarah Mazze (she/her)
Eugene
Safe Routes to School Program Coordinator for Eugene School District 4J



Sharlene Wills (she/her)
Bend
Member of Central Oregon Coalition for Access



Rob Zako (he/him)
Eugene
Executive Director of Better Eugene-Springfield Transportation



Vy Nguyen (she/her)
Portland
Employee at a steel fabrication shop



About the video interviews

In winter 2021, we filmed interviews with 14 people around Oregon, including in Cannon Beach, Astoria, Heppner, Bend, Eagle Point, Eugene, Salem and Portland. The film team set out to capture an array of voices, explore how transportation shapes our lives and communities and highlight the deeper, personal meaning behind movement. Some interviewees are involved in transportation planning on local or regional levels. Others are new to transportation planning but were able to speak about the role transportation plays in their lives and communities. These interviews show diverse transportation experiences and hopes for improving the system. In the videos, you will hear differing opinions about where transportation improvements are most urgently needed. You will also hear many shared priorities, goals and values. Most of all, these interviews reveal how transportation shapes our daily lives and communities, and the many ways that transportation connects and moves us—not just physically through space, but also on an emotional level.

Why did we film these interviews?

Filming 14 interviews gave us an opportunity to collect personal stories about transportation, providing a window into people's lived experiences and the environments they move through each day. Filming these interviews also gave us a chance to (literally) take our outreach on the road, connecting with more communities and hearing from new voices. We are grateful to all the participants for sharing their time and perspectives!

Collecting feedback on film will help inform the update to the Oregon Transportation Plan—the Policy Coordinating Committee will consider the video interviews together with other input as they make recommendations to the Oregon Transportation Commission. Another benefit of film is that it allows us to document and share these stories with the public as a series of short videos. We hope that these videos help create awareness about Oregonians' diverse transportation needs and perspectives and inspire more community members to get involved in updating the Oregon Transportation Plan.

Connection to other community engagement efforts

Creating a resilient and balanced plan that addresses needs across the state will require input and participation from everyday people and transportation leaders. These 14 video interviews are part of our larger community engagement effort, which also includes:

- Broad public input through a series of online participation sites
- Focus groups representing various interests and regions
- Work groups specializing in topics like safety, climate resilience and social equity

The Policy Coordinating Committee will consider the video interviews together with other input as they make recommendations to the Oregon Transportation Commission about policies to include in the Oregon Transportation Plan update. Learn more about community engagement and the Policy Coordinating Committee.

Share Your Stories!

We want to know: what does transportation mean to you? Share your own stories by typing in the box below. You can also email a photo, video or audio recording to OTP@odot.oregon.gov. Our team will consider your responses as we update the Oregon Transportation Plan. With your permission, we may share your stories in future public outreach materials.


First Name

Email Address

Permission to Use

I give the Oregon Department of Transportation permission to use my name and response in future public outreach materials.

What does transportation mean to you? What are your hopes for the future of transportation in Oregon? Do you have any transportation experiences or memories that stand out to you? For example, striking up conversation with someone on the bus, teaching your kids how to ride bikes, or trying a new way to get around—like skateboarding, riding an electric scooter or taking a shuttle bus.

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Oregon Transportation Plan: Outreach Summary During Plan Development

Oregon Transportation Plan

Oregon, USA

June 6, 2023





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Appendix K. OTP Outreach Round One Online Survey Summary (December 2021)

Acronyms and Abbreviations

BIPOC	Black, Indigenous, People of Color
CEL	Community Engagement Liaisons
EECP	Equitable Engagement Compensation Program
GHG	Greenhouse Gas
NGO	Non-Governmental Organization
ODOT	Oregon Department of Transportation
OTP	Oregon Transportation Plan

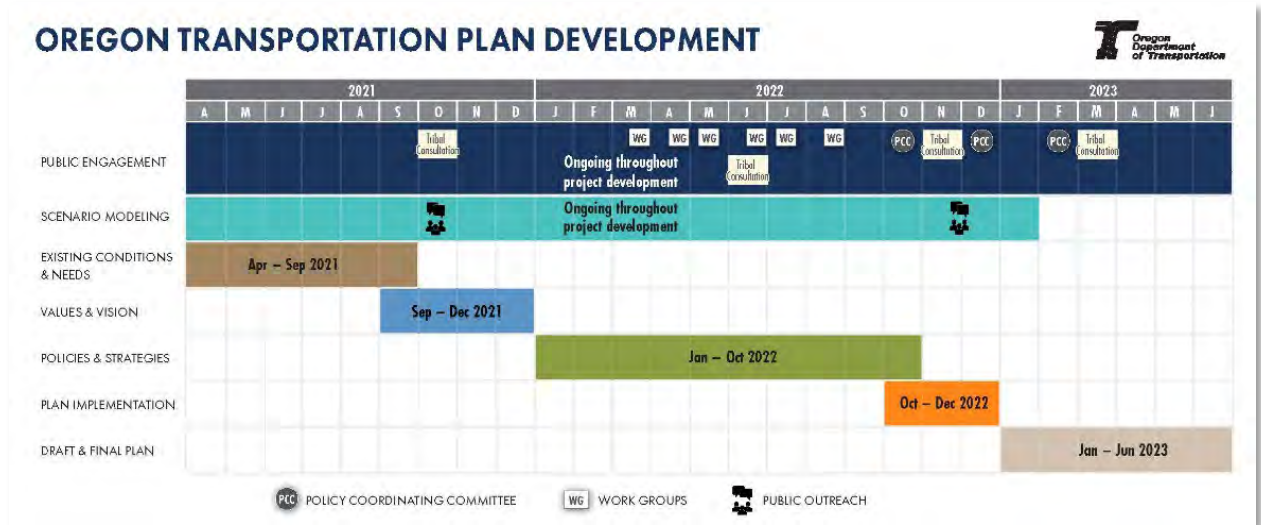
OOH Online Open House
PCC Policy Coordinating Committee

1 Introduction

The Oregon Department of Transportation (ODOT) is developing a new Oregon Transportation Plan (OTP), which was last updated in 2006. The OTP sets the vision and informs investment decisions by ODOT, regional, and local governments for all the ways people and goods move, including walking, biking, public transit, highways, railroads, freight, and planes. From major bridge improvements to local sidewalk projects, the new OTP will guide transportation investments for the entire state through 2050.

The OTP process began in 2021 and will be submitted for formal adoption by the Oregon Transportation Committee (OTC) in July 2023 (Figure 1-1). Three primary rounds of outreach were conducted during the development of the OTP to bring awareness and gather feedback on key elements.

Figure 1-1. Project Schedule



The first opportunity for the public to provide input on the OTP update began in December 2021 and continued through February 2022. The primary purpose of this initial outreach was to introduce the OTP and gather community input on the project’s definition of equity, values and vision, and key drivers of change shaping the Plan.

In October 2022, the OTP’s vision, values and goals were shared with the public along with an online tool used to provide information on the necessary tradeoffs and compromises in planning for the future of transportation in Oregon. The online tool also featured a survey where participants could provide input on potential funding priorities. The online tool was live through January 2023.

In March 2023, the third round of outreach began as the draft OTP was released for public review and comment. ODOT hosted a live webinar in April 2023 to walk through the key elements of the

OTP and inform participants about the process for making formal comments. The draft OTP was then available for review and comment through May 12, 2023, and included a formal hearing on May 3, 2023. Documentation for the public review period is found outside of this memo, which focuses primarily on earlier rounds of outreach.

This report summarizes the following outreach activities associated with early rounds of engagement as described above:

- **Policy Coordinating Committee (PCC)**
 - **PCC:** Makes recommendations to the Oregon Transportation Commission about policies to include in the OTP update.
- **Overarching Materials and Notifications:** Tools used to convey project information and publicize outreach opportunities.
 - **Website:** A project web page, hosted on ODOT's website, was launched and updated regularly.
 - **Statewide Stories Video Series:** Provides an overview of the project and video participants provided their views on barriers and opportunities related to Oregon's transportation system.
 - **Community Database and Comments:** Documentation of public comments, correspondence and updates to project mailing list.
 - **Project Fact Sheets:** One-pagers providing OTP updates and opportunities for engagement.
 - **Digital and Social Media:** Digital ads and social media posts across ODOT's channels.
 - **Media Releases and Email Notifications:** Newsletters and press releases providing project information and engagement opportunities.
- **Round One: Building OTP Awareness and Seeking Input to Build Project Foundation**
 - **Online Open House (OOH):** Virtual platform with corresponding survey questions.
 - **Focus Groups:** Outreach conducted to gather input from distinct communities that are systemically excluded or underserved.
- **Round Two: Potential Funding Scenarios and Transportation Planning Education**
 - **Online Quiz and Scenario Tool:** Interactive tool featuring the OTP goals, an online quiz testing transportation planning knowledge, and funding scenarios with corresponding survey questions to better understand participants' priorities.
- **Round Three: Public Comment Period (Fully documented in the OTC adoption packet)**

- **Virtual Events:** Events included webinars and a public hearing.

1.1 Equitable and Diverse Engagement

The OTP process was committed to reflecting the voices and perspectives of people and communities who have been historically excluded and underserved by transportation investments, including:

- People with low income, and/or people who are economically disadvantaged
- Black, Indigenous and People of Color (BIPOC)
- Older adults, youth, and children
- People who speak non-English languages, especially those with limited English proficiency
- People living with a disability

As part of the engagement process, the project used a variety of strategies to provide accessible opportunities to create awareness and encourage participation, including:

- Broad, diverse membership, including new voices, on project committees and work groups.
- In-language outreach and translated materials supported by Community Engagement Liaisons (CEL) who speak Spanish, Vietnamese, Russian, and Chinese.
- Compensating qualifying participants for their time and effort to participate through the ODOT Equitable Engagement Compensation Program (EECP). While many communities face a variety of barriers to participate, providing financial incentives is one way to welcome more voices to the table.
- Engaging community-based organizations.
- Video series highlighting the stories and voices of underserved community members around their lived experiences around transportation.
- Collaboration with the ODOT Office of Social Equity.
- Clearly communicating how feedback shaped outcomes throughout the project.

2 Policy Coordinating Committee

The PCC consisted of 25 representatives from local, regional and statewide interests, including up to five community members determined through an application process. An early membership roster can be viewed [here](#). The PCC met ten times (Table 2-1) throughout the development of the OTP and provided guidance on key elements. The PCC is also responsible for making

recommendations to the Oregon Transportation Commission about policies to include in the OTP update.

All PCC meetings were open to the public and included time for public comment. Written or recorded verbal comments were also accepted outside of the meetings and shared with the group. Comments could be submitted by:

- Sending an email to OTP@odot.oregon.gov with “Committee Public Comment” in the subject line.
- Calling 503-423-3720 and stating “Committee Public Comment” in the message.

Meeting information, including access instructions, agendas, and other applicable materials, was posted on the project web page one week prior to each meeting. Meeting materials and recordings can be found [here](#).

Table 2-1. PCC Meeting Dates

Event	Date
PCC Meeting #1	September 22, 2021
PCC Meeting #2	December 15, 2021
PCC Meeting #3	March 15, 2022
PCC Meeting #4	May 18, 2022
PCC Meeting #5	June 29, 2022
PCC Meeting #6	July 27, 2022
PCC Meeting #7	October 5, 2022
PCC Meeting #8	December 14, 2022
PCC Meeting #9	February 22, 2023
PCC Meeting #10	May 24, 2023

3 Overarching Materials and Notifications

A wide range of outreach tools were used to publicize the project and encourage public participation in engagement opportunities.

3.1 Website

A [project web page](#), hosted on ODOT’s website (Figure 3-1), was regularly updated, provided a project overview and schedule, announced upcoming engagement opportunities and hosted a library of project documents.

Figure 3-1. Project Website



3.2 Statewide Stories Video Series

The project team conducted 14 interviews with people who live and work in diverse regions of Oregon: from the Pacific Coast to Eastern Oregon, the rural outskirts of Jackson County to downtown Portland and beyond. Some of the interviewees were involved in transportation planning at the local or regional level, while others less familiar with transportation planning were able to speak about the role it plays in their lives and communities. While these interviews do not represent the full spectrum of transportation needs, they showcased diverse transportation experiences and hopes for improving the system.

These interviews were used to produce a collection of 15 videos with the goal of engaging communities in the OTP and inspiring dialog. The videos included an overview, with short, documentary-style film and vignettes in five languages. They used a personal, visual storytelling style as a conduit for broadcasting underserved community voices and authentically representing people’s lived experiences in the transportation planning process.

All videos were uploaded to [ODOT’s YouTube channel](#), shared on ODOT’s social media platforms, email notifications and shown during public events. An [interview summary](#) was also compiled that provided themes that emerged, including:

- Safety and social equity are top priorities.
- Call for greater transportation access.
- Advocacy for investing in multimodal and active transportation.
- Transportation is personal and has a great impact on people’s everyday lives.

Figure 3-2. On the Move

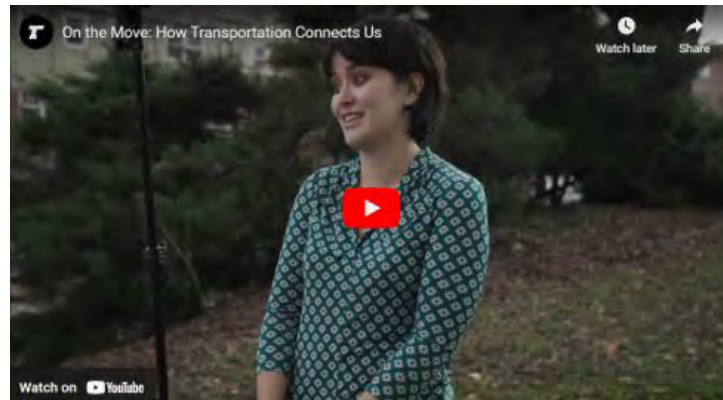


Figure 3-3. Portland, The Street Trust

André Lightsey-Walker (he/him)
Portland
Policy Transformation Manager at The Street Trust



Figure 3-4. Salem, Local Resident

Christine Huang (she/her)
Salem
Dentist



Figure 3-5. Heppner, Morrow County Board of Commissioners

Jim Doherty (he/him)
Heppner
Rancher, Chair of Morrow County Board of Commissioners



3.3 Community Database and Comments

A community database and comment log were used to track comments, contacts and manage the email list, which grew to over 3,000 people by the end of the project. The following tasks were performed as part of the comment management process:

- Record communications in comment log.
- Update contacts in community database.
- Sync GovDelivery contacts.
- Draft responses as needed.
- Conduct quality control reviews and distributed responses.

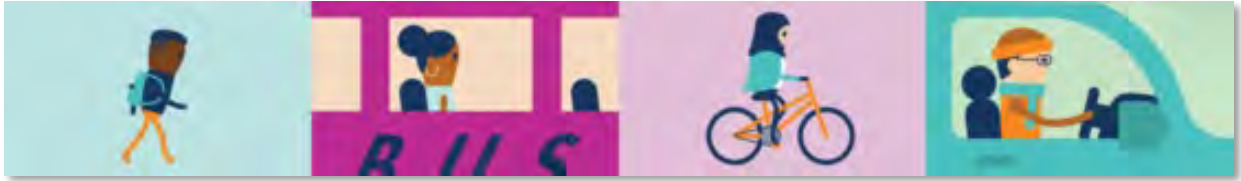
3.4 Project Fact Sheets

A project fact sheet, developed in November 2022 (Appendix A), highlighted the OTP goals, explained how the new OTP will shape transportation in Oregon, and invited the public to engage with the online tool to learn more about the OTP and provide feedback on possible funding

priorities. The project fact sheet was updated in March 2023 to inform the public that the draft OTP was available for public review and formal comments.

The project fact sheets were translated into the four project languages: Chinese, Russian, Spanish, and Vietnamese (Appendix B through Appendix E). As part of this multicultural outreach, the translated materials were distributed to non-English speaking communities.

Additionally, a Frequently Asked Questions document (Appendix F) was created and utilized at public events (Table 6-1).



3.5 Digital and Social Media

ODOT posted content on their social media platforms and purchased digital ads on Google, Facebook, and Instagram. Multiple campaigns of digital ads ran during each phase of outreach. Cumulative Facebook engagement reached over 91,032 impressions.

3.6 Media Releases and Email Notifications

Twelve notifications (see Appendix G through Appendix I) were sent via GovDelivery to people who subscribed to receive project updates, as well as to ODOT’s media contacts. Information included an overview of the project, announcements of upcoming engagement opportunities, and links to the project website. Overall, 24,383 email notifications were sent throughout the OTP’s development.

- **Email and Media Release #1 – Share Your Thoughts on Oregon’s Transportation Future**
December 6, 2021
Email Lists: ODOT News Releases, project email list
Recipients: 1,171
Opened: 1,293
Clicks: 249
 - **Email and Media Release #2 – EXTENDED: Online Open House for Oregon Transportation Plan**
December 21, 2021
 - **Email and Media Release #3 – Online Open House Live for Oregon Transportation Plan**
January 13, 2022
Email Lists: ODOT News Releases, project email list
Recipients: 2,133
Opened: 1,011
- Email Lists: ODOT News Releases, project email list
Recipients: 1,207
Opened: 1,072
Clicks: 101

Clicks: 63

- **Media Release #4 – Statewide Transportation Plan Online Open House Ends Jan. 24**

January 14, 2022

- **Email and Media Release #5 – 4 Days Left: Online Open House Live for Oregon Transportation Plan**

January 21, 2022

Email Lists: ODOT News Releases, project email list

Recipients: 2,143

Opened: 775

Clicks: 64

- **Email and Media Release #6 – October 5: Policy Coordinating Committee for the Oregon Transportation Plan Update**

October 5, 2022

Email Lists: ODOT News Releases, project email list

Recipients: 2,698

Opened: 1,556

Clicks: 688

- **Email and Media Release #7 – Test your knowledge of the Oregon Transportation Plan**

November 15, 2022

Email Lists: ODOT News Releases, project email list

Recipients: 2,848

Opened: 1,314

Clicks: 645

- **Email and Media Release #8 – December 14: Policy Coordinating Committee for the Oregon Transportation Plan Update**

December 12, 2022

Email Lists: ODOT News Releases, project email list

Recipients: 2,910

Opened: 1,394

Clicks: 911

- **Email and Media Release #9 – February 22: Policy Coordinating Committee for the Oregon Transportation Plan Update**

February 17, 2023

Email Lists: ODOT News Releases, project email list

Recipients: 2,994

Opened: 1,839

Clicks: 905

- **Email and Media Release #10 – The draft Oregon Transportation Plan is available for public review and comment now through May 12**

March 24, 2023

Email Lists: ODOT News Releases, project email list

Recipients: 3,068

Opened: 2,045

Clicks: 778

- **Email and Media Release #11 – April 11: Learn more about the draft Oregon Transportation Plan at our live webinar**

April 11, 2023

Email Lists: ODOT News Releases, project email list

Recipients: 3,131

Opened: 1,495

Clicks: 905

- **Email and Media Release #12 – May 3: Learn more about the draft Oregon Transportation Plan at our public hearing**

May 1, 2023

Email Lists: ODOT News Releases, project email list

Recipients: 3,148

Opened: 1,124

Clicks: 718

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4 Round One: Building OTP Awareness and Seeking Input to Build Project Foundation

4.1 Focus Groups

The project team conducted 10 virtual focus groups with participants representing various interests (Table 4-1). The primary goal of the focus groups was to meaningfully collect input from distinct communities that are systemically excluded or underserved. The identified audiences included rural-area interests, seniors, people living with one or more disability, youth, working families and people experiencing low income, and BIPOC. There were four in-language focus groups that were intended for people that do not speak English or have limited English proficiency. These focus groups were facilitated by PKS International, a culture and language outreach partner for the project. A detailed focus group summary is included as Appendix J.

Table 4-1. Focus Groups

Focus Group	Date
Vietnamese speakers	January 19, 2022
Russian speakers	January 20, 2022
Spanish speakers	January 23, 2022
Rural Area Interests	January 26, 2022
Seniors	January 27, 2022
Chinese speakers	January 29, 2022
Americans with Disabilities Act and Accessibility	January 31, 2022
BIPOC	February 1, 2022
Working Families and People Experiencing Low Income	February 2, 2022
Youth	February 7, 2022

4.2 Online Open House and Survey

The project's OOH was launched on the project website on December 13, 2021. The online platform provided informational stations to learn about the project and provide feedback via the embedded survey, which closed on January 24, 2022. The OOH received more than 1,500 unique visitors.

The survey included a mix of quantitative and qualitative open-ended questions that aimed to ensure the OTP is on the right track. Respondents could provide input about the prioritization of key values, the project’s vision, and which drivers of change should be considered. In some instances, respondents could suggest themes that the OTP had not yet considered.

To promote input from non-English speaking Oregonians, surveys were translated into five languages: Chinese (traditional and simplified), Russian, Spanish, and Vietnamese, and made available on the respective in-language webpages.

More than 300 people interacted with the English survey embedded in the OOH. Additionally, the project received 17 Spanish, 34 Chinese, 55 Russian, and 45 Vietnamese completed in-language surveys.

The OOH presented project information in a format accessible to visitors using smart phones, tablets, and computers. The OOH included the following stations:

- **Welcome Page.** Participants could view the project video, the purpose of the OOH, information on how to receive information in other languages, and an overview of the six informational stations.
- **Station 1 – Plan Overview.** An overview of the OTP, why it is being updated, how it affects all Oregonians, who is involved in OTP development, and the project schedule.
- **Station 2 – An Equitable Transportation Future.** This station explained the emphasis that social equity will play in the OTP and identified communities considered to be systemically excluded or underserved. This station also split social equity into process equity and outcome equity, which is a major distinction in the OTP.
- **Station 3 – Where are We Now.** Several statistics relating to the demographics of Oregon and how various communities get around were presented at this station. Demographic information such as age, income, gender, race/ethnicity, commute type, and more was provided.
- **Station 4 – Drivers of Change.** Key trends and drivers of change that influence Oregon’s transportation system were introduced, including social equity, climate change, population and labor force changes, economy, emerging transportation technology, and resiliency and disaster

Figure 4-1. December 2021 Online Open House



planning. Each driver of change was further expanded by explaining how it does or could influence operation of Oregon's transportation system.

- **Station 5 – Setting the Vision and Values.** Key themes were presented for the OTP's vision and values, including equity, climate resiliency and sustainability, community and economic benefits, and transportation choices. Each value was further defined to provide a more honed vision for how Oregon's future transportation system will operate, grow, and adapt.
- **Station 6 – Stay Involved.** Participants were invited to sign up to receive updates and information as the project progresses.

4.3 What We Heard

Transportation affects every individual on a daily basis and in a different manner. As transportation providers, it is challenging to accommodate everyone's unique situation. There are many tradeoffs to consider, opposing viewpoints and desires, and the potential for lasting consequences for the state. The survey for the OTP revealed that these tensions remain in the transportation realm, although some key themes emerged:

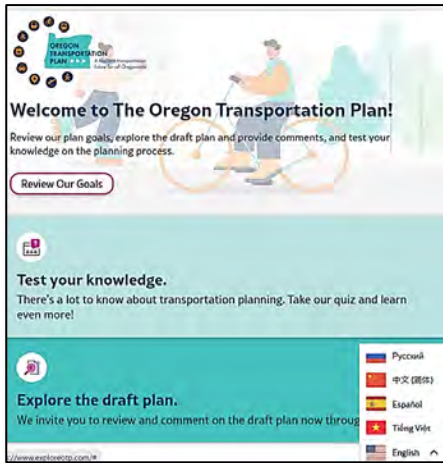
- Climate change is a leading value and driver of change.
- Safety is a concern, especially for people who do not drive or are not able to drive.
- Disparities in access to safe, efficient, and accessible transit options exist, especially for non-drivers, low income and BIPOC community members, and those that live in rural areas.
- Additional road capacity, parking, freight-lanes, and improved roadway conditions
- Perception that those suffering from houselessness are creating unappealing and uncomfortable conditions for riding transit, multi-use paths, or walking in certain areas.

A detailed summary of the OOH and comment themes can be found in Appendix K.

5 Round Two: Potential Funding Scenarios and Transportation Planning Education

5.1 Online Quiz and Funding Scenario Tool

Figure 5-1. Online Quiz and Scenario Tool



The [online quiz and scenario tool](#) served as the primary means for informing and engaging the public during the second round of outreach. The website was developed to be accessible for visitors using smart phones, tablets and computers. It was also translated in Chinese, Vietnamese, Spanish, and Russian. The online quiz and scenario tool was launched on the project website in November 2022.

The online tool provided informational sections to learn about the OTP and provide feedback via the embedded survey, which closed on January 10, 2023. The four sections of the tool included:

- **Test Your Knowledge:** This five-question quiz provided participants the opportunity to test how much they knew about transportation planning and learn more through the answers presented.
- **Potential Funding Scenarios:** Description of four potential OTP funding scenarios were presented, and participants could explore how each scenario could impact five different “transportation personas” representing Oregonians from across the state. Participants could select which potential funding scenario they would prioritize at the end and provide comments.

5.2 What We Heard

The online quiz and scenario tool received more than 1,010 unique visitors and more than 52 people interacted with the English survey embedded in the tool. In addition, the project received one Spanish and 19 Vietnamese completed in-language surveys. Key themes from survey respondents included:

- Increase investments in multimodal options.
- Prioritize bicycle and pedestrian safety.
- Reduce greenhouse gas (GHG) emissions.
- Provide more road capacity in areas outside of the Portland metro area.

6 Round Three: Public Comment Period

The draft OTP was published on the project website in March 2023 and the public was invited to review and provide comments. The public comment period lasted from March 24, 2023, to May 12, 2023. The public was invited to provide comments through the following options:

- An online [comment form](#).
- Project email (OTP@odot.oregon.gov).
- Virtual [public hearing](#) on May 3, 2023.

The official Record of Outreach, public comments received and responses to those comments are found in the OTC July 2023 packet.

6.1 Updated Online Tool

The online tool used during the second round of outreach was updated to remove the funding scenario activity. Two additional sections were added:

- **Explore the Draft Plan:** Provided an overview of each chapter and included direct links for each chapter in the draft OTP.
- **Our Goals:** Allowed participants to read each of the OTP's six goals and linked back to the project webpage for people to learn more.

6.2 Live and Recorded Informational Webinars

Six informational webinars (detailed in Table 6-1) introduced the draft OTP and provide information on how to submit formal comments. The webinars were promoted through ODOT's social media channels, media releases and email notifications. All webinars were recorded and posted to the project website.

Appendix A. OTP Fact Sheets



OREGON TRANSPORTATION PLAN

A resilient transportation future for all Oregonians

THE OREGON TRANSPORTATION PLAN (OTP) sets the vision and informs investment decisions by ODOT and regional and local governments for all the ways people and goods move including walking, biking, rolling, public transit, highways, railroads, freight and even planes. From major bridge improvements to local sidewalk projects, an updated Oregon Transportation Plan will guide transportation investments for the whole state over the next 25+ years.



PLAN GOALS

Throughout fall/winter 2021, we connected with people across our state and gathered input on a variety of topics including what is most important to you in your daily travels. We used this feedback to develop goals and policies.

- **Social Equity**
Meet the mobility needs of systemically excluded and historically underserved people with improved access to safe and affordable transportation. Be transparent in how we communicate about investments in transportation to build public trust.
- **Sustainability and Climate Action**
Reduce greenhouse gas emissions for all sectors of transportation. Invest in the resilience of the transportation system.
- **Mobility**
Create a resilient multimodal transportation system that enables the diverse range of community members to get where they need to go safely, and reliably, with minimal environmental impact.
- **Safety**
Enable safe access for all people, regardless of their age, ability, race, income, or mode of transportation.
- **Stewardship of Public Resources**
Ensure an open decision-making process that aligns different revenue sources strategically so that they are cost-effective and achieve statewide policy priorities.
- **Economic and Community Vitality**
Provide systems for movement of people and goods that help communities thrive and prosper.



OREGON TRANSPORTATION PLAN

A resilient transportation future for all Oregonians



THANK YOU!

We thank everyone who helped to develop the updated Oregon Transportation Plan, especially community members across the state who provided valuable feedback throughout the process.

The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise. From aging tunnels and bridges to congested roadways to missing sidewalks and bikeways, investments are needed across the multimodal system to address all these issues.

Updating the OTP provides an opportunity to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently — even bringing a little more joy to the

experience. Planning for a better transportation future is a complex challenge that takes collaboration, compromise, and creativity across the entire state and in our local communities.

The draft OTP is ready for review and the public comment period is open through May 12th. To learn about the plan, how to provide comments, and get your questions answered, join the project team at a live informational webinar on April 11th at noon.

THE OREGON TRANSPORTATION PLAN (OTP)

sets the vision and informs investment decisions by ODOT and regional and local governments for all the ways people and goods move including walking, biking, rolling, public transit, highways, railroads, freight and even planes. From major bridge improvements to local sidewalk projects, an updated Oregon Transportation Plan will guide transportation investments for the whole state over the next 20+ years.

LIVE WEBINAR

April 11, 2023 | 12:00 pm

Visit our [website](#) for more information on how to join.

If you cannot make it to the live event, the recorded webinar will be posted to the project website following the meeting.

WAYS TO COMMENT

Online

[Oregon Transportation Plan Comment Submission](#)

Email

OTP@odot.oregon.gov

VIRTUAL PUBLIC HEARING

May 3, 2023 | 10:00 am

Visit our [website](#) for more information on how to participate.

The public hearing is an opportunity to provide verbal comments to the project team.



Appendix B. Chinese OTP Fact Sheets



俄勒冈州交通计划

所有俄勒冈人的弹性交通未来

俄勒冈州交通计划 - 常见问题

什么是俄勒冈交通计划？

为什么权衡取舍和妥协折衷是交通投资决策不可避免的情况？

为什么投入交通的资金有限？

为什么现今的交通规划不同与20年前？

为什么规划交通愿景很重要？

什么是俄勒冈交通计划？

俄勒冈州交通计划 (OTP) 为俄勒冈州交通部 (ODOT) 以及地区和地方政府针对人员和货物移动的所有方式 (包括步行、骑自行车、滚轮、公共交通、高速公路、铁路、货运, 甚至飞机。从重大桥梁改善到当地人行道项目, 更新后的 OTP 将为整个州在未来 25 年以上的交通投资指标。

为什么权衡取舍和妥协折衷是交通投资决策不可避免的情况？

非常现实的是, 规划交通愿景将需要权衡取舍和妥协折衷。因为资金有限, 我们要有优先考量和平衡投资, 并考虑更多可持续资金的选择, 来满足全州的需求。

从老化的隧道和桥梁到拥挤的道路, 再到缺少人行道和自行车道, 需要对多式联运系统进行投资来解决所有的问题, 但没有足够的资金来完全满足所有的需求。

OTP 这次更新是一个机会, 可以创建一个更有持续性和更公平的交通系统, 让所有俄勒冈州人能安全高效地前往目的地 - 来造福社会。规划更美好的交通愿景是一项复杂的挑战, 需要地方和全州各层面的协作、妥协和创新。

为什么投入交通的资金有限？

现今, 俄勒冈州用于道路保护和改善项目的很大一部分资金来自车辆登记、燃料和重物运输税。这些资金来源是不是可持续性的, 因为它们主要依赖于汽油销售, 随着车辆变得更加高效, 汽油销售已经下降了十多年。与此同时, 做生意的成本大幅增加, 但人们支付的费用比例几乎没有变化。支出正在迅速超过流入的资金。找出替代资金流, 包括收费和按里程付费的计划, 尤其重要。





俄勒冈交通计划

所有俄勒冈州人弹性的交通未来



谢谢！

我们感谢所有帮助制定更新的俄勒冈州交通计划的人，尤其是全州的社区成员在整个过程中提供了宝贵的反馈。

很现实的规划交通的未来将需要权衡取舍和妥协折衷。从老化的隧道和桥梁到拥挤的道路，再到缺失的人行道和自行车道，需要对多式联运系统进行投资以解决所有这些问题。

更新 OTP 提供了机会来创建一个更有可持续性和公平的交通系统，让所有俄勒冈州人安全有效地到达目的地——甚至体验更多乐趣。规划更完善的交通

未来是一项复杂的挑战，需要整个州和当地社区的协作、妥协和想象力。

OTP 草案已准备接受审核，公众意见征询期将持续到 5 月 12 日。要了解该计划、如何提供评论并回答您的问题，请加入 4 月 11 日中午的即时信息网络研讨会的项目团队。

俄勒冈州交通计划

(OTP) 为 ODOT 以及地区和地方政府为人员和货物的所有运输方式 (包括步行、骑自行车、滚轮式、公共交通、高速公路、铁路、货运甚至飞机) 设定了愿景并为投资决策提供资讯。从主要的桥梁改善到当地的人行道项目，更新后的俄勒冈州交通计划将是未来 20+ 年的整个州的交通投资方向。

即时网络研讨会	评论方式	线上公开听证会
<p>四月 11, 2023 12:00 下午</p> <p>浏览网站来了解有关如何参加的更多信息。</p> <p>如果您无法参加现场活动，录制的网络研讨会将在会议结束后发布到项目网站上。</p>	<p>在线</p> <p>俄勒冈州交通计划评论提交</p> <p>电子邮件</p> <p>OTP@odot.oregon.gov</p>	<p>5月 3, 2023 上午10:00</p> <p>请到网站获取有关如何参与的更多信息。</p> <p>公开听证会是向项目团队提供口头意见的机会。</p>



Appendix C. Russian OTP Fact Sheets



ТРАНСПОРТНЫЙ ПЛАН ШТАТА ОРЕГОН - ЧАСТО ЗАДАВАЕМЫЕ ВОПРОСЫ

Надежное транспортное будущее для всех жителей штата Орегон

ЧАСТО ЗАДАВАЕМЫЕ ВОПРОСЫ

Что такое Транспортный план штата Орегон?

Почему уступки и компромиссы являются естественной частью решений транспортных инвестиций?

Почему финансирование транспорта ограничено?

Почему транспортное планирование сегодня отличается от того, что было 20 лет назад?

Почему планирование транспортного будущего имеет значение?



Что такое Транспортный план штата Орегон?

Транспортный план Орегона (Oregon Transportation Plan, OTP) определяет концепцию и обосновывает инвестиционные решения Департамента транспорта Орегона (ODOT), региональных и местных органов власти по всем способам передвижения людей и грузов, включая пешеходный, велосипедный, общественный транспорт, автомагистрали, железные дороги, грузовые перевозки и даже самолеты. От улучшения крупных мостов до локальных проектов тротуаров, обновленный OTP будет направлять транспортные инвестиции для всего штата в течение следующих 25 с лишним лет.

Почему уступки и компромиссы являются естественной частью решений транспортных инвестиций?

Суровая правда заключается в том, что планирование транспортного будущего потребует компромиссов и уступок. Финансирование ограничено, и нам придется определять приоритеты, балансировать инвестиции и рассматривать варианты более стабильного финансирования для удовлетворения потребностей по всему штату.

От устаревших туннелей и мостов до перегруженных дорог и отсутствия тротуаров и велосипедных дорожек - для решения всех этих проблем необходимы инвестиции во всю многофункциональную систему, но для полного удовлетворения всех этих потребностей не хватает финансирования.

Это обновление OTP дает возможность создать более стабильную и справедливую транспортную систему, которая доставит всех жителей Орегона куда им нужно безопасно и эффективно - и, возможно, даже немного более приятно. Планирование транспортного будущего - это сложная задача, требующая сотрудничества, компромисса и творческого подхода на местном уровне и на уровне штата.

Почему финансирование транспорта ограничено?

Сегодня значительная часть финансирования проектов по сохранению и улучшению дорог в Орегоне поступает от регистрации транспортных средств, налогов на топливо и весовых миль. Эти источники финансирования не являются стабильными, поскольку они в значительной степени зависят от продаж бензина, которые снижаются уже более десяти лет по мере того, как транспортные средства становятся



ТРАНСПОРТНЫЙ ПЛАН ШТАТА ОРЕГОН

Стабильное транспортное будущее для всех жителей Орегона



СПАСИБО!

Мы благодарим всех, кто помогал в разработке обновленного транспортного плана Орегона, особенно жителей штата, которые предоставили ценные отзывы в ходе всего процесса.

При планировании будущего транспорта придется идти на компромиссы и уступки. От устаревших туннелей и мостов до перегруженных дорог и отсутствующих тротуаров и велосипедных дорожек - для решения всех этих проблем необходимы инвестиции во всю мультимодальную систему.

Обновление ОТП дает возможность создать более надежную и справедливую транспортную систему, которая безопасно и эффективно доставит всех жителей Орегона туда, куда они направляются, и даже привнесет в этот процесс немного больше радости.

Планирование улучшений транспортного будущего - это сложная задача, требующая сотрудничества, компромисса и творческого подхода в масштабах всего штата и наших местных сообществ.

[Проект ОТП](#) готов к рассмотрению, а период публичных комментариев открыт до 12 мая. Чтобы узнать о плане, способах представления комментариев и получить ответы на свои вопросы, присоединяйтесь к команде проекта на информационном вебинаре, который состоится 11 апреля в полдень.

Транспортный план штата Орегон (Oregon Transportation Plan, ОТП) определяет концепцию и определяет инвестиционные решения ODOT, региональных и местных органов власти для всех способов передвижения людей и грузов, включая пешеходные, велосипедные, роликовые, общественный транспорт, автомагистрали, железные дороги, грузовые перевозки и даже самолеты. От модернизации крупных мостов до местных проектов тротуаров, обновленный транспортный план Орегона будет определять транспортные инвестиции для всего штата на ближайшие 20 с лишним лет.



ВЕБИНАР В ПРЯМОМ ЭФИРЕ

11 апреля 2023 года | 12:00 pm

Посетите наш [веб-сайт](#) для получения дополнительной информации о том, как присоединиться.

Если вы не сможете присутствовать на вебинаре, запись будет размещена на сайте проекта после встречи.

СПОСОБЫ КОММЕНТИРОВАНИЯ

Онлайн
[Подача комментариев к транспортному плану штата Орегона](#)

Электронная почта
OTP@odot.oregon.gov


ВИРТУАЛЬНЫЕ ОБЩЕСТВЕННЫЕ СЛУШАНИЯ

3 мая 2023 года | 10:00 am

Посетите наш [веб-сайт](#) для получения дополнительной информации о том, как принять участие.

Общественные слушания - это возможность представить устные комментарии команде проекта.

Appendix D. Spanish OTP Fact Sheets



PLAN DE TRANSPORTE DE OREGÓN

Un futuro de transporte resiliente para todos los habitantes de Oregón

PREGUNTAS FRECUENTES

¿Qué es el Plan de Transporte de Oregon?

¿Por qué las negociaciones y los arreglos son una parte normal de las decisiones sobre las inversiones en el transporte?

¿Por qué son limitados los fondos para el transporte?

¿Por qué es distinta hoy la planificación del transporte a como era hace 20 años?

¿Por qué es importante la planificación del futuro del transporte?

¿Qué es el Plan de Transporte de Oregon?

El Plan de Transporte de Oregón (OTP) establece un marco para orientar las decisiones sobre las inversiones del Departamento de Transporte de Oregón (ODOT) y de los gobiernos regionales y locales para todas las formas de desplazamiento de personas y mercancías, incluyendo los desplazamientos a pie, en bicicleta, sobre ruedas, en transporte público, en carretera, en ferrocarril, de mercancías e incluso en avión. Desde las grandes mejoras a los puentes hasta los proyectos de aceras locales, el OTP actualizado guiará las inversiones en transporte para todo el estado durante los próximos 25 años.

¿Por qué las negociaciones y los arreglos son una parte normal de las decisiones sobre las inversiones en el transporte?


La dura realidad es que la planificación del futuro del transporte va a implicar negociaciones y arreglos. Los fondos son limitados, así que tendremos que priorizar y equilibrar las inversiones y considerar opciones de financiamiento más sostenibles para satisfacer las necesidades de todo el estado.

Desde los túneles y puentes envejecidos hasta las carreteras congestionadas y la falta de aceras y carriles para bicicletas, se necesitan inversiones en todo el sistema multimodal para abordar todos estos problemas, pero no hay fondos suficientes para satisfacer plenamente todas estas necesidades.

Esta actualización del OTP es una oportunidad para crear un sistema de transporte más sostenible y equitativo que lleve a todos los habitantes de Oregón a sus destinos de forma segura y eficiente, e incluso un poco más agradable. La planificación de un mejor futuro del transporte es un reto complejo que va a exigir la colaboración, la negociación y la creatividad a nivel local y estatal.

¿Por qué son limitados los fondos para el transporte?

Actualmente en Oregon una buena parte de los fondos destinados a proyectos de mantenimiento y mejora de las carreteras procede de las cuotas de matrícula de vehículos, el impuesto sobre el combustible y el impuesto sobre el peso-milla de los camiones. Estas fuentes de financiamiento no son sostenibles porque dependen en gran medida de las ventas de gasolina, que han estado disminuyendo durante más de una década a medida que los vehículos se vuelven más eficientes. Al mismo tiempo, los costos de operación han aumentado mucho, mientras





PLAN DE TRANSPORTE DE OREGÓN

Hacia un futuro con un sistema de transporte más resistente para todos los habitantes de Oregon



¡MUCHAS GRACIAS!

Agradecemos a todos los que colaboraron en la elaboración del Plan de Transporte de Oregon actualizado, especialmente a los integrantes de las comunidades de todo el estado que aportaron valiosos comentarios a lo largo del proceso.

La cruda realidad es que la planificación del futuro del transporte va a requerir negociaciones y acuerdos. Desde los túneles y puentes deteriorados hasta las carreteras congestionadas, pasando por la falta de aceras y carriles para bicicletas, se necesitan inversiones en todo el sistema multimodal para resolver todos estos problemas.

La actualización del OTP ofrece la oportunidad de crear un sistema de transporte más sostenible y equitativo que lleve a todos los habitantes de Oregon a sus destinos de forma segura y eficiente, e incluso que les permita disfrutar un

poco más de la experiencia. Planificar un futuro mejor para el transporte es un reto complejo que requiere colaboración, acuerdos y creatividad en todo el estado y en nuestras comunidades locales.

El borrador del OTP está listo para su revisión y el periodo de comentarios públicos está abierto hasta el 12 de mayo. Si desea más información sobre el plan, cómo hacer comentarios y obtener respuestas a sus preguntas, le invitamos a acompañar al equipo del proyecto en un seminario web informativo en vivo el 11 de abril a mediodía.

El Plan de Transporte de Oregon (OTP) establece la visión y orienta las decisiones de inversión del ODOT y de los gobiernos regionales y locales sobre todas las formas en que se mueven las personas y las mercancías, incluidos los desplazamientos a pie, en bicicleta, sobre ruedas, en transporte público, por carretera, ferrocarril, de carga e incluso en avión. Desde grandes mejoras de puentes a proyectos locales de aceras, el Plan de Transporte de Oregon actualizado guiará las inversiones en transporte para todo el estado durante los próximos 20 años o más.

SEMINARIO WEB EN VIVO

11 de abril de 2023 a las 12:00 pm
Visite nuestro [sitio web](#) para obtener más información sobre cómo participar.

Si no puede asistir al evento en vivo, la grabación del seminario web se publicará en el sitio web del proyecto después de la reunión.

VÍAS PARA HACER COMENTARIOS

En línea
[Presentación de comentarios al OTP](#)

Correo electrónico
OTIP@odot.oregon.gov


AUDIENCIA PÚBLICA VIRTUAL

3 de mayo de 2023 a las 10:00 am
Visite nuestro [sitio web](#) para obtener más información sobre cómo participar.

La audiencia pública es una oportunidad para hacer comentario s verbales al equipo del proyecto.



Appendix E. Vietnamese OTP Fact Sheets



KẾ HOẠCH GIAO THÔNG VẬN TẢI OREGON

Một tương lai giao thông bền vững cho tất cả người dân Oregon

CÁC CÂU HỎI THƯỜNG GẶP

Kế hoạch Giao thông Oregon là gì?
Tại sao đánh đổi và dung hòa là một phần trong việc quyết định đầu tư ở lĩnh vực giao thông?
Tại sao ngân sách giao thông lại có hạn?
Tại sao kế hoạch giao thông hiện nay lại khác với 20 năm trước đây?
Tại sao kế hoạch cho giao thông cho tương lai lại quan trọng?

Kế hoạch Giao thông Oregon là gì?

Kế hoạch Giao thông Oregon (OTP) định hướng tầm nhìn và các quyết định đầu tư của Sở Giao thông Oregon (ODOT), của chính quyền khu vực và địa phương về các phương thức di chuyển của người dân và hàng hóa, bao gồm đi bộ, xe đạp, phương tiện có bánh lắn, phương tiện công cộng, đường cao tốc, đường sắt, vận chuyển hàng hóa và cả đường hàng không. Phiên bản cập nhật của Kế hoạch Giao thông Oregon sẽ định hướng cho các khoản đầu tư về giao thông trên toàn bang, từ các dự án lớn nâng cấp cầu cho đến sửa chữa vỉa hè, trong vòng 25 năm và xa hơn.

Tại sao đánh đổi và dung hòa là một phần trong việc quyết định đầu tư ở lĩnh vực giao thông?


Sự thật là việc lập kế hoạch giao thông trong tương lai cần có sự đánh đổi và dung hòa. Nguồn ngân sách có hạn, và chúng ta cần phải ưu tiên và cân bằng các khoản đầu tư cũng như cân nhắc các nguồn quỹ ổn định khác để đáp ứng nhu cầu trên toàn tiểu bang.

Từ những đường hầm và cây cầu đã cũ, đến các con đường tắc nghẽn, tới những nơi không có vỉa hè hay làn xe đạp, việc đầu tư cần phải đồng bộ trên toàn bộ hệ thống giao thông đa phương thức để giải quyết các vấn đề. Tuy nhiên nguồn ngân sách không đủ để đáp ứng toàn bộ các nhu cầu này.

Lần cập nhật Kế hoạch Giao thông Oregon này là cơ hội để xây dựng một hệ thống giao thông bền vững và công bằng để tất cả người dân Oregon di chuyển an toàn và hiệu quả - có thể thêm cả niềm vui. Lên kế hoạch để giao thông tốt hơn trong tương lai là một thách thức phức tạp cần có sự hợp tác, dung hòa và sáng tạo ở cấp địa phương và tiểu bang.

Tại sao ngân sách giao thông lại có hạn?

Hiện nay, một phần lớn quỹ để bảo trì và nâng cấp đường bộ của Oregon đến từ phí đăng ký phương tiện, xăng và thuế theo trọng tải- dặm đường. Các nguồn ngân sách này không ổn định vì chúng phụ thuộc nhiều vào nhu cầu tiêu thụ xăng. Nhu cầu tiêu thụ xăng đã giảm trong hơn một thập kỷ vừa qua do các phương





KẾ HOẠCH VẬN CHUYỂN OREGON

Một tương lai giao thông vững mạnh
cho tất cả người dân Oregon



CẢM ƠN!

Chúng tôi cảm ơn tất cả những người đã giúp phát triển Kế hoạch Giao thông Oregon cập nhật, đặc biệt là các thành viên cộng đồng trên toàn tiểu bang đã cung cấp phản hồi có giá trị trong suốt quá trình.

Điều khó khăn thực tế là việc lập kế hoạch cho tương lai của giao thông vận tải sẽ có sự đánh đổi và thỏa hiệp. Từ các đường hầm và cầu cũ kỹ đến những con đường tắc nghẽn đến vỉa hè và đường dành cho xe đạp bị thiếu, cần đầu tư trên toàn hệ thống đa phương thức để giải quyết tất cả những vấn đề này.

Cập nhật OTP cung cấp một cơ hội để tạo một hệ thống giao thông bền vững và công bằng hơn giúp tất cả người dân Oregon đến nơi họ đang đi một cách an toàn và hiệu quả - thậm chí mang lại thêm một chút niềm vui cho trải nghiệm.

Lập kế hoạch cho một tương lai giao thông tốt hơn là một thách thức phức tạp đòi hỏi sự hợp tác, thỏa hiệp và sáng tạo trên toàn tiểu bang và trong cộng đồng địa phương của chúng tôi.

[Dự thảo OTP](#) đã sẵn sàng để xem xét và thời gian lấy ý kiến công chúng được mở đến ngày 12/5. Để tìm hiểu về kế hoạch, cách cung cấp nhận xét và nhận câu trả lời cho câu hỏi của bạn, hãy tham gia nhóm dự án tại hội thảo trên web thông tin trực tiếp vào trưa ngày 11 tháng Tư.

Kế hoạch Giao thông

Oregon (OTP) đặt ra tầm nhìn và thông báo các quyết định đầu tư của ODOT và chính quyền khu vực và địa phương cho tất cả các cách di chuyển con người và hàng hóa bao gồm đi bộ, đi xe đạp, lăn bánh, phương tiện công cộng, đường cao tốc, đường sắt, hàng hóa và thậm chí cả máy bay. Từ những cải tiến lớn về cầu đến các dự án vỉa hè địa phương, Kế hoạch Giao thông Oregon cập nhật sẽ hướng dẫn đầu tư giao thông cho toàn tiểu bang trong hơn 20 năm tới.

HỘI THẢO TRÊN WEB TRỰC TIẾP

11 Tháng Tư, 2023 | 12:00 trưa

Truy cập [trang web](#) của chúng tôi để biết thêm thông tin về cách tham gia.

Nếu bạn không thể tham gia sự kiện trực tiếp, hội thảo trên web đã ghi sẽ được đăng lên trang web của dự án sau cuộc họp.

CÁCH BÌNH LUẬN

Trực tuyến

[Đề trình Nhận xét Kế hoạch Giao thông Vận tải Oregon](#)

Email

OTP@odot.oregon.gov

PHIÊN ĐIỀU TRẦN CÔNG KHAI QUA WEBSITE


3 Tháng Năm, 2023 | 10:00 sáng

Truy cập [trang web](#) của chúng tôi để biết thêm thông tin về cách tham gia.

Phiên điều trần công khai là cơ hội để cung cấp ý kiến bằng lời nói cho nhóm dự án.



Appendix F. OTP Frequently Asked Questions



OREGON TRANSPORTATION PLAN
A resilient transportation future for all Oregonians

FREQUENTLY ASKED QUESTIONS

What is the Oregon Transportation Plan?

Why are tradeoffs and compromises a natural part of transportation investment decisions?

Why is transportation funding limited?

Why is transportation planning different today than 20 years ago?

Why does planning for the future of transportation matter?

What is the Oregon Transportation Plan?

The Oregon Transportation Plan (OTP) sets the vision for and informs investment decisions by the Oregon Department of Transportation (ODOT) and regional and local governments for all the ways people and goods move, including walking, biking, rolling, public transit, highways, railroads, freight, and even planes. From major bridge improvements to local sidewalk projects, an updated OTP will guide transportation investments for the whole state over the next 25+ years.

Why are tradeoffs and compromises a natural part of transportation investment decisions?


The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise. Funding is limited, and we are going to need to prioritize and balance investments and consider options for more sustainable funding to meet needs all over the state.

From aging tunnels and bridges to congested roadways to missing sidewalks and bikeways, investments are needed across the multimodal system to address all these issues, but there is not enough funding to fully meet all these needs.

This update to the OTP is an opportunity to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently—and maybe even a little more joyfully. Planning for a better transportation future is a complex challenge that's going to take collaboration, compromise, and creativity on local and statewide levels.

Why is transportation funding limited?

Today, a good portion of Oregon's funding for road preservation and improvement projects comes from vehicle registrations, fuel, and weight-mile taxes. These funding sources are not sustainable because they depend largely on gas sales, which have declined for more than a decade as vehicles become more efficient. At the same time, the cost of doing business has increased substantially, and there have been very few changes to the proportion of fees people pay. Spending is quickly outpacing the money coming in. Identifying alternative funding streams, including tolling and pay-per-miles-driven programs, is important.



Appendix G. March 2023 News Release

News Release

ODOT releases the draft Oregon Transportation Plan for public review and comment now through May 12

For more information: Shelley M. Snow, ODOT Communications, 503-881-5362

SALEM – Why should you review and provide comments on the draft Oregon Transportation Plan? Because this 25-year plan guides important transportation-related decisions that impact people like you and communities like yours every day throughout Oregon. It lets ODOT and other decision makers know what you value in a transportation system – now and into the future.

There are several ways to review and provide us your valuable feedback.

- Review the draft plan online and provide comment through our online form.
- Attend a public hearing on Wednesday, May 3 at 10 a.m.

You can also attend a live webinar to learn more about the plan, how to provide comments and ask questions with our project team on Tuesday, April 11 at noon. We have links to these events, the draft plan, brief fact sheets and more on our website.

Why is this plan important?

Oregon's transportation system provides access to jobs, healthcare, childcare, food, housing, recreation, and so much more, and it plays a critical role in the state's economy. With your help, we're creating a plan that addresses important issues tied to transportation such as climate change, social equity, population growth, new technologies and more. Your participation is essential to creating a plan that supports a more sustainable and equitable transportation system for all Oregonians. Learn more and give us your feedback today!

##ODOT##

Appendix H. February 2023 News Release

News Release

ODOT launches video series and online tool to engage the public on the Oregon Transportation Plan

For more information: Shelley M. Snow, ODOT Communications, 503-881-5362

SALEM – Why should you care about the state’s “Oregon Transportation Plan?” Well, now you can figure that out in a video series and online tool aimed at helping Oregonians learn more about this influential guiding document. The Oregon Transportation Plan, or OTP, sets the state’s transportation policies and investment priorities for the next 20 to 25 years. It lets ODOT and other decision makers know what’s important to Oregonians, shaping the state’s transportation system through the year 2050.

Oregonians are invited to visit the [online tool](#) to review the plan’s goals, test their knowledge on the plan, and experience how different investments can impact people around the state in unique ways. ODOT will incorporate feedback from the online tool in the plan’s development. As the plan makes progress, there will be more opportunities for public feedback. The plan is scheduled to be finalized by mid-2023.

Help decide what’s important

ODOT has also launched a collection of videos that features diverse voices across the state to show how transportation plays a critical role in many people’s lives. The videos highlight their lived experiences with transportation in cities and towns throughout Oregon and show firsthand why it’s important to plan for Oregon’s transportation future.

Oregon’s transportation system provides access to jobs, healthcare, childcare, food, housing, recreation, and leisure activities, and it plays a critical role in a healthy economy. Updates to the OTP will result in a plan that can adapt to ever-changing variables such as climate change, social equity, population growth, new technologies, and more.

To learn more about the new tool, visit (INSERT QUIZ LINK HERE). See [the video series](#) on YouTube.

##ODOT##

Appendix I. March 2023 Newsletter Excerpt

Newsletter Blurb

ODOT releases the draft Oregon Transportation Plan for public review and comment now through May 12

A resilient transportation future for all Oregonians

OREGON TRANSPORTATION PLAN
A resilient transportation future for all Oregonians

We would like to thank everyone who helped to develop the draft Oregon Transportation Plan (OTP) over the last two years, especially community members across the state who participated in our engagement, including online open houses, surveys, committee meetings, and focus groups, helping to create the new OTP.

The draft OTP ([link](#)) is ready for your review and the public comment period is open through May 12th. Learn about the plan, how to provide comments, and get your questions answered at a live webinar on Tuesday, April 11 at noon. If you cannot make it to the live event, the recorded webinar will be posted following the meeting.

Ways to Comment

Online comment form: [Oregon Transportation Plan Comment Submission \(cognitofoms.com\)](https://cognitofoms.com)

Email: OTP@odot.oregon.gov

Virtual Public Hearing, May 3rd, 10 am – Visit the project webpage for more information

Appendix J. Focus Group Summary (February 2022)

Introduction

To meaningfully collect input from distinct communities that are systemically excluded or underserved, the project team conducted 10 focus groups, four of which were conducted in Spanish, Chinese, Russian, and Vietnamese, with a total of 54 participants representing a wide range of lived experiences.

Approach

The focus groups were intended to gather meaningful input from communities that are systemically excluded or underserved in the political and planning process. The identified audiences included rural-area interests, seniors, folks living with one or more disability, youth, working families and people experiencing low income, and BIPOC. There were four in-language focus groups that were intended for folks that do not speak English or have limited English proficiency. These focus groups were facilitated by PKS International, a culture and language outreach partner for the project.

Over 140 non-governmental organizations (NGOs) were contacted to participate in the focus groups. The NGOs were invited to specific time slots that their focus group would be held during, most of which were after work or school hours.

The focus groups were held via Zoom. The English focus groups were facilitated by HDR, while the in-language focus groups were facilitated by CELs from PKS International with HDR in attendance for notetaking, technical assistance, and the ability to answer questions.

In an effort to reduce barriers to participation, ODOT established the EECF, which compensates individuals that participate in the public involvement process. The primary qualification for compensation was ensuring that participants were not getting compensated through an employer or other program during the time of the focus group. Compensation came in the form of a small Visa gift card.

Focus Group Details

Focus Groups

Table J-1 outlines the interest area of each focus group, the number of participants, and date of each meeting.

Table J-1. Focus Groups

Organization/Interest	Participant(s)	Date
Vietnamese Speakers	4	January 19, 2022
Russian Speakers	7	January 20, 2022
Spanish Speakers	6	January 23, 2022
Rural Area Interests	7	January 26, 2022
Seniors	3	January 27, 2022
Chinese Speakers	4	January 29, 2022
People Living with One or More Disability	5	January 31, 2022
BIPOC	2	February 1, 2022
Working Families & People Receiving Low Incomes	7	February 2, 2022
Youth	9	February 7, 2022

Focus Group Key Themes

Rural Area Interests

The focus group dedicated to rural area interests was attended by people that live in rural areas or representatives of constituents in rural areas. Some organizations that were represented included the Oregon Coast Alliance, Rural Development Initiatives, Cascade East Transit, and others.

Key themes included:

- Rural Road Maintenance:** Rural areas are often not provided adequate funding for road maintenance. The heavy machinery and delivery trucks required for agriculture, timber, and other industries often put a lot of wear and tear on the rural roads. In some noted instances, rural bridges have degraded enough that they require weight-restrictions which forces these vehicles to take longer, more circuitous routes, thus emitting more GHG emissions. One participant explained how it would take drivers nearly 3 hours due to weight restricted bridges. This is further exacerbated by online commerce.
- Rail Closures:** Continual closures of rail lines have put further stress on rural roads. The added truck traffic often causes delays and more GHG emissions. COVID-19 has presented more challenges as there is currently a shortage of truck drivers. Airports were mentioned as an underutilized link for goods and service access.

- **Access to Life Amenities:** Residents in rural areas have barriers to accessing the same amenities and opportunities as urban residents, such as jobs, healthy food, and support services. Due to the geography and nature of public transit, rural residents are essentially required to own private vehicles.
- **Coastal Vulnerability:** Coastal communities are immensely vulnerable to natural disasters. One example provided was the US-101, which was described as crucial for livability and ability to evacuate. Many participants shared their experiences, as more than once per year the US-101 is closed due to flooding which creates unacceptable conditions for evacuation. Furthermore, there are few portals to leave the coast or provide coast to coast transportation alternatives.

Seniors

The focus group dedicated to senior interests was attended by seniors or representatives of senior constituents. Some organizations that were represented included the Council of Aging, Oregon Association of Area Agencies on Aging and Disabilities, and others. The focus group for seniors provided insight into the unique challenges that exist for people as they age.

Key themes included:

- **Transit Stops:** Public transit does not adequately accommodate the aging population. Any transit-stop without a bench is less accessible for people that are aging. Waiting for transit without a covered place to sit in the rain is often considered a large obstacle for seniors, which steers them to other forms of transportation or cancelling a trip altogether.
- **Driver Shortages:** Transit in many smaller cities and regions is perceived to be inadequate. The onset of COVID-19 has caused more problems in many small cities and regions due to a lack of bus drivers. Participants shared that many agencies are operating on shortened Sunday hours or eliminating service altogether for selected days.
- **Door-Through-Door:** Regulations on ride hailing companies and paratransit often do not provide needed support for seniors. If a passenger has a mobility device, then drivers for ride hailing companies are not allowed to handle it which can be a serious barrier. Furthermore, the idea of door-to-door transportation was criticized for its inability to truly complete a full trip which led to the proposed idea of door-through-door transportation.
- **Public-Private Coordination:** Participants expressed a need for more public-private coordination between medical facilities and transit for seniors to utilize. Using

home-addresses, medical facilities can better schedule seniors that live near each other to combine as many trips as possible, instead of scheduling for the 'next available appointment'. This process would improve the efficiency and quality of the service provided by both transit and medical providers. Furthermore, it would provide an opportunity for socialization among seniors.

- **Snow Removal:** Sidewalk snow removal is the responsibility of homeowners and renters. As a result, it is rare for sidewalks to be consistently clear in snowy months, which creates a broken network. Snow covered and icy sidewalks present a serious safety hazard, which may prevent seniors from accessing transportation or participation in society. Furthermore, the responsibility of snow removal for seniors is a physically demanding task that many may not be capable of.
- **Intercity Transit:** Transit between cities and regions is disjointed, which leaves transit-dependent seniors unable to access other parts of the state.
- **Understanding Technology:** Access and comprehension for all users need to be considered when adopting new technology. Many seniors do not have smart phones, preventing their access to useful tools and information such as real-time location of buses. Furthermore, many seniors lack tech-literacy and would require education/lessons to use new technology.
- **Aging in Place:** As people age, they often feel their transportation independence begin to diminish. Aging-in-place has become a more prevalent ideal, which requires seniors to maintain transportation independence. One of the ways for seniors to maintain transportation independence in Oregon is by using public transit. As a result, any limitations of transit access in rural areas makes aging in place challenging for seniors, and individuals often have to move.

People Living with One or More Disability

The focus group dedicated to ADA and accessibility interests was attended by people living with one or more disability or representatives of such constituents. Some organizations that were represented included the Disability Service Advisory Council, Central Oregon Coalition for Access, Oregon Association of Area Agencies on Aging and Disabilities, Central Oregon Disabilities Support Network, and others. Each disability is a unique experience which adds to the complexity of providing safe, efficient, and comfortable transportation.

Key themes included:

- **ADA Pick-Up and Drop-Off:** Regulations on ride hailing companies have restricted them to particular pick-up and drop-off locations such as airports, large venues, or events. For people with physical disabilities, the additional walking can be a strain to reach their final location. For people with vision impairments, finding the pick-up and drop-off location can be especially disorienting.
- **Quality of Life:** Participants shared frustration over the distribution and access to funding. There was a general consensus that funding should be distributed more efficiently to improve existing systems and make life better rather than congestion-orientated projects.
- **Imposed Limitations:** For transit-dependent people, their days cannot start until transit starts and must end when transit service ends. COVID-19 has created additional limitations through a shortage of drivers for public transit, as a result, whole communities are suffering from inadequate transportation services. People with disabilities still need options regardless of driver availability. Ride sharing services are not an affordable alternative for daily transportation.
- **Destination Access:** Many Oregonians that live with a disability rely on walking, paratransit, ride hailing services, or friends and family. Medical appointments can be especially difficult to access because some offices are not located on transit routes.
- **Sidewalks:** Sidewalk navigation is difficult for folks with disabilities. Participants shared experiences where sidewalks were uneven, different widths and sometimes not wide enough for a wheelchair with additional obstacles of poles and construction cones. Construction sites consider vehicular detours but rarely provide pedestrian or bicycle accommodations such as temporary walkways or bike lanes.
- **Predictability:** Participants shared frustration over the lack of universality in street design across the state. While ADA guidelines must be followed, intersections are not predictable. Some have pushbuttons, some announce location and the ability to walk, and roundabouts vary with each location. This can be difficult to navigate in unfamiliar locations particularly for people with low vision.
- **Disjointed Transit Agencies:** Oregon has several transportation agencies each with their own schedules, payment systems, stations, and vehicle characteristics. Participants expressed a need for a central agency that manages fare collection, scheduling, and information. This would create uniformity across agencies that improves legibility and predictability, as well as allow riders to utilize a one-payment card to move around the entire state. The various transit agencies can be challenging for anyone to navigate and often don't adequately serve region-

to-region travel. In some instances, such as in the Willamette Valley, private companies have filled the regional transportation gap. However, places in Eastern, Southern, and Coastal Oregon do not have adequate access to regional transportation.

- **Paratransit:** Paratransit is perceived as inefficient due to the number of interim stops and the need to reserve buffer-time around appointments. One example described a 30-minute errand that took 2 hours because of paratransit inadequacy. Participants often chose alternatives to be more cost and time efficient, such as ride share. Another participant noted that taking TriMet to work, which included a transfer, took less time than paratransit (over 1.5 hour) despite access challenges to the TriMet stops because of their disability. Additionally, people who have acquired a disability must undergo a difficult and lengthy process to gain access to paratransit which burdens people with new disabilities and their friends/families.

Working Families and People Experiencing Low Income

The focus group dedicated to working families and people experiencing low income was attended by individuals or representatives of those constituents. Some organizations that were represented included the Black Futures Farm, United Way of Jackson County, Black Food Sovereignty Coalition, and others.

Key themes included:

- **Imposed Limitations:** Participants expressed frustration with public transit as the times of operation were limited, required too many transfers, had too many stops, took too long, or were unpredictable. Often, transit does not serve special events especially for events in more rural areas. Other limitations focused on public safety. Some examples included bus stops, poor facilities, missing sidewalks, poor lighting, shelters, and lack of rider information.
- **Vehicle Design:** It was proposed that smaller transit agencies could improve transportation alternatives by providing space for strollers, carts, or other larger items. Many people that experience low income are often dually impacted by living in food deserts; their purchases can be difficult to accommodate for smaller buses.
- **Access to Life Amenities:** Many people experiencing low income live in rural areas. Participants shared that often there was less reliable service and lacked real-time travel information. As a result, folks sometimes have to wait 30 or more minutes for a bus to arrive.

- **Disjointed Transit Agencies:** Participants shared their experiences travelling on public transit across agencies as confusing and challenging when interacting with multiple agencies that often require multiple fares. These factors further burden transit-dependent Oregonians. The concept of a centralized office or agency could alleviate this burden as well as organize transit passes and discounts to help people experiencing low income to navigate the system.
- **Bike Lane Debris:** In some cities, roads are cleared of debris that is swept into the bike lane, which creates hazardous conditions. Regulating this behavior and providing alternatives would provide a safe experience for all users.
- **Bicycle Affordability:** Bicycles are expensive and difficult to afford. There is a desire for more programs to help people get access to bicycles and the gear they need.
- **Work From Home:** COVID-19 has further exacerbated inequities in transportation since working from home is a privilege that most people experiencing low incomes simply don't have.
- **Smoke and Fire Season:** Smoke and fire season is particularly dangerous for Oregonians without a car. The time spent waiting outside for transit, biking and walking can expose lungs to harmful particulate matter. Participants perceived public transit infrastructure as failing to account for this.

Youth

The focus group dedicated to youth interests was attended by individuals ages 8 to 20 or representatives of youth constituents. Some organizations that were represented included the Camp Fire Columbia, Boys & Girls Club of Corvallis, Youth 71Five Ministries, and others.

Key themes included:

- **Access to Life Amenities:** Youth can feel limited in their abilities to travel day to day. Their options are often dictated by their age range as well as access to personal vehicles and public transit. Several youth and youth representatives expressed the difficulty of accessing transportation alternatives outside of their known local neighborhoods. Time constraints and route options are additional barriers, so they often have trouble traveling to or outside of rural locations.
- **Disjointed Transit Agencies:** It is hard to navigate different agencies and service providers. Participants also expressed discomfort taking transit in new locations where routes and schedules are unknown.
- **Safety:** When considering transportation alternatives, safety was a key element. There was a consensus that the lack of maintenance often prevented individuals

from using or considering public transportation. Some examples included the maintenance of bus stops, sidewalks, and intersections.

- **Access and Organization of Transit Information:** Youth often utilize their smartphones and technology for daily transportation, but many individuals voiced difficulty navigating in real-time updates. Participants expressed interest in having a centralized place for designated routes of buses and bikes, bus schedules, and real-time updates. People stated that this potential tool, via website or app, would affect their decision to choose transportation alternatives over their personal vehicles.
- **Public Perception of Public Transportation:** Several safety concerns were discussed such as enforcing public COVID-19 regulations of 6 feet apart, apprehension of waiting alone at bus stops, and nearby houseless populations. Most individuals stated that while COVID-19 has not directly affected their transportation options, it is often a deterrent from using public transit.

BIPOC

The focus group dedicated to BIPOC consisted of two participants. Both spoke about the role of transportation in their lives and communities.

Key themes included:

- **Safety:** When considering transportation alternatives, one participant expressed that close proximity often makes it difficult for low vision users to also navigate on the same sidewalk. Safety for all users was a main concern along with sidewalks, routine bus schedules, and affordability.
- **Access to Life Amenities:** Both participants shared experiences of using transit ridership and often encountering difficulty. Frequency and efficiency of bus service often fails to meet transportation needs. It was noted that bus schedules have become more challenging during COVID-19.
- **Community Engagement:** Both participants expressed disappointment over the low turnout of the focus group. When considering future opportunities of engagement, they recommended more events that come to participants. One participant commented that no one in their social group had been knowledgeable of the ongoing OOH and encouraged surveys to be wider reaching for people to engage.

Vietnamese Speakers

In the Vietnamese focus group, using a personal vehicle is the most prevalent way to get around. Participants noted that public transit was not attractive enough to encourage them to use it.

Key themes included:

- **Speed Limits:** The most prevalent desire for Oregon's highways was to have the speed limits increased in order to reduce congestion and aggressive driving behavior.
- **Driver Behavior:** Participants perceived that congestion has become worse over the years and is not decreasing. In addition to more congestion, aggressive driving behavior has also increased such as speeding, tailgating, not signaling, and breaking erratically. The notably worse hours of the day include morning commute, lunch rush, and evening commute.
- **Language Accommodation:** Learning the transportation system is a difficult hurdle to overcome for people who do not speak English or have limited English proficiency. For instance, adjusting to the HOP card was an obstacle for older folks to learn after they had adjusted to the original system. Improving language access would help with achieving the goal of social equity.
- **Tolls:** Implementing tolls had mixed reactions from the focus group. Participants recognized that tolls are a nuisance for drivers but may also encourage some folks to take public transit instead.
- **Tangential Effects of Houselessness:** Walking has become uncomfortable and feels unsafe due to the increased population of people that are unhoused.
- **Public Transit Hours:** Increased hours of public transit, especially 24-hour service, and improving service between Oregon and Washington would improve its attractiveness.
- **Free Transit:** Fares on transit should be reduced or free. Participants expressed a desire to bring back a fare less zone in metropolitan areas such as downtown Portland.

Russian Speakers

The majority of participants in the Russian focus group travel around with a personal vehicle. A couple of exceptions included residents that live in convenient locations for walking and biking.

Key themes included:

- **Tangential Effects of Houselessness:** People don't feel safe walking because of increased numbers of people experiencing houselessness. It was also observed that walking is dangerous because of inadequate lighting especially in lower-income neighborhoods.
- **Public Transit Obstacles:** Public transit is not an optimal choice because personal and bus schedules don't align. Several participants expressed frustration that transit was simply too far away from where they live or that it is dirty.
- **Fairness of Cost Burdens:** Fairness of road users should be taken into higher consideration. It is perceived to be unfair that drivers pay for bicycle and pedestrian infrastructure through taxes. Participants expressed that individuals should pay for what they use.
- **Congestion:** Participants discussed traffic and congestion worsening in metropolitan areas, especially at certain bottlenecks. Several individuals referred to Portland highways as a prime example of this issue.
- **Natural Disaster Preparedness:** There is a negative public perception of State preparedness. Several participants voiced a feeling that the State is underprepared for natural disasters, such as snow or forest fires.

Spanish Speakers

The majority of participants in the Spanish focus group rely on the public transit to get around. They shared their experiences and concerns when using public transit as their primary mode of transportation to a variety of locations.

Key themes included:

- **Reliability:** Public transit needs to better consider the usage variety of its users. Some examples included a lack of space for carrying groceries and inconsistent bus schedules for work and/or appointments that require punctuality. One individual shared how they have to get up at 3 a.m. to get to work at 5 a.m. with limited transit options, which often leads them to prefer personal vehicles.
- **Maintenance:** The maintenance and support of public transit are a top priority. Infrastructure needs more routine maintenance especially for proper lighting that is perceived as unsafe in the dark. Another listed maintenance issue was ventilation in buses to aid with bad smells, coughing, and general cleanliness.
- **Community and Economy:** Workers need to be paid better which participants felt would reflect in friendly interactions with users and more patience for individuals living with disabilities. Participants stated that additional language

support would affect their perception of public transit if bilingual personnel were present in diverse populations.

- **Barriers:** The majority of participants expressed repeated transportation experiences with language barriers and assumptions of race. One example offered was a woman who bought a two-hour ticket that someone accused her of not paying for. She was embarrassed and sick on her way to a medical appointment. She felt overwhelmed by individuals demanding details in English.

Chinese Speakers

The majority of participants in the Chinese focus groups rely on personal vehicles to travel and came to a consensus that traffic congestion is an important concern.

Key themes included:

- **Public Safety:** Several participants shared experiences of harassment and feeling unsafe in public locations while traveling in personal vehicles or public transit. Waiting at bus stops with improper lighting or near houseless camps often discourages use of public transit when considering transportation alternatives.
- **Maintenance:** Safety was often described based on the maintenance, or lack thereof, in locations. There was group dissatisfaction with the cleanliness of streets and public infrastructure. Some examples of unsafe roadway conditions were excessive trash, potholes, needles, and large houseless camps.
- **Regulation:** Participants provided safety recommendations for more transit police and barriers to regulate behavior. There was general consensus this would positively affect their public perception of safety. Additionally, three individuals shared experiences of bright vehicle headlights that blinded their views. Participants again expressed the need for better regulation and monitoring to ensure road safety for all users.
- **Accessible Locations:** Public transit should consider routes to both practical and recreational locations. Several participants expressed difficulty accessing popular tourist destinations or city tours on public transportation that also fails to consider elders, and government subsidized fares.
- **Community and Economy:** When asked about the value and visions regarding the OTP, the majority stated that transportation should focus on community and economic benefits. Considerations for elders and low-income was a top priority as many do not consider public transit to have accessible safe reliable choices and prefer their personal vehicles.

Appendix K. OTP Outreach Round One Online Survey Summary (December 2021)

What We Heard

Transportation affects every individual on a daily basis and in a different manner. As transportation providers, it is challenging to accommodate everyone's unique situation. There are many tradeoffs to consider, opposing viewpoints and desires, and the potential for lasting consequences for our state. The survey early on for the OTP reveals that these tensions remain in the transportation realm, though some key themes emerged.

Key themes from survey respondents included:

- Climate change is a leading value and driver of change for Oregon's transportation system.
- Oregon's transportation system is not perceived to be safe, especially for people that do not drive or are not able to drive.
- There are disparities in access to safe, efficient and accessible transportation options across Oregon, especially for non-drivers, those that are not able to drive, low income and BIPOC community members and those that live in rural areas.
- Transit is ineffective for many Oregonians, leading to people to take other modes. Transit conditions affect certain communities more than others, especially those that are not able to drive, such as youth, seniors, people living with disabilities, and rural/suburban residents. Transit for non-drivers is particularly challenging for intercity trips in Oregon.
- While there are large calls to reduce auto-dependency, respondent's also request more auto-focused facilities, such as added highway lanes, improved roadway conditions, more parking, freight-lanes, and more.
- There were a number of respondents that mentioned houselessness creating unappealing and uncomfortable conditions for riding transit, multiuse paths, or walking in certain areas. While houselessness is a national issue that cannot be solved by ODOT alone, it is affecting some people's comfort and desire to use alternative forms of transportation.

How do you travel to work, school, and play?

Figure K-1 and Figure K-2 illustrate how COVID-19 affected the way respondents move around during a typical day. While COVID-19 has led to many shifts in society, this survey does not show any major shifts in the way respondents get around. However, one notable shift is a reduction of transit ridership and an increase of other modes of transportation, which most people attributed to an increase in telecommuting.

Figure K-1. Transportation Trends Prior to COVID-19

Prior to COVID-19, how did you travel to work, school, and play? (check all that apply)

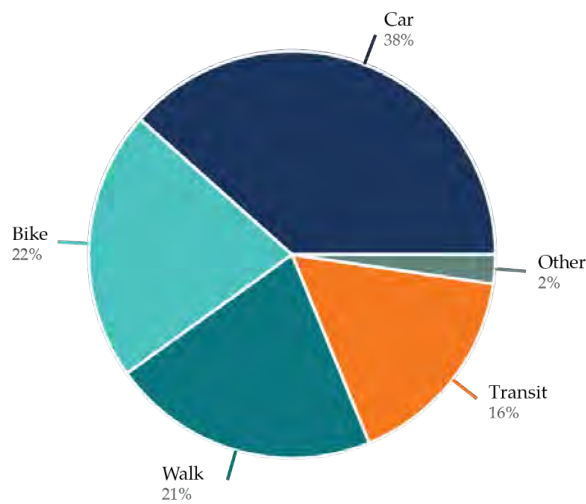
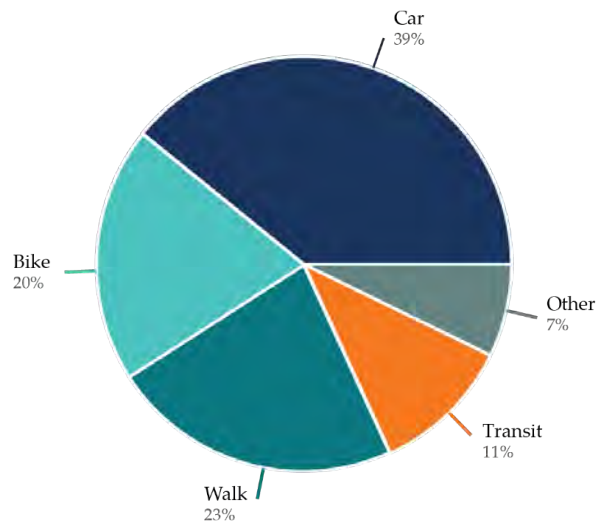


Figure K-2. Transportation Trends After COVID-19 Began

After the start of COVID-19, how did you travel to work, school, and play? (check all that apply)

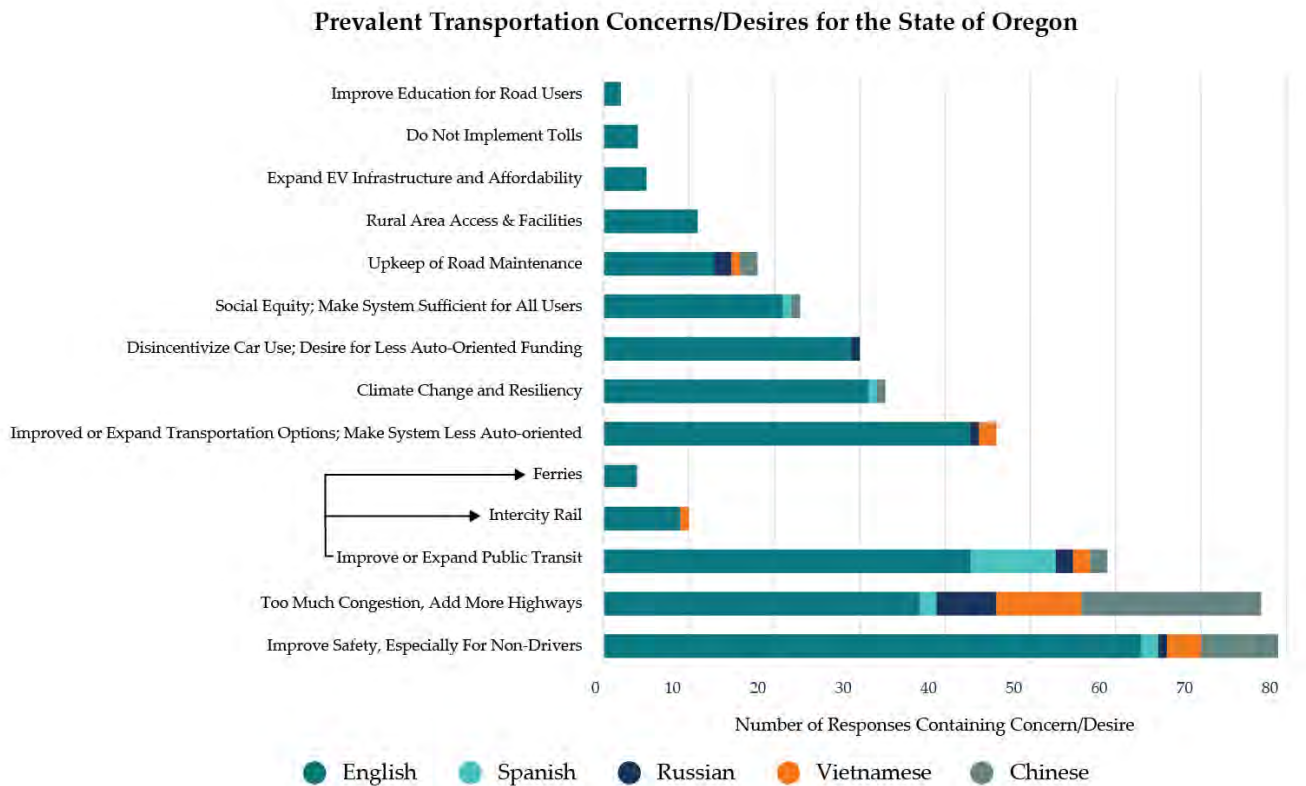


What are the top transportation concerns you would like the Plan to address?

Respondents were invited to provide an open-ended response, indicating what major concerns they had with the current transportation system in Oregon. Many themes emerged (Figure K-3) including:

- Improve road safety, especially for non-drivers.
- There’s too much congestion and Oregon needs more highways and lanes.
- Improve and expand public transportation, including intercity passenger rail and ferry service.
- Improve, or increase, overall transportation options to create a less car-dependent Oregon.

Figure K-3. Top Transportation Concerns



Example Respondent Comments

- “More investment in public transit and active transportation. Increase safe connectivity between biking, walking, and transit.”

- “I literally don’t have a way to walk or take transit to school because I live rurally.”
- “I’d like to be able to ride a bicycle without feeling as though car- and truck-drivers are compromising my safety.”
- “Cars need to be kept a priority and affordable. Public transport and bike etc. can’t provide adequate transportation for most places on the west coast.”
- “Cars, a mode which costs thousands of dollars per year, are prioritized over active and public transportation, modes which reduce a person’s financial burden from transportation...”

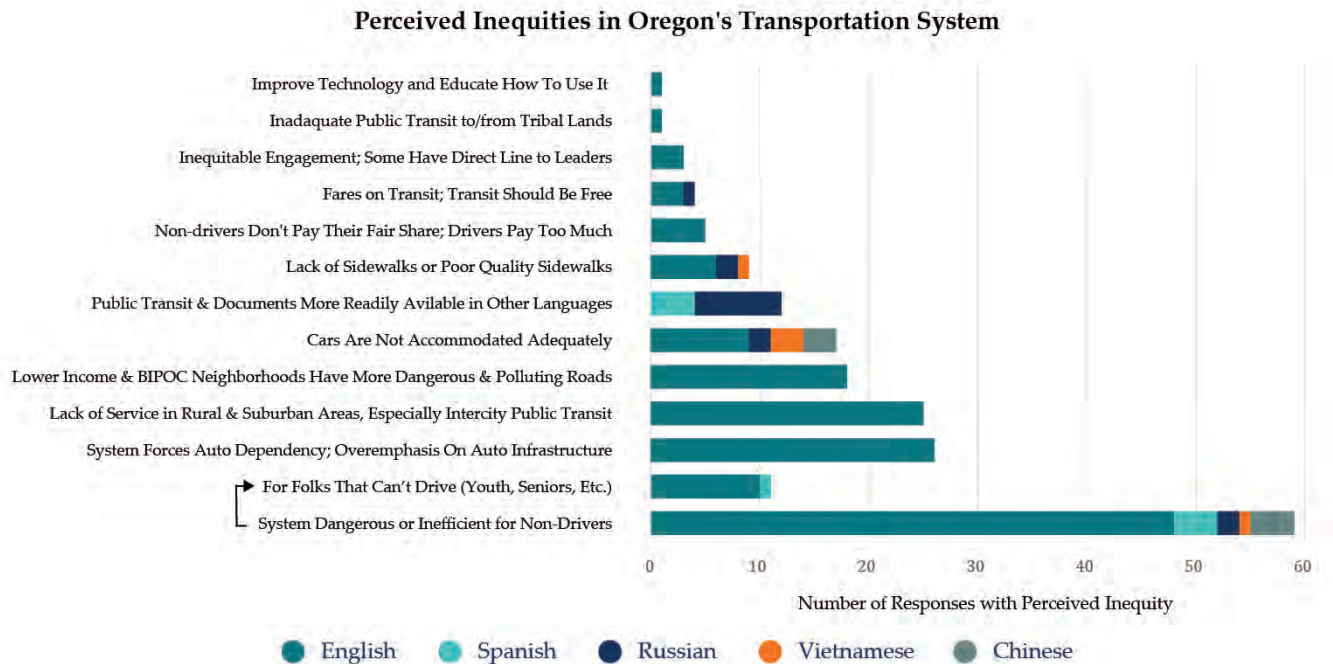
What is an inequity in Oregon’s transportation system that needs to be addressed?

Transportation impacts access to jobs, healthcare, childcare, food, housing and leisure activities. Due to a history of systemically excluding and underserving certain communities, inequities exist. Figure K-4 illustrates the most prevalently perceived inequities in Oregon’s transportation system among survey respondents which include:

- Inefficient, ineffective and unsafe system for users of alternative modes of transportation, such as biking, walking or public transit.
- There is forced auto-dependency in our system, stemming from an overemphasis on automobile infrastructure and funding.
- A lack of service in rural and suburban areas, especially relating to public transit. The most notable issue with rural and suburban public transit is connectivity to other cities and regions.
- The transportation system is dangerous and ineffective for people that are not able to drive, such as kids, seniors, and people with disabilities.
- BIPOC and Lower-Income neighborhoods have more dangerous roads, which also have more noise and particulate pollution.
- There needs to be more materials and information for public transit that is readily available in other languages (such as signs and placards on transit vehicles, more multi-lingual operators, etc.).
- There are conflicting ideals between drivers and non-drivers. Non-drivers perceive vehicles to be an inequitable expense and communal safety risk that

can be avoided by accommodating alternative modes of transportation, which sometimes requires inconveniencing people that drive. Meanwhile, people that drive are feeling frustrated that more space is being claimed for alternative modes of transportation while traffic and congestion continues to worsen.

Figure K-4. Perceived Inequalities



Example Respondent Comments

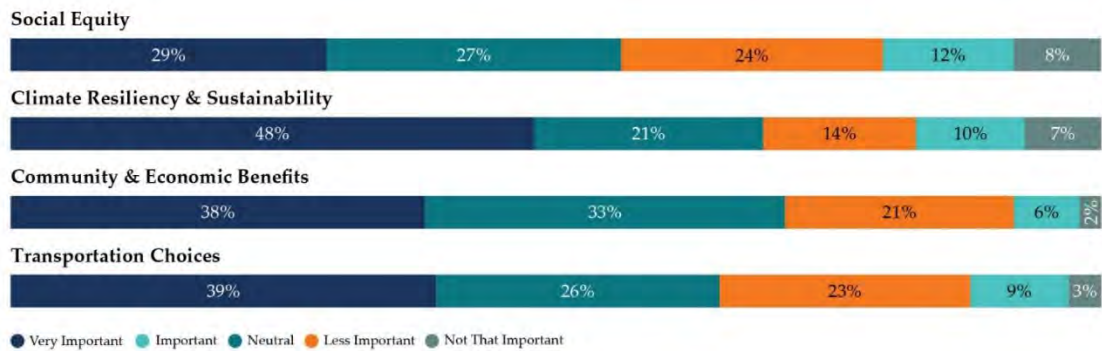
- “If you can't drive or don't own a car, you live in a second-class transportation system.”
- “Cities are primarily designed for cars, in fact, you might say that our system suffers from ‘Auto Privilege’. I am nearly 70, and use both a car, bike and my feet to get around... The biggest inequity in Oregon's transportation system is that those that cannot or choose not to drive are third class users at best.”
- “The most dominant mode of travel - SOV travel - receives the least amount of consideration.”
- “I feel bad for people who need to take public transport with all the bad behavior I have witnessed at times on public transportation.”

- “Lack of service in rural & suburban areas, esp ineffective rural public transit, esp to other regions.”
- “Too much spent on bikes and alternative transportation and not for vehicles.”
- “Access for people who speak [languages other than English].”
- “The huge economic burden that the cost of car ownership places on low income people that cannot be avoided due to lack of alternative transportation.”

Which values are important to you in your daily travels?

The project is using a social equity-driven approach to be accessible, inclusive, and culturally responsive. The OTP seeks to engage diverse voices across the state to create a resilient and sustainable plan that serves all Oregonians. While Social Equity was not the highest regarded value for the OTP, respondents noted the importance of the other values in supporting Social Equity. The following chart illustrate the values most important to respondents in their daily travel decisions. Overall, Climate Resiliency and Sustainability is the most important value in respondent’s daily travels choices while Social Equity ranked lower.

Figure K-5. Respondents’ Ranking of Values in Daily Transportation Decisions



Are there any values we should add?

Many the respondents reiterated existing identified values. However, one additional key value respondents repeatedly offered was Safety. Other values that emerged included Efficiency/Connectivity/Accessibility, Innovation, and Physical/Mental Health. Two respondents suggested making up for historical injustices as a value. Many respondents noted the intrinsic connection between all of the values.



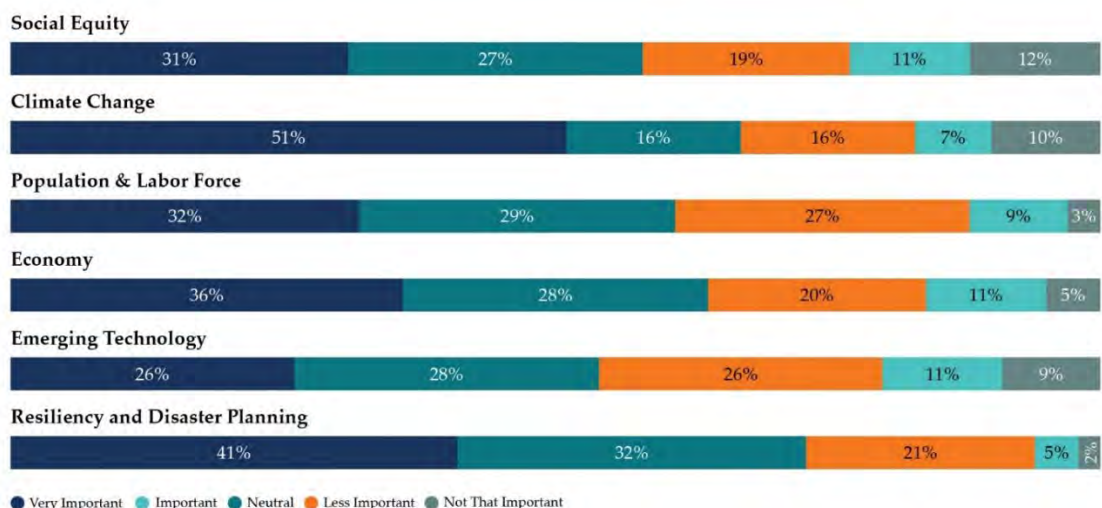
Example Respondent Comments

- “The value of human focused infrastructure, building roads and streets that encourage active transport for local trips, and fixing land use to allow more trips to be local. Prioritize those outside of a vehicle inside city limits.”
- “I don't see anything that specifically addresses safety of the system.”
- “A transportation system that works for families, children and the elderly. A transportation system that coordinates between the private and public sectors (e.g., schools and businesses) to coordinate travel times.”
- “Correcting historical injustices (disproportionate pollution in marginalized communities, highways tearing apart neighborhoods)”
- “Ranking [drivers of change] doesn't make sense when they all contribute to each other.”

Please rank the drivers of change from most important to least important

In order to provide a safe and reliable transportation system that serves all who rely on it, this question focuses on high-level “drivers of change.” Drivers of change are forces that influence the evolution of transportation. Figure K-6 indicates which of the six listed drivers of change were most important to respondents. Overall, Climate Change ranked as a top choice as a key driver of change for Oregon’s transportation system. Emerging Technology was the least important driver of change.

Figure K-6. Respondents’ Ranking of Key Drivers of Change



Are there other trends or key drivers of change we should consider?

The philosophical saying of “the only constant is change” is relevant to transportation. Factors external to transportation can have major implications for the efficacy of the system. Many respondents reiterated already-identified drivers of change, though there were a few others identified:

- Codes, regulations, governance, and funding have major influences in the way a transportation system operates and evolves. Furthermore, these drivers can also act as anti-change, preventing progress from occurring.
- As social beings, humans put a lot of investment in social norms, perceptions, and knowledge. Change can be stymied or promoted depending on the opinions and knowledge of society.
- Land-use is inexorably linked to transportation. Housing and land-use was another driver of change that was identified in the survey.

Example Respondent Comments

- “Climate crisis worsening emissions that impact BIPOC, rural, young, queer, low-income people first and most.”
- “You good folks at ODOT continue to promote and strengthen the status quo, when you really need to be drivers of CHANGE. It's not going to be easy but you need to get started TODAY.”
- “You should consider how as a department you’ve been a key driver in the dominance of car centric transportation and proliferation of single occupancy vehicle use.”
- “Public transit, amount of stations that connect to each other, safety of those stations. Having to choose between being on time and being environmentally conscience.”
- “How people's views of transportation needs/wants/desires are changing. How are we creating a transportation system for the next generation.”
- “The affordable housing crisis is a driver of change--people are having to live further away to afford housing and that can make them more dependent on driving if public transit isn't convenient and reliable.”
- “Cultural shifts. More people desire to live in higher density urban areas than previous generations, the infrastructure we have and continue to expand on was designed for the 20th century.”

- “Electric cars are the future of cars, cars are not the future.”

What else would you like to share with us?

The comments from this question reflected the results from the rest of the survey. Respondents leaned on induced demand as being a reality that is often forgotten under the pressures in the discourse of congestion, GHG emissions, modal shifts, politics and more. Some commenters noted that all the values and drivers of change in the plan are a moot point if the climate fails, which suggests the reasoning for the prominence of climate change in the responses.

An overwhelming majority of comments contained descriptions that are often a reality in many European cities, such as car-free city centers, a complete network of separated bicycle paths, or intercity rail that connects to regional and local transit systems.

Additionally, there was a pattern of comments that suggested insufficient sidewalks in Oregon, with SW Portland most often named specifically.

While the majority of comments requested better active transportation networks, there was a pattern of respondents asking for improved highways and vehicle facilities. Some specifically stated that freight movement was a major reason for their suggestion.

Respondents also wanted to remind ODOT and the project team that Oregon consists of more than Portland and the Willamette Valley.

The above comments are specific to the English survey respondents. Respondents from the in-language surveys suggested a need for improved transportation safety and significantly expanding public transit. The Chinese, Russian and Vietnamese survey respondents also largely highlighted a need for more lanes on highways and smoother roads.

Demographic Information

At the end of the survey, participants were asked about engaging their communities and other demographic questions. Race and Ethnicity of Respondents

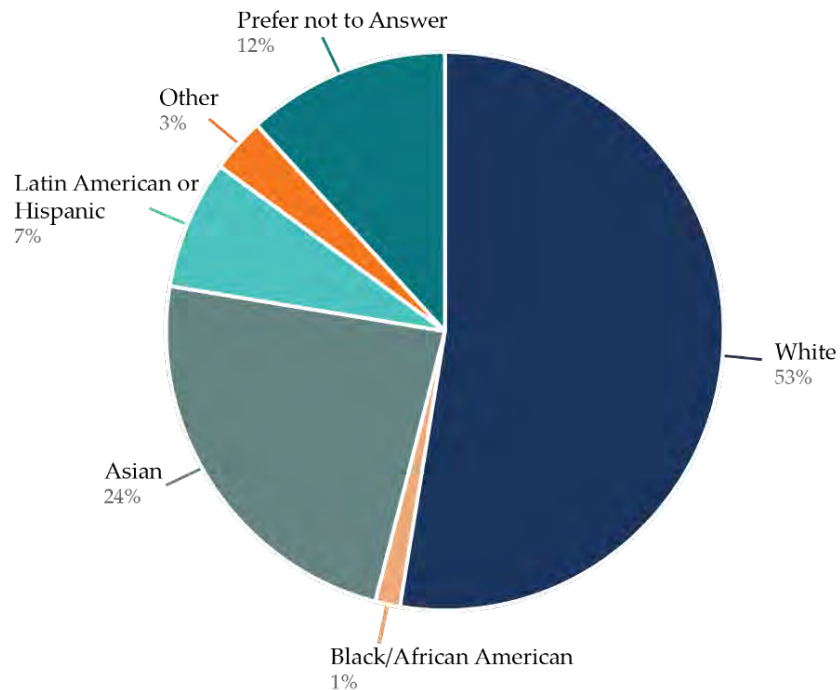
When compared to the National Center for Health Statistics demographics for Oregon, the survey received proportional representation for Black/African American respondents. Meanwhile, the White, Asian and Latin American/Hispanic response rates did not correspond with Oregon’s demographics, though 12 percent of

respondents preferred not to answer, which could have an influence on the discrepancy.

Table K-1. Race and Ethnicity of Respondents

Race/Ethnicity	Percent of Respondents	Percent of Oregon's Population (Oregon's State Health Assessment, 2018)
White	53%	76%
Latin American/Hispanic	7%	13%
Asian	24%	5%
Black/African American	1%	2%
Other	3%	
Prefer not to answer	12%	

Figure K-1. Race and Ethnicity of Respondents



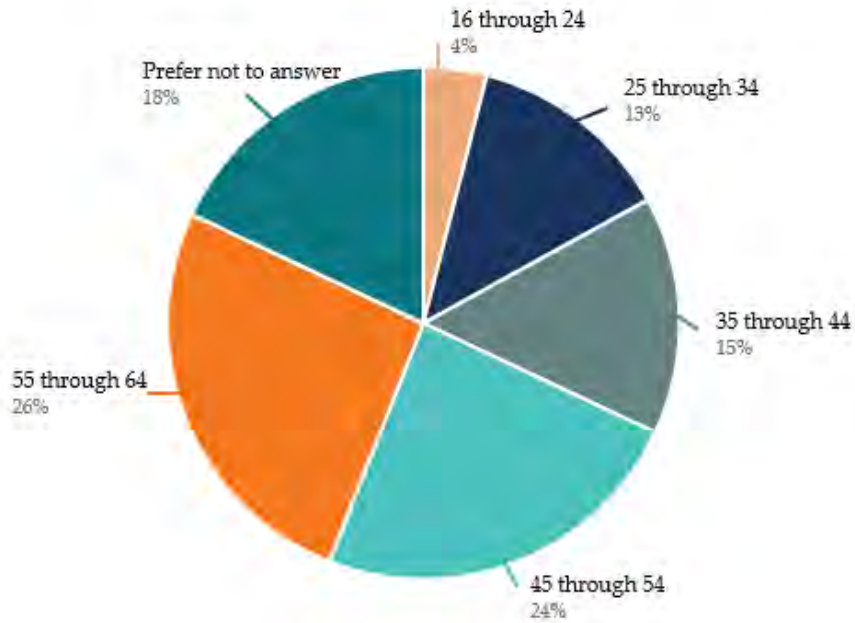
Age of Respondents

The age demographics for the survey can also be compared to US Census data, which shows that ages 25 through 44 were proportionally represented in the survey. All other ages did not respond proportionally to Oregon's age demographics. However, 18 percent of respondents preferred to not answer the question, which could explain a portion of the non-proportional representation. In an effort to appropriately hear from all age groups, the project team conducted several focus groups, two of which are for seniors and another for youth.

Table K-2. Age of Respondents

Figure K-2. Age of Respondents

Age	Percent of Respondents	Percent of Oregon's Population (infoplease.com, US Census Data)
0 through 16		21%
16 through 24	4%	13%
25 through 34	13%	14%
35 through 44	15%	15%
45 through 54	24%	15%
55 through 64	26%	9%
65 and older		13%
Prefer not to answer	18%	



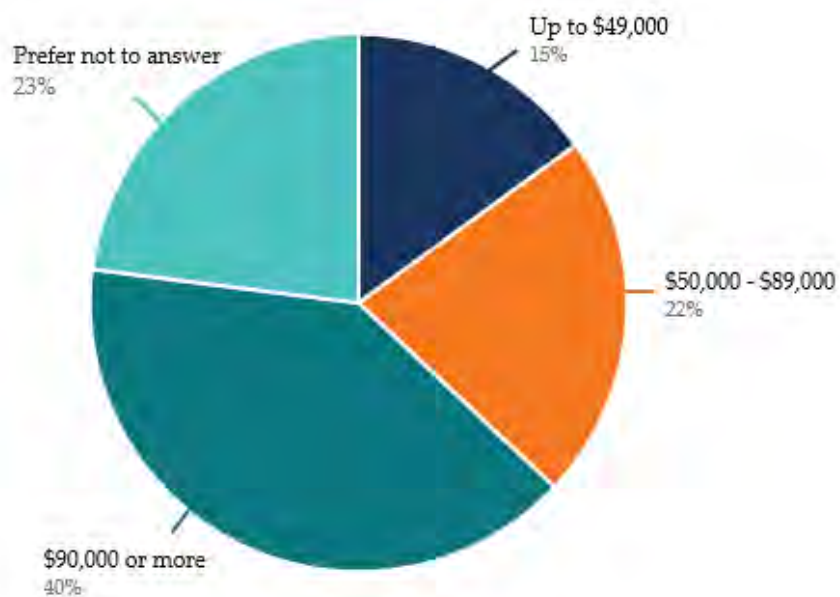
Income of Respondents

An inverse relationship between Oregon’s income demographics and response rate can be recognized in the OOH survey respondent results. In an effort to reach lesser-heard voices, the project team conducted a focus group for working families and people experiencing low income.

Table K-3. Income of Respondents

Annual Household Income	Percent of Respondents	Percent of Oregon’s Population (statisticalatlas.com, US Census Data)
Up to \$49,999	15%	47%
\$50,000 to \$89,999	22%	31%
More than \$90,000	40%	22%
Prefer not to answer	23%	

Figure K-3. Annual Income of Respondents



Gender of Respondents

In general, the gender of respondents corresponds to Oregon’s ratio between male and female demographics. In Oregon, the ratio between the male and female binary is 49.5 percent to 50.5 percent, respectively. Research on the demographics of non-binary and gender non-conforming people in Oregon is not robust enough to ensure there is meaningful representation.

Figure K-4. Gender of Respondents

