



Governor's Transportation Vision Panel

Highways and Bridges Subcommittee

MEETING MINUTES

SUBCOMMITTEE KICKOFF MEETING MINUTES

January 14, 2015
9:00 am – 12:00 pm

**ODOT Headquarters, Room
340**
355 Capitol St. NE,
Salem OR 97301

Subcommittee Chair:

Susie Pape

Subcommittee Members:

- Sen. Betsy Johnson
- Tim McLain
- Brad Hicks (by phone)
- Joanne Verger (by phone)
- Steve Phillips
- Annette Price

Panel Sponsor:

Karmen Fore

Facilitator:

Pete Pande

Resources and Support:

- Sam Haffner
- Paul Mather
- Craig Honeyman
- Mary Stern
- Albert Nako
- Bert Hartlan

Topic 1: Introductions, Roundtable Discussion: Questions, Ideas, Concerns

Discussion:

- Questions were raised as to how the Panel's work relates to transportation finance work in the 2015 Legislative Session
 - Karmen noted that we are all adjusting to an annual legislative cycle. There is uncertainty about a transportation package for 2015, but it will likely focus on immediate surface transportation needs. The Panel needs to focus on 2016 and beyond, This work includes, but is not limited to, funding, policy, and the impact of PPP's.
- Panelists noted the Oregon Business Plan's Leadership Summit and its focus on transportation
- Karmen added that the CRC in many ways exhausted the long-term focus of transportation. We need to set a vision and revitalize this long-term focus while looking at a broader range of modes.
- Sen. Johnson noted the heavy subsidies for passenger rail and the need to think about how long we continue to underwrite them. She also noted court challenges related to land use planning and environmental concerns, and asked how these processes can be streamlined.
 - Karmen noted that there are some mistaken perceptions of how much time is spent on Environmental Impact Statements, but agreed that this is an important issue to consider.
- Concern was raised over the cost of expanding highways to accommodate bicycles.
 - Karmen noted the state's reputation makes it an attraction for tourism related to cycling. Other uses, such as kids biking to school, have to be considered as well. She added that there are important resources within this Panel, such as Jerry Norquist, that can help the subcommittee have these conversations.
- Susie Pape brought up the question of how the state will raise revenue from gas tax with the rollout of electric cars.
 - Karmen noted that Oregon is leading the nation in looking at a VMT alternative to the gas tax
- Sen. Johnson noted the importance of predictability as a guiding principle in transportation investments across the state, not just equity between regions. Karmen agreed on this point and added that she could share a report that looks at the costs of unpredictability in transportation investments.
- Panelist raised the issue separating this group's from the work done by the subcommittee tasked with seismic issues. Pete noted the trickiness of this and added that the seismic group was looking at the larger resilience plan and disaster response, not just surface transportation structures.

Person(s) responsible:

Deadline:

Share cost of unpredictability report

Karmen → Sam → Members

ASAP

Topic 2: Discussion of Work Plan and Future Schedules

Discussion:

- The group discussed the role of the ACTs and regional solutions teams in getting local input. Members agreed on the

importance of including the ACTs.

- The oversight committee will be tasked with the question of how best to deliver the work done by the subcommittees to the ACTs. These would not need to be large forums, but could be informal conversations
- Karmen noted the North Carolina Report as an example to look at of a final deliverable by the Panel

Conclusions:

- Committee members agreed to set tentative dates for future subcommittee meetings:
 - February 3rd at 10am; February 24th at 10am; March 17th at 10am; April 7th at 10am; April 28th at 10am; May 19th at 10am; June 9th at 10am;
 - Members suggested establishing videoconferencing options for those unable to attend.

Action items:	Person(s) responsible:	Deadline:
Distribute meeting schedule and Outlook invites for tentative dates	Sam	ASAP
Look into videoconferencing options	Sam	Before meeting 2

Topic 3: “Conditions of the System” presentation

Paul Mather gave an overview of the “Conditions of the System” report.

Key takeaways:

- The current highway trust fund is not sustainable
- Deferring investment in maintenance now will increase costs in future
- Large share of bridges were built in the 1960’s and designed for a 50-year lifecycle

Discussion:

- One perception – perhaps reality – is that there’s a lot of money spent in ODOT on planning that diverts from delivery of tangible benefits. This leads to a perception of waste, hurts credibility, and is key to address so people are convinced we’re using money wisely.
- The activity going on this week at Willamette U – why are these things taking place and how much of it is advocating or lobbying. *Paul Mather comment:* The goal is to provide background on transportation funding to freshmen legislators.
- We need to resolve what is ODOT’s responsibility. What defines the “system”—and how do we look at changing needs and loads. We also need to resolve the issue of orphan highways.
- Multiple layers and jurisdictions: Are they adding value? Can we be more efficient by merging City, County, State oversight while still making it locally responsive?
- Bridge classification is not fully indicative of real impact of losing a bridge. Need a clearer means for prioritization and review.
- Cost and schedule issues damage credibility and weaken commitment to upgrades.
- Need to tell the story re: repair of culverts is need but this is not just for salmon. *Paul:* We’re doing a pilot program now to upgrade culverts with minimal impact environmentally. If it’s successful it could become a good opportunity to expand this approach.
- Consider regulatory streamlining to address fix it needs. Avoid waiting until it’s an emergency
- Paul noted that ITS messaging has been accurate and has been u
- Critical to assess decisions that affect multiple needs. For example, bikes on HWY 101 – also key for tourist vehicles, freight, etc. Everyone claims primacy and we try to accommodate all users vs setting priorities.
- Why are bikes restricted in some areas vs others? (e.g. not allowed on 84, but are allowed on 101)

Action items:	Person(s) responsible:	Deadline:
Share Paul Mather’s PowerPoint and Conditions of the System report	Sam	ASAP
Share list of load-restricted bridges	Bert Sam	ASAP

Topic 4: Presentation on 'County Road Needs Study' with Mary Stern, and City needs with Craig Honeyman

Key takeaways:

- Counties get 30% and Cities get 20% of Highway Trust Fund
- Most regions are getting about ½ the funding they need
- To simply keep up with what we have today would require \$170 million annually

Discussion:

- Counties may be responsible for major assets. Creates jurisdictional issues and maintenance and engineering capacity. (e.g. Multnomah County)
- Counties have different restrictions on or methods for how they spend road money. It's a mosaic of differences.
- Panel asked Mary what would counties want from GTVP? *Mary*: Key priorities are a sustainable funding source and the ability to maintain what is built
- Craig Honeyman (LOC) noted that Oregon cities recognize the importance of multi-modal options and connectivity. Any proposals from this Panel or funding packages need to include multi-modal options. That being said, the priority need of cities is maintenance and preservation of what has already been built.
- Craig noted that a survey has been conducted on the needs of cities across Oregon. The gap in funding needed to simply maintain roads added up to \$300 million per year.
- Panel asked Craig what he would spend funds if available. Craig: agreed that majority should go toward maintenance and preservation with remaining funds going to enhancement. The enhancement needs to deal with multimodal and connectivity demands.

Action items:	Person(s) responsible:	Deadline:
Share City Needs Survey with Subcommittee	Craig →Sam	
Share roster of Oregon Transportation Forum members	Sam	