



**SUBCOMMITTEE
MEETING #4 MINUTES**

**September 29th, 2015
10:00 am – 12:00 pm**

**ODOT Headquarters, Room
240
355 Capitol St. NE,
Salem OR 97301**

**Governor’s Transportation Vision Panel
Roadways and Bridges Subcommittee**

MEETING MINUTES, September 29th

Subcommittee Chair:

Susie Pape

Subcommittee Members:

Sen. Betsy Johnson

Martin Callery

Joanne Verger

Annette Price

Brad Hicks (*by phone*)

Panel Co-Chairs:

Gregg Kantor

Tammy Baney

Panel Sponsor:

Karmen Fore

Resources and Support:

Sam Haffner

Cheralynn Abbott

Pete Pande

Additional Attendees:

Jana Jarvis (OTA)

David Jostad (May Trucking)

Jerri Bohard (ODOT)

Craig Honeyman (LOC)

Mary Stern (AOC)

Anne Verger

Randy Tucker (Metro)

Aaron Deas (TriMet)

David (PBOT)

Topic 1: Introductions and Discussion of Agenda/Meeting objectives

Meeting Objectives

- Presentations from trucking industry; challenges, opportunities, investment priorities
- Overview on planning and policy for urban highways; balancing the needs of freight movement with conflicting priorities
- Identify areas of immediate agreement or recommendation

Topic 2: Stakeholder Perspectives: Trucking Industry

Jana Jarvis (OTA) gave an overview on trucking in Oregon; challenges, opportunities, and priorities

- In 2014, trucks hauled 68% of all freight in Oregon, totaling \$215 billion
- 346,000 jobs in Oregon that are transportation related or transportation dependent. A failing transportation system challenge Oregon ability to be competitive economy
- Trucking businesses are reaching limit for how they can respond to congestion (ie, staggered shifts, routing, etc.)

David Jostad have his perspectives on trucking challenges, opportunities, and priorities (as VP of May Trucking and a member of the Motor Carrier Advisory Committee)

- Over the last 8 years, company has grown 8-15%, but 90% of growth outside of Oregon. Company would prefer to ‘grow at home’
- We need to address driver shortages; this is an industry-wide issue
- Parking challenges a big issue; states like Minnesota have looked to innovative solutions to provide trucker parking info
- I-5 and I-205 are top bottleneck priorities. These bottlenecks have statewide impact, hours of service limits
- East of the mountains, a key challenge is Hwy 97 (north of the Hwy 26 split)
- Company faces major regulatory challenges, particularly around land use. Both in terms of restrictiveness, as well as procedural challenges (long and arduous permitting process)

Panel questions, discussion:

- Important to address speed at which regulatory decisions around development take place. This may be outside of this group’s work, but Oregon Business Plan can play a role.
- There was a partnership between OSU and Daimler proposed, but left on the table, in the 2015 Session
- Why a lack of drivers? A: there are several factors; drug testing, lack of training, age requirements, appeal of job, etc. In Nebraska, there are state matching funds for driver hires.

Topic 3: ODOT Planning and Policy on urban highways (overview)

Jerri Bohard and Paul Mather gave an overview on planning and policy for urban highways:

- Collaboration between ODOT and local jurisdiction is required as part of planning process, statewide goals
- Planning goals are a requirement of DLCD
- The Oregon Highway Plan lays foundation for how we do highway transportation planning, consistency requirement with local governments
- Project selection is undertaken *after* ODOT has worked with local governments
- When ODOT works with local governments it is taking into account throughput, freight needs, land use, economic interests, livability, and safety. The agency has approved at its ability to prioritize and balance effectively between these goals

Panelist questions and comments:

- Is there a prioritization protocol between transportation planning goals? The agency has improved at its ability to prioritize. There may be opportunity for additional recommendations. *[note: see subcommittee recommendations outline]*
- Local priorities differ substantial for place to place. What level of accommodation is given between flexibility and requirements? (Bulb-outs in Rainier as an example) A: All ODOT transportation projects are done with local approval. ODOT will follow design manuals at the state level, and local governments have design standards reflecting expectations in a downtown area, etc.
- Are there changes to state law that could improve the efficiencies when you work to accomplish community and statewide goals? A: There can be unintended consequences of trying to create a one-size-fits-all standard. Important to value the needs of every community.
- One of the things we *can* do is streamline this system through a governance angle. Jurisdictional Transfer.

Discussion on Jurisdictional Transfer:

- There are many roads in the state that aren't owned and maintained by the proper jurisdiction; 82nd avenue in Portland is not of a statewide interest, whereas Cornelius Pass functions as a freight route.
- Who has the moral authority to convene this conversation? This should be one of the committee's recommendations
- In order for a jurisdictional transfer to take place, the revenue to operate and maintain needs to be available for the recipient agency.

Recommendation Concept: Jurisdictional transfer of Orphan Highways: Transfer control of urban state highways that do not provide a significant statewide function to cities and counties. Conversely, transfer county and city roads to state highway agency where appropriate. *Five transfers should be identified as priority items, with dedicated revenue, and criteria should be developed for future transfers.*

Topic 5: Wrap-up and next steps

Next meeting Date:

- October 21st 1:30 to 3:30pm

Action items:

Item:	Person(s) responsible:	Deadline:
Share Jurisdictional Transfer Policy Paper and Presentation	Paul	<i>Emailed to Subcommittee 10/18</i>
Develop subcommittee outline that captures Challenges, Opportunities, Goals and Recommendations captured by the subcommittee to date	Sam	<i>Draft emailed to Subcommittee 10/20</i>