

# Governor's Transportation Vision Panel: Key Preliminary Findings

*Purpose: High-level themes and ideas identified across Vision Panel Subcommittees, January 2016:*

## Reduce roadway bottlenecks and enhance freight network alternatives

**Invest in Bottleneck Elimination:** Prioritize increasing capacity and throughput of existing roadway bottlenecks on corridors of statewide significance.

**Invest in Freight Network Alternatives:** Invest in enhancing capacity and efficiency of rural highway corridors (e.g., US-97, etc.) that create freight network alternatives and reduce congestion on constrained urban highways (e.g., I-5, I-205, etc.)

## Invest in strategic intermodal freight infrastructure

**Intermodal Freight Facilities:** Identify and invest in intermodal facilities and freight connectors (e.g., transload facilities, port drop sites, inland ports, etc.) that reduce highway demand for freight

**Develop a State Marine Plan:** Integrate and better link Oregon's ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system (e.g., road, rail, and waterway system improvements), address marine land use issues, and help organize shipper alternatives (e.g., barging of containers along the Columbia River, etc.)

**Create a Permanent Freight Multimodal Fund:** Create a permanent freight multimodal fund (similar to ConnectOregon) that helps coordinate and support strategic investments in non-highway transportation assets.

## Invest in transit service improvements targeting road congestion and system gaps

**State and Local Transit Investments:** Invest in transit as a tool to relieve freight and roadway congestion (particularly in urban areas) and begin to close statewide gaps in service. Investment can be achieved by additional state funding dedicated to transit operations *and* by providing additional tools for local districts to raise funds. Investments should aim to maximize potential for federal matching funds, as well as reliability and efficiency of transit service.

## Invest in bicycle and pedestrian improvements targeting safety, system gaps, and road congestion

**Bicycle and Pedestrian Investment:** Reduce roadway demand through bicycle and pedestrian system improvements, and to the extent possible, separate bicycle and vehicular traffic on high speed facilities. Complete 'critical connections' in bikeways, shoulders, and sidewalks aimed at improving safety and closing system gaps.

## Invest in seismic resiliency

**Invest in Seismic Resiliency:** Develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and transportation system resiliency. Seismic investments should be integrated with roadway maintenance and bridge preservation efforts. *In addition, undertake the following actions:*

**Update the Seismic Plus Program:** Ensure integration of planning efforts with California and Washington, and identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.

**Non-Highway Inventory Assessments:** Charge state agencies and special districts with performing thorough inventories and assessments of the seismic vulnerabilities and strengths for non-highway assets (e.g., aviation, marine, and rail).

**Local Seismic Needs Assessments:** Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure adequate resources are dedicated to performing these assessments.

## Make Oregon a transportation innovation 'hub'

**Expand Innovation Partnerships:** Establish partnerships with companies and other states with the objective of making Oregon a key testbed for the development and deployment of innovative transportation technologies (e.g., *Connected and Automated Vehicle (CAV), Electric Vehicle (EV) technology and trucking innovations*).

**Appoint a Transportation Innovation Officer:** Consider appointing a "Transportation Innovation Officer" within the Governor's Office to drive interagency coordination in support of transportation innovation.

## Increase the flexibility of K-12 student transportation services across the state

**Support Local Flexibility of Student Transportation Revenue:** Redefine student transportation to ensure that communities are meeting the changing needs of students across the state. Increase flexibility and improve efficiency in how school districts are able to spend transportation revenue (e.g., *transit district partnerships, safe routes to schools programs, etc.*).

## Facilitate jurisdictional transfers

**Enact a Jurisdictional Transfer Pilot Program:** Transfer control of urban state highways to appropriate cities and counties, and county and city roads to state jurisdiction where state and local system benefits can be identified.

## Summary of Transportation Finance Concepts Identified for Further Consideration:

### Transportation Finance: Short-Term Actions for Further Consideration (0 – 5 years)

**Existing Taxes and User Fees:** Pass a transportation funding package that addresses the immediate funding crisis for state, county, and city roads by increasing existing user fees (*e.g., gas taxes, registration fees*) and consider new vehicle fees and (*e.g., electric vehicle registration fees*)

**Indexing:** Consider indexing existing taxes and user fees to inflation

**Local Funding Options:** Make it easier for local governments to raise their own resources (*e.g., local transit funding options, etc.*)

**State Highway Fund Distribution:** Consider modifications to State Highway Fund distribution formula to ensure equity and better match need (*e.g., rural jurisdictions with high asset ownership relative to population*)

**Non-Highway Freight Transportation:** Consider permanent dedication of lottery funds to non-highway freight transportation capital projects (*e.g., aviation, marine, freight and rail*) similar to the ConnectOregon program

**Transit Funding:** Consider increasing state support for transit and passenger rail operations (*e.g., identify sustainable state funding sources and enhanced local funding options*)

**Bicycle and Pedestrian Funding:** Explore increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds, increasing the share of the State Highway Fund dedicated to active transportation, and creating a bicycle excise tax

### Transportation Finance: Mid-Term Actions for Further Consideration (5 – 15 years)

**Tolling:** Explore tolling for large-scale projects

**Road Usage Charge:** Consider implementation of a per-mile road usage charge to meet the challenge of inequity in roadway cost responsibility.

**Carbon Taxes:** Explore the efficacy of a carbon tax as a funding mechanism for both road infrastructure and non-highway modes, including transit and passenger rail operations

### Transportation Finance: Long-Term Actions for Further Consideration (15 – 30 years)

**A Transportation Utility Commission:** Consider developing a transportation utility commission concept for adequate and sustainable funding