

GTVP Bike, Pedestrian, Transit, and Passenger Rail Subcommittee

DRAFT Outline of Vision and Recommendations

30-year Vision:

Our future transportation system will provide safe and efficient transportation for people of all ages, abilities and incomes to travel where they desire without the need for a personal automobile. This will be achieved by increasing the availability and access of bicycling, walking routes, for hire vehicles, transit options, and increased connectivity between modes and jurisdictions. Oregon will encourage and prepare for the emergence of Connected and Automated Vehicles (CAVs) that reduce the need for individual vehicle ownership and reshape how public transit systems operate and truck freight is delivered. The achievement of Oregon's collective goals for air quality, climate change emissions, public safety, congestion and mobility will be made feasible through significant and ongoing investments and attention to these modes and methods. A sustainable and reliable source of funding will be essential to ensuring proper maintenance of the system and achieving the long-term expansion goals required to meet Oregon's growing population, changing demographics, and environmental quality needs.

4-year Objectives/Goals:

Oregon must earnestly pursue new policies, delivery models, technologies and funding options in order to make significant strides towards the 30-year vision. This includes Bicycle, Pedestrian, Transit and Intercity Passenger Rail. Increasing the use of these modes is central to ensuring that Oregon's quality of life and economic growth is maintained.

Preliminary Findings:

OVERALL - Cross-Modal Recommendations

- **Identify key transportation routes** across the state (especially those where roadway congestion is an issue) and update system inventories in order to develop and maintain a prioritized list of priorities.
- Identify and develop centralized modal transfer stations (**mobility hubs**) where bus and rail interconnect with walking and biking opportunities and park and ride facilities.
- Implement a **trip reduction program** to encourage alternative modes of transportation.
- Include **Transportation Demand Management (TDM) programs** into all major projects in urban areas.
- Implement **complete street design** in all new design and construction projects.
- Complete **first/last mile connections** to enhance access to public transportation, other modes, and to schools and businesses

- **BIKE AND PEDESTRIAN INFRASTRUCTURE Redefine student transportation** to ensure the state is meeting the changing needs of this population.
- **Increase investment in Safe Routes to School (SRTS) programs to:**
 - Deliver proper traffic safety education to 100% of students graduating from elementary schools within four years.
[estimated cost: \$5 million]

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- Expand availability of SRTS funding to include high schools by the year 2020
- **Add 55 miles of new bikeways, shoulders, and sidewalks annually to help complete ‘critical connections’ to schools, shopping centers, main streets, and community and tourist destinations:**
[A 30% increase in annual revenue (from 43 million to 55 million) for bike and pedestrian infrastructure would be required, and would result in a complete state system and complete local system in urban areas within 36 years.]
 - *Once a statewide inventory of bike and pedestrian assets is completed, identify additional targets that close system gaps on the local, non-urban system.*
- **Improve 50 street crossings annually** in order to shore up safety through focused investments
[Estimated cost: 7.5 million annually]
- **Complete the construction of at least five (5) Regional Paths** that provide “critical connections” between communities. This program should encourage local funding match, prioritize improvements to safety, and support transportation options for students, commuters, and tourists.
- **Maintain Existing Bike/Ped Infrastructure:** Ensure that any investments in bike/ped infrastructure include revenue dedicated to maintaining existing assets

INTERCITY HEAVY AND HIGH SPEED PASSENGER TRAINS

Over the next 4 to 10 years, it is critical that Oregon not waiver in its commitment to **retain heavy rail passenger service along the I-5 Corridor**. If the service is defunded it will be extremely difficult or impossible to restart it in the future. Allowing this service to be discontinued would not serve the state’s longer-term interests in meeting its larger goals. Furthermore the current high-speed rail funding efforts of California and Washington are likely to provide opportunities for collaboration.

- Establish a dedicated and sustainable source of revenue to **maintain the current service levels**.
- **Optimize ridership and revenue** of the Amtrak Cascades passenger rail service in Oregon to ensure continued funding.
- Increase funding to **expand service frequency and other rail options between Salem and Portland** in order to meet the growing demand that is anticipated in the next 10 years.

INTERCITY TRANSIT (bus and light rail)

A proposed transportation investment package should provide funding and direction to:

- **Close critical gaps** in the intercity transit systems throughout the state. These include, but are not limited to –
 - Gaps in service that leave citizens with no opportunity to travel from one city to another along the Oregon Coast
 - Gaps within Central Oregon *[needs definition and specificity]*
 - Gaps between Central Oregon and the Willamette Valley
 - Gaps between the Oregon Coast and the Willamette Valley
 - Gaps between Southern Oregon and the Willamette Valley

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- Develop **programs to further encourage transit and transportation demand management** by major employers throughout the state
- Investigate the use of all local, state and federal funds to deliver Medicare transportation, transportation services for our elderly and disabled citizens, student transportation, and general transit service. It is recommended that a **task force be established** to direct this work and develop recommendations for future legislatures **to remove barriers and mandate more efficient and effective transit service throughout the state.**
- **Increase service availability** to meet changes in our population and other statewide goals

Funding recommendations to be forwarded to the GTVP Transportation Finance Subcommittee for consideration:

The Governor should propose a 10-year multi-modal funding package to the 2017 Legislature that has clear deliverables of projects and programs, which must be completed by 2027. The package should be bold, relevant to Oregon's existing goals and tied to outcomes. The recent accomplishments of other west coast states and regions can be examined for examples of what to propose. A multi-biennial funding package that increases the fuel tax and/or other vehicle fees in the range of a 5-cent per gallon per Biennium could result in a 25-cent per gallon increase in ten years. This level of increase is not unreasonable given the needs and benefits that will be enjoyed by Oregon's citizens.

The Governor should propose a new source of funding for all transit systems in the state – big and small. The level and type of transit funding identified in the 2015 Legislative session is a well-founded method. Further, the proposed program must continue existing investment levels from lottery or other general fund sources levels to keep intercity passenger rail service operating in the I-5 corridor from Eugene.

The transportation investment package should optimize use of automobile related fees and taxes that must be spent as part of highway, road or street improvements within the roadway Right-of-Way. In other words, a significant increase in road related resources can be used not only to improve, preserve and/or maintain roadways and bridges, but can also be used to provide resources for new pedestrian and bike infrastructure throughout the state. As the state, its counties or cities are able to do road projects, these governments will have an source of funds for important bicycle and pedestrian facilities – like adding a widened shoulder that is of adequate width to be striped as a bike lane or adding sidewalks or intersection safety improvements as part of a larger project or as a stand-alone improvement. This strategy will be possible if the magnitude of new road resources is adequate to address long-term road maintenance and preservation needs over the next 10 years.

The Governor should propose that a percentage of the new road related resources be dedicated to bicycle and pedestrian facilities within the street, road, and highway right of ways. The Governor should determine the percentage that will be earmarked for this purpose, but the range of 10 to 20% could easily be justified. For example, if a multi-year funding package includes 5 –cent per gallon per biennium over the next 5 biennia,

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a 20% earmark would mean 1-cent for bike and pedestrian facilities. (If you assumed that the truck weight-mile was not included in this earmark, it would generate about \$12.0 Million per year for the first two years and increase to \$60 million per year in years 9 and 10)

The Governor should continue to propose a portion of the state lottery funds be set-aside for alternative transportation modes – including bicycles and pedestrians. The level of this funding should be consistent with other lottery transportation investments from past legislative sessions.

*In order to secure support for such a major transportation-funding program, it is **recommended the legislation include: Projects in all modes of transportation, incentives for public/private partnerships, local funding match requirements and specific deliverables. These objectives need be accomplished without additional staffing by state agencies** to encourage use of the private sector, creating new jobs and expanding the economy of the state.*

The package should provide directives and incentives to encourage public/private partnerships in the delivery of this increased service and closing of gaps in service statewide. The package could authorize local transit agencies to bid out contracts with the private sector for providing first/last mile service and/or paratransit services and comparing public and private costs for the most cost-effective decision on service provision.