

GTVP Roadways and Bridges Subcommittee Outline of Preliminary Findings *(DRAFT)*

Subcommittee Vision Statements:

An Intermodal Transportation System:

In order for Oregon to derive the most significant benefit for its citizens, businesses driving the state's traded-sector economy and transportation system stakeholders, the Oregon Department of Transportation (ODOT), working with the Governor, legislators, ODOT's various advisory groups, other state agencies and transportation advocates, must coordinate and facilitate appropriate investments in the state multimodal transportation system, including highways, freight and passenger rail systems, maritime commerce ports on the Columbia River and the coast, commercial service airports and aviation facilities, intra-city and interstate transit services and bicycle/pedestrian infrastructure systems. Coordinating efforts to improve components of the multimodal system will help leverage local, state and federal investments resulting in a more efficient system with increased capacity in all modes.

Transportation Safety and Seismic Resiliency:

The Roadways and Bridges Subcommittee recognizes that transportation safety and seismic resiliency are central tenants to any action that Oregon undertakes to improve and enhance its transportation system. In accordance with the Oregon Transportation Safety Action Plan, all aspects of the Panel's recommendations should seek to "continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, and pedestrians, recipients of goods and services, and property owners."

DRAFT Priority Recommendations:

Short Term Action (0-5 years):

1. Pass transportation legislation similar to HB2281 that accomplishes the following:
 - I. Mitigate the immediate roadway transportation funding crisis
 - II. Prioritize the operations and maintenance of the existing transportation system
 - III. Enhance public confidence that transportation revenue is being spent efficiently and responsibly
2. Enact a Jurisdictional Transfer Pilot Program
3. Prioritize increasing capacity and throughput of roadway bottlenecks through new investments
4. Identify and plan for freight intermodal connectors (transload facilities, etc.) that can reduce highway demand for freight.

Mid-Term Action (5-10 years):

1. Address roadway capacity issues resulting from bottlenecks through enhancement of alternative freight corridors (*highway 97, 20, etc.*)
2. Eliminate roadway bottlenecks by expediting modifications to the land use planning process and improve local planning coordination
3. Invest in the construction of freight intermodal connectors (transload facilities, etc.) that can reduce highway demand for freight.

Long-Term Actions (0-20 years);

(See following pages for long-term concepts, principles and strategies.)

Outline of Subcommittee Findings:

#	Concept	Organizing Principle	Potential Recommendations/Strategies
1	Jurisdictional Transfers	<p>Transfer control of urban state highways to appropriate cities and counties where local system benefits can be identified.</p> <p>Transfer county and city roads to state jurisdiction, where beneficial state system expansion can be identified.</p> <p>Transfer jurisdiction between city and county roads where appropriate.</p>	<p>a) Recognizing the changed nature of the roadways, funding needs to be provided to facilitate transfer of roadways between jurisdictions.</p> <p>b) Within the next four years, implement a jurisdictional transfer pilot program that includes up to five (5) priority transfers where there is broad state and community support, and dedicate revenue to achieve transfer</p> <p>c) Create a working group that refines criteria for future transfers and streamlines the process</p> <p><i>Note: priority transfers for a pilot program should consider the following criteria:</i></p> <ol style="list-style-type: none"> I. Whether vehicle trips are local in nature II. Whether a new state highway bypass has been built III. Whether the road or highway is essential for statewide connectivity IV. Whether the road or highway serves a statewide purpose V. Whether local government wants to make improvements to support livability objectives VI. Whether local government wants to apply their standards/land use decisions VII. Whether the route is maintained most efficiently by the state (i.e. Major Bridge, Snow zone) or the local government
2	Roadway System Bottlenecks	<p>Improve efficiency of existing corridors through bottleneck elimination. Improve and maintain capacity on existing corridors of statewide significance.</p>	<p>a) Identify key transportation corridors using these factors:</p> <ol style="list-style-type: none"> I. Impact on major traded-sector economic segments II. Importance to multimodal system connectivity III. Potential for significant future system improvements <p>b) Improve efficiency of these identified corridors by prioritizing and eliminating bottlenecks and implementing appropriate, affordable technology.</p>
3	Modify Land Use Planning process and Transportation Planning Rule (TPR)	<p>Simplify and streamline the land use planning and regulatory process for transportation infrastructure and transportation-related facilities</p> <p>Modify Transportation Planning Rule to prioritize roadway system throughput</p>	<p>a) Land use planning processes must prioritize and expedite appropriate transportation infrastructure and transportation-related facilities</p> <p>b) Implement changes to Transportation Planning Rule: Clarify that policy framework regarding land use ordinances must support mobility corridors and prioritize system throughput, and allow enhancement actions on mobility corridors in rural areas.</p> <p>c) Update Oregon Transportation Plan with a new strategy for development of an integrated multimodal system. The strategy will prioritize throughput efficiency and capacity for specific corridors.</p>
4	Maximize roadway and bridge funding	<p>Increase funding for transportation system at all levels (state, county, city)</p> <p><i>Fix it First:</i> Ensure new revenue is dedicated and prioritized for maintenance and operation of</p>	<p>a) Secure increase in revenue dedicated to state's roadway and bridge system</p> <p>b) Integrate seismic resiliency into efforts to repair and enhance the state's roadway and bridge system</p>

		<p>existing assets</p> <p><i>First Mile/Last Mile Connectivity:</i> Ensure revenue is dedicated to roadway system to maintain local, regional and statewide multimodal connectivity</p> <p><i>Efficiency:</i> Work to streamline regulation where possible to maximize revenue dedicated to transportation infrastructure</p>	<ul style="list-style-type: none"> c) Ensure new revenue is dedicated to maintain and operate existing assets d) Prioritize system expansion and bottleneck elimination based on existing plans (Freight Plan, etc.) e) Integrate proven safety counter measures (such as median cable barriers on highways, rumble strips, rapid flash beacons, intersection improvements, etc.) f) Greater separation of bikes and cars on high speed facilities should be prioritized to enhance safety g) Develop a prioritized list of multimodal connectivity routes throughout state. h) Develop new program, similar to the Immediate Opportunity Fund (IOF), focused on last mile, first mile improvements
5	<p>Roadway system expansion</p>	<p>Expand roadway system infrastructure and implement appropriate technology to meet capacity demand and maintain efficiency.</p>	<ul style="list-style-type: none"> a) Expand roadway and bridge system infrastructure while implementing improved seismic resilience b) Increase system capacity through efficiency improvements, including Intelligent Transportation Technology (ITS), bottleneck elimination, etc. c) Reduce roadway demand through transit and bike/pedestrian system improvements, and to the extent possible, separate bike and vehicular traffic on high speed facilities. d) Facilitate freight intermodal connectors (transload facilities, etc.) that reduce highway demand for freight.

