

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 Autonomous 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 spent 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.