

# **RVACT** *Rogue Valley Area Commission on Transportation*

155 N. 1st Street • P.O. Box 3275 • Central Point, Oregon 97502 • 541-664-6674  
FAX 541- 664-7927

**To:** Members, Rogue Valley Area Commission on Transportation

**From:** Pat Foley, RVCOG

**Re:** Summary of January 13, 2015 RVACT meeting  
ODOT Conference Rooms B & C  
100 Antelope Road  
White City, OR

**Members and Alternates in Attendance:** Scott Fleury, Ashland; Tom Humphrey, Central Point; Robert Miller, Eagle Point; Dan DeYoung, Grants Pass; John Vial, Jackson County; Simon Hare, Josephine County, Jim Lewis, Jacksonville; Dan Bunn, Medford; Pam VanArsdale, Rogue River; Joan Dean, Talent; Jim Ulrich, Shady Cove; John Bullion, CORP; Mike Quilty, RVMPO; Arthur Anderson, ODOT; Bern Case and Robert Russell, Aviation; Paige Townsend, RVTD; Steve Haydon, Bike and Pedestrian; Mark Gibson, Trucking; Mike Montero, Craig Stone, Earl Wood, Justin Gerlitz, James Lowe and Larry Ford private sector representatives from Jackson County and Josephine County

**Members Absent:** Butte Falls, Cave Junction, Gold Hill, Josephine County, Phoenix and RVMPO

**Staff:** Paul Mather, Frank Reading, Lisa Cortes, Michael Baker, and Gary Leaming, ODOT; Pat Foley, RVCOG

**Other Attendees:** Alison Wiley (telephone), Albert Nako and Craig Shike, ODOT Bridge Section; Scott Chancey, Josephine County; Jenna Stanke Marmon, Jackson County; Jim D'Alessandro, RVTD; Alex Georgevitch and Joe Slaughter, Medford; Gary Taylor, HDR Engineering

**1. Welcome, Roll Call**

Mike Montero

Roll was taken. A quorum was present.

**2. Review Agenda – Additions or Deletions**

Mike Montero

There were no additions or deletions to agenda.

**3. Consent Calendar**

Mike Montero

Approve November 11, 2014 RVACT minutes: Jim Lewis made a motion to approve the minutes. Daniel Bunn seconded the motion. Minutes were approved.

**4. Public Comment**

Mike Montero

No public comments.

**5. Josephine County Private Sector Alternate**

Mike Montero

One application for Josephine County Private Sector Alternate was received. Applicant: David Kellenbeck.

Discussion/Comments:

Justin Gerlitz: I worked with Dave when he was in the Planning Department. He is a member of the Planning Commission. I think he would be a good fit. I talked to Rob Brandes and he concurs with that.

James Lowe: I also talked with Rob. He is a great candidate and he is retired.

**John Vial made a motion to approve David Kellenbeck as a Josephine County Private Sector Alternate. Earl Wood seconded the motion.**

**Motion unanimously approved.**

**6 RVACT Bike/Ped Alternate**

Mike Montero

Two applications for RVACT Bike/Pedestrian Alternate were received. Applicants: David Chapman and Griffin Colgrov.

Discussion/Comments:

Mike Montero: I believe David Chapman was a member of the ACT several years ago representing the City of Ashland. He is on the RVMPO Policy Committee.

Steve Haydon: I think David is a good candidate and would compliment me personally a little bit. I would be happy with either candidate.

Tom Humphrey: Griffin Colgrov indicated that he would not necessarily be available all of the time for the meetings in Grants Pass and David would and he seems to have more experience.

**Dan DeYoung made a motion to approve David Chapman as the Bike/Ped Alternate. Mike Quilty seconded the motion.**

**Motion unanimously approved.**

Status update on positions open: Josephine County has two vacant positions for Private Sector Alternates. There are other jurisdictional vacancies due to the elections.

**7. Discussion regarding Health and Transportation**

Art Anderson

At the last meeting we were briefed on ODOTs development of the Transportation Options Topic Plan that is a part of the Oregon Highway Plan. They have elevated the issue of public health. There has been a lot of discussion around the state about health and transportation. We were briefed at the last meeting regarding the connection and the things that they are thinking about doing. There is an ACTs that has a health representative as a voting member. Since this is going to be a discussion of focus as we move down the road with active transportation being as big as it is, I want to throw out for discussion to the ACT, is adding a public health member something that we would like to consider?

Discussion

James Lowe: Would this be for transportation or would this be for the health part? For every action there is a reaction. Are they looking for smog and that kind of stuff? What is the intent?

Response: Predominately they would advise on transportation modes and any health benefits.

Bern Case: My concern is that if we have to have a consultant for the environment, ten years from now to have to have a consultant to decide on any grant that we did can have unintended consequences. I think at this point would be to get general advice. We have to be careful not to get another hoop to get through any time we do a simple project because of all of the requirements.

Dan DeYoung: I have the same concern. If you tie health to it and you say you have a project and we have a project and then we have somebody at the table that says I like his project because it is healthier on the surface. I don't know if they should be a voting member. Since I have been here I don't think this has come up before. I question the reasoning for it unless there is a box to check on every application. That would be a tough one to rate. I don't see the connection without a stretch.

Mike Montero: We are not being required to do this. Should the day come that the OTC mandates this then we are obligated to talk about it. As far as keeping this ACT advised about certain policies, I think that is the utility that is for this discussion today.

Daniel Bunn: I agree that we are not really being asked. I think the OTC is sort of directing us in that direction. Do you think adding a voting member to the ACT helps us compete against other ACTs when the projects are up? Response: I don't think that makes any difference unless they change the distribution form. If the OTC through their deliberations and adoption process, should they send along with it direction to add a voting member then we are obligated to deal with it. At this point in time we are not obligated. I appreciate Art raising the issue but if we are not comfortable with it we can wait and see.

Mark Gibson: There might be some potential there but I would feel more comfortable in knowing what we would expect from this individual in terms of what sort of input they would have. Health is such a broad field. For trucking and freight I have a general idea on what input I may want. It is just too broad for me to make a determination.

Jim Ulrich: I like the term advisory. I think that is what we might look into having it as an advisory position, not a voting member right now. The Advisor can help us to make decisions.

Simon Hare: I can't speak for Jackson County but there already is a representative that is statutorily provided for us as a health authority in each of these counties and that is the Commissioners, both for public and mental health. We are the authority for that. I am not the direct liaison for Public Health. That is the vehicle that has already been set up. Public Safety has always been something that has been on my mind that frankly should have a seat at the table. They are the authority to oversee how the roads are operating by the public not ODOT. It is our Sheriff's Department and the State Police. They might have huge impact on the practicality of projects. I would rather go there, having somebody represent public safety element. That would be a more direct link to me than public health.

Art Anderson: If you will recall at the last meeting I struggled to get my arms around this issue. You brought up the idea of safety. I am thinking of health as something that affects your body but that is something that they are intertwining, health and safety issues. I am not trying to push this one way or the other. The thing that intrigues me is where are the potential funding avenues? We don't know what they are now but what could they be and is there the possibility to leverage that? I am interested in learning more about that.

Dan DeYoung: I was thinking about the funding also. Right now we do not have any checklists to go by. Also the "E" word (environment) seems to take steps and then they are in your face to design everything for you. I think the advisory side of it is okay. If this blossoms into something that we have to have then we address it then.

Bern Case: I like the term 'Advisory'. Along with that I would like to consider Ad-Hoc. I don't know if this person would have to be at every meeting, but if something came up where we

needed it, it would be nice to somebody to provide information. Sometimes a person starts justifying their position at the table, you can find things. I don't know if we need to find things.

James Lowe: I work for a school district. We used our school nurse as an advisor when building a bike path for the students to get between schools. I agree with an Advisory position. This has worked for us for the last three years on several projects.

Paige Townsend: We have had quite a bit of focus through RVTB on SRTS as well over the past ten years, not only encouragement programs but also engineering and infrastructure projects through state funds. We have seen those funds go away and have been rolled into the Flex-funds process. It is difficult to compete to build infrastructure around our schools when there are no sidewalks or bike lanes. The Type-2 Diabetes scare alert; the FDA is really concerned about. These kids quite possibly will not be able to work by the time they are forty-years old. We have a huge population coming along in about twenty years that might be retiring early that will depend on social security and other social services. It is scary. The way that our transportation and infrastructure systems are built is directly related to ongoing costs for government to support health care. There are some small ways that they are trying to include health into our discussions so that we can make more deliberate choices on how we build our roads and possibly thinking about incorporating multi-use paths that people want to use. In my circles at least, Transportation Options and Transit, bike-ped, we have been working with the health sector for years. They do have additional funds to do health-impact studies down here in Jackson County and across the state to look at transportation projects but also food projects and other health related subjects. They are a growing dynamic. In my opinion it is better to get in early and understand those relationships now and see how we can leverage shared information even if it is just for information purposes. At the very least it would be good to have somebody to come to these meetings to understand who we are and to know that there are transportation decisions happening in the community that they might be interested in being involved in that. Having that growing relationship could foster something. I don't know who that person would be. To find the right person is the dilemma because health is very broad.

Mike Montero: I sit on the TO Committee and this is the most comprehensive discussion that I have heard about this whole topic. Typically it is just that we are going to have a seat at the table and we have not found our way. Many of the comments that you have made here really echo their comments. There are other observations that you have made today that frankly have not been discussed at all. Simon is right both counties are by statute are the health care representatives having statutory authority. Mike suggested that Pat incorporate this portion of the minutes into a letter and without recommendation or prejudice and send this letter to ODOT as feedback from this ACT. I think it would be helpful to them, giving them real-world advice on the kinds of concerns that some of you have expressed and recognition that there may be some opportunities too. If it comes to a point where we are going to be directed to take a position or do something then we need to have more specificity and we would like to have that specificity done by being fully informed. This is your decision.

Larry Ford: I think you have hit the nail on the head. Until we know what OTC has envisioned I think we are just punching holes in the air in trying to figure out which direction we should go? If they are asking for this we should find out about what they are interested in, what they think we should do. I can see getting the wrong person on this board as being a disaster. Until we know what the OTC is looking for we are spinning our wheels.

Tom Humphrey: I think we ought to give ourselves credit for the fact that we are having this conversation. Most of us are aware that component of our transportation planning. Every time we build a separated bike/ped path or plan on traffic signal coordination, we have been conscious of this issue. I would hesitate to react in a knee-jerk manner to what is becoming a popular idea. We have incorporated a lot of these concepts in planning that we have been doing. If you want

to pass that along to ODOT I think that is fine but I give ourselves credit for the fact that we have been implementing these things in our planning for quite some time. In Central Point we have had people from the Health Department compliments us on our effort and I am sure that other jurisdictions have had similar comments. I agree with the people who are suggesting that this be of an advisory nature at this point and not an active member.

Mike Montero: I think the point that I may not have said very well is, and this is without any criticism to ODOT, you folks know how implementation of policies work on the ground. Frequently these stakeholder groups, they are very smart people and their hearts are in the right place on how it works in a public works setting and a commission setting but they do not have any experience like you do sitting here on the RVACT. Having some input, if they are going to continue down this path and if it results in the development of policies I think we do them a service in articulating some of our concerns and experiences that we have had here and have that available while developing policies.

Simon Hare: I agree with sending something to ODOT and the OTC regarding what we would like to see as a resource for this ACT to make good decisions. Your point is valid that we try to incorporate that and a lot of other elements that are not represented at this table. Economic Development is a consideration. We just went through a five-year process of an urban growth boundary expansion; transportation is a huge element of that whole process. There is a transportation bill that the Governor is proposing in this session and that could change the dynamics of the way we are looking at funding our projects. If I was going to go forward with including an element of public health I have got to consider those other elements that are probably just as viable including public safety. Public health and public safety are a little different. The perspective of a Public Health Director and a Sheriff's Office or a State Trooper representative, there are health concerns but from a different angle. I can see this opening it up to a number of different perspectives. Hopefully they are already accomplished at this table I think.

Mike Montero: Is this body comfortable with sending these comments up to ODOT?

Dan DeYoung: I think we are leaning more towards the assistance side of it but we don't want to close the door. I think about everybody is talking about advisory and that will be reflected in the minutes and they will get it first-hand.

Justin Gerlitz: More importantly is to be aware of it right now. There are a lot of decision makers in this room that hold government offices.

Mike Montero: We will keep you advised. In the meantime can I get a show of hands in support of capturing your comments and forwarding them to ODOT?

**The members were unanimous in support of forwarding their comments to ODOT.**

## **8. STIP Enhance Update**

Lisa Cortes

Frank Reading: Regarding the letter written by:

Paul Mather, ODOT Highway Division Administrator

Expectations for 2018-2031 STIP Update (*handout*)

During the last Enhance process we experienced some growing pains. We all thought that there were better ways to work through that process. We engaged a number of stakeholders and came up with strategies on how we could move forward with our next Enhance process. Paul's letter is providing expectations to the Region Managers on how staff should work with the ACTs.

- The projects are intended to benefit the state's multimodal transportation system.
- The projects do not have to be on the state system in order to benefit the system
  - Example; parallel route

The funds are made up several different pockets of money i.e. Transportation Enhancements, State Bicycle/Pedestrian Program, and Safe Routes to School, or similar funding programs. While the focus of this round of the Enhance program is primarily on projects that demonstrate benefit to the state's multimodal transportation system, we also need to continue to provide some flexibility and the opportunity for the ACTs to recommend a very modest number of proposal that qualify for programs that don't require benefit to the state's multimodal transportation system.

ODOT staff is going to be available to work with local folks. We are going to have a process put in place where jurisdictions can get information on aspects of their applications.

Funding issues are up in the air. We will not know from the OTC until June as to what dollars are available. No final decision on funding has been made. More to come.

Lisa Cortes gave a PowerPoint presentation (ODOT's Improved Enhance Project Selection Process:

These are funds provided for various modes that include motor vehicles, bicycles, public transit, capital projects that:

- Address State transportation system needs
- Consistent with Oregon Plans
- Benefit Oregonians

What's New?

- Benefit to the state transportation system
  - May also be located on local facilities were cost-effective
- Pre-proposal collaboration period
- Fix-It projects identified earlier
- Project Attributes replace the Benefit Statements in the Proposal form and must address cross-modal criteria as applicable
- Small portion of funds available for local projects that do not benefit the state's multimodal system
  - Modest portion of funds available
  - No target number or guaranteed funding
  - Must still compete with other proposals ACTS may choose to recommend very few, if any, if more important to the area than those that benefit the state system
- These funds made up approximately 10% of Enhance funds for 2015-2018 STIP
- Regional Solutions Advisory Committee's priorities should also be considered
- ACT 150% recommendations reviewed by ODOT TDD in Salem for funding eligibility review
- Region 3 will develop a 100% "Straw-Man" proposal for ACT deliberations
- Air quality conformity determinations made earlier

What's the Same?

- Same jurisdictions may propose
- Minimum 10.27% match
- Covers three years: 2019, 2020 and 2021
- Total program funding assumed to be similar to the amount in last round of Enhance
  - No funding information at this time
- ACT must develop recommendations based on consensus view of proposal value
- Proposals will be submitted to a designated ODOT Region Enhance e-mail address
- ODOT Enhance Coordinators will make eligibility determinations

- Proposals determined to be eligible will be provided to ACTs for 150% prioritization
- The 150% priority proposals will be scoped by ODOT with the participation of the proposers
- Region 3 will work with the ACT to develop the 100% recommendation for the OTC

#### Timeline

- January 2015 – Enhance proposal period officially begins
  - Contact Art Anderson or Lisa Cortes for help in moving project(s) forward
- March 2015 - Fix-It 150% lists (Informational) available
- May/June 2015 – Anticipated time for OTC to make funding allocation decisions
- August 1 (3), 2015 – Enhance proposals must be submitted by NOON
- August/October 2015 – Region and ACTs develop Enhance 150% lists
- November 2015/March 2016 – Scoping of Enhance 150% lists by Region in cooperation with the proposers
- March/April 2016 – Finalize 150% lists based on scoping process
- May/June 2016 – ACTs develop Enhance 100% priorities
- July/August 2016 – ACT completes 100% recommendation to OTC for Enhance – Region submits Enhance and Fix-It lists to OTC
- October 2016 – OTC makes initial Enhance and Fix-It decisions
- November 2016/February 2017 – ODOT conducts air quality conformity determinations
- January 2017 – OTC releases draft 2018-2021 STIP for public review

#### Tools to get started

- Enhance Proposal Documents – Release date January 2015
  - Enhance Proposal Form
  - Guide for Completing Enhance Project Proposal
  - Overview of Enhance Proposal Review Process

#### Discussion/Comments

John Vial: In Paul's letter and in this presentation it talks about the benefit test and in Paul's letter it discusses what levels of benefits to the state system. That sounds like a quantitative analysis rather than a qualitative analysis. Response: It is not. I will cover that later.

Art Anderson: He is encouraging participants with a project to get a hold of him. He would love to sit down and to talk to them. He will also bring in Jerry Marmon. This will be very helpful in the pre-work to get all on the same page. Lisa also encourages people to contact other agencies to see if there are projects that can be bundled.

Tom Humphrey: The scoping last time was the hiccup. This time that will be done before it goes to Salem? Response: Yes. The benefit that we have this time the nine months allotted give us more time to understand the project. Tom: Didn't we decide that we would have a sub-group of locals that would provide input to ODOT. Response: As I recall we were waiting to see what happens with this new Enhance process.

Art Anderson: We did talk about a TAC at one time but we voted against that.

John Vial: In Paul's letter it mentions a very modes portion of the funds will be available for projects that do not have a benefit to the state's multimodal transportation system. Is there an intention to make those programs smaller or larger? Response: The funding is not certain at this time so we don't know what those allocations are but assuming they come back as they were; they basically make up about ten-percent of the Enhance funding. It is anticipated that they will stay at that amount.

Frank Reading: I strongly encourage collaboration between the modes, modal jurisdictions by contacting either Lisa or Art so we can see what we can do to make those modal connections. I

think it is really important. This will help us to be successful in this process. Make sure you work together to make a good proposal. We are here to help you be successful.

Art Anderson: It looks like we have a lot of time. I would encourage you to contact us now rather than in August when the proposals are due.

BREAK

## 9. RVTD Update

Paige Townsend

This presentation was originally scheduled on election. At that time we did not know which way RVTD was going to go. Due to the election results RVTD is doing a major service reduction starting in March. We were seeking a five-year property tax which would have allowed us to sustain existing services and to add two routes for five years. At this time we are using our reserves. If we don't make service reductions now we will have to do a significant reduction in 2018.

The Rogue Valley Transportation is proposing the following adjustments to bus routes and Valley Lift Service effective March 2<sup>nd</sup>.

### Proposed Service Reductions

- Eliminate Saturday bus service and Saturday Valley Lift paratransit service
- Eliminate evening bus service defined as all weekday bus routes that depart at 7:30 p.m. and later from Front Street Station and eliminate Valley Lift service after 8:45 p.m.
- Reduce service on Route 10 to 30-minute frequency
  - Service reduction will go into effect on June 1<sup>st</sup> to allow staff additional time to accommodate the high volumes of passengers this route serves
- Shorten Route 1 to eliminate bus service on Biddle Rd north of Hwy 62
  - RVTD is serving an average of only 4 passenger per day on this route

### Next Steps

- RVTD is holding the last public hearing on January 28<sup>th</sup> with intention to adopt the service changes
- The Board of Directors is considering the May 2015 election for an amount between 9-13 cents
- RVTD is looking at additional cost saving measures in preparation for the 2015 – 2016 budget

### Notable Projects

#### 1. SOU and the Travel Smart DLC program

- This yearlong program is focused on helping encouraging SOU students to explore transportation options like walking, biking, skateboarding, carpooling and taking transit
- Includes fun events all year that help students explore their transportation options
- Free custom Go-Kits filled with material to help students get around easier are given out.

### DLC Program Goals

- Similar to other ODOT Transportation Options programs: encourage, educate, evaluate reduction in drive alone trips
- Unique program focusing on higher education students-fostering life-long transportation choices for current and future Oregonians
- \$150,000 investment to reduce VMT, improve health, improve air quality, help save people money and (in this program) gain access to education
- Boost the statewide Oregon Drive Less Challenge impacts where we reduced nearly 1.1. Million VMT in October 2014 – participate in the 2015 ODLC

## Other Projects

2. Bus Rapid Transit Community Engagement Project
3. RVTB adopted TBEST, a ridership and service model in partnership with ODOT, TPAU and Center for Urban Transportation Research (CUTR) in Florida
4. Google Transit *Real Time* Schedule available in Google Maps. Phone App coming soon.
5. Five new vehicles set to arrive Spring 2015
6. New addition to the Bus Pass Program: Helping Hands Pass
7. 2014 Onboard Passenger Survey completed
  - a. Report due out the end of March

## **9. Rough Roads Ahead**

Paul Mather and Frank Reading

Paul Mather: The next two presentations are very important presentations as we walk into the next legislative session which begins on February 2<sup>nd</sup>. There is growing conversation and growing momentum about the shape of the funding package and what it looks like will depend a lot on things being developed in the Legislature. The information contained in the next two presentations will be pieces in the conversations. Exactly where they will land with the needs that we have not only in transit and the needs that you have in your jurisdictions regarding transportation will be the foundation for the conversation. The Governor came out in support of the transportation package last week at the business summit as did the Senate President and the Speaker of the House. Any kind of fee increases, taxing increases require the majority. The important role that you can play here is by supporting your local Legislators as this package develops. I ask you to listen and take those pieces you can use to help local Legislators with their package.

Frank Reading: *Rough Roads Ahead/Economic Impacts of Deteriorating Highway Conditions PowerPoint Presentation*

In the past we have come to the ACT to share the 'State of the System'. This presentation has a clear tie to economic impacts of the deteriorating highway system. Our mission is to provide a safe and efficient transportation system that promotes economic opportunities as well as livable communities.

Transportation Moves Oregon's Economy

- Trucks carry more than 70% of Oregon's freight
- Nearly 1/3 of local goods in the Rogue Valley are in 80,000/105,000 pound loads

Projected Highway Funding Shortfall – Average Annual Statewide Funding (2016-2013)

- Current Annual Funding Projection - \$525M
- Annual Funding Needed to Maintain Current System - \$930M

Projected Impacts: Bridges

- About 2/3 of 900 bridges statewide will not get needed rehab work through 2035
- About 350 bridges statewide will be weight restricted by 2035 – plus another 250 by 2045
- Over 40 bridges in the Rogue Valley will be distressed and/or weight restricted by 2035

Projected Impacts: Roadway Surfaces

- 86% of highway pavement currently rated as Fair-Good – 86%
- 57% of highway pavement rated as Good-Fair in 2035 – 57%
- Current funding projections will result in 2,300 more miles of poor rated pavement by 2035

- Conditions on locally significant Regional and District highways in the Rogue Valley will decline.

#### Projected Impacts: Transportation Costs

- Increased vehicle operations due to rough pavement
- Lighter loads requiring more trucks to move the same weight and amount of goods
- Additional travel time due to detours and congestion

#### Projected Impacts: Oregon's Economy

- Oregon will be less competitive
- 100,000 future Oregon jobs lost
- Oregon GDP loss of \$94B

#### Summary

- Oregon has worked hard to get our transportation to its current condition
- Projected deterioration of roads and bridges will impact business and households
- Continued investment in the highway system is needed to maintain current conditions and support Oregon's and the Rogue Valley's economy

#### Questions/Comments

Simon Hare: When I was at the Oregon Business Leaders Summit, as one of the platforms there were three elements of the Governor's objectives in the next session. Transportation and infrastructure is one of those. I have heard all of these conversations about revenue generation. That is the key. Nobody refutes that that is necessary; looking at the roads miles travelled, how we generate revenues to pay for the things. But what is not part of the conversation, addressing the astronomical cost for some of these infrastructure projects and where the money is spent and how it is used. Everybody can probably give some examples of projects that cost a lot of money and sometimes are not run as efficiently as possible. There is engineering that is done by a local agency that needs to be redone to meet federal standards and guidelines that adds to the overall costs. I see this from time to time. This leaves a bad taste in the mouth by the people that have to write that check. I don't think that we are ever going to out-pace needs for increased revenues to meet these infrastructure improvements in maintenance if we don't address somehow to try to aggregate the costs of these infrastructure projects. Response: Good comment. We need to be good stewards.

Dan DeYoung: When you scope a project and when you lay a project out, there is a big deal for scoping. When you get into a government project by the time you start out moving traffic and you end up creating a park. A lot of money and people ask how much is the cost of the traffic lane? It is a fraction of the amount of the total project. What effect does the change in gas price have on revenue? At \$2 a gallon people are driving a lot more. I want to keep an eye on that to see what effect it has. It was mentioned that three of the new buses will be using liquefied natural gas. Is there a road tax on that? Is there a road tax on LPG? Response: The gas tax is a fixed amount. It doesn't matter if it drops down to a \$1 a gallon. Dan: We're talking revenues. When you get right down to it I can repave my driveway because I have a pothole or I can go out and fix it because I don't have the money to repave my driveway. Maintenance is important but to the person driving down the highway and has to dodge a pothole once in a while they say I can't afford the alternative which is to replace the highway to ODOT and federal standards.

John Vial: It appears that bridges seriously need fixing. It is possible to drive on a road with potholes but it is not possible to drive on a bridge that is falling down. These are horrible choices.

Mike Quilty: Eco gas and propane are taxed by the gallon for use in vehicles. If you buy propane from a dealer that does not market it as auto fuel (no tax) then you are required to pay the tax.

Mike Montero: There is another element that I did not see outlined, the cost of congestion. If freight ends up spending extra time on the highway you have federal safety driving standards. Drivers can drive only so many hours. If they meet the limit they have to pull over. As that congestion increases that redistributes the entire particularly in the trucking industry, it has land use implications, huge implications for capacity for Oregon roads because we are sandwiched between California and Washington because they drive through. There is another component that really exasperates the problem.

## 10. Seismic Plus Report

Albert Nako

*(The Oregon Resilience Plan & Oregon Highway Seismic PLUS Report PowerPoint presentation)*

**The Oregon Resilience Plan** (bridges, overpasses, etc.)

- Required by the legislature, supported by the Governor
- Comprehensive plan, developing a strategic approach
- Transportation is critical

Concepts

- Retrofit increases resiliency if done incrementally & strategically
- Secondary loss of life and long term economic losses can be significantly reduced
- Strategic planning is critical to success and will require widespread consensus

The Solution

- Retrofit
  - For life safety to prevent collapse
  - For serviceability to keep the bridge functional

Seismic Retrofit Methods

- Older overpasses are vulnerable at their joints and columns; they need to be retrofitted to help them stand up to a quake.
- Footings are enlarged and pilings driven deep into ground for structures built in soft soil
- New columns have continuous 3/4 inch steel spirals on three inch center support vertical rods
- Older concrete columns are fitted with a steel casing. A thin layer of concrete grout fills in gaps
- Old columns have vertical rods and 1/2 inch steel hoops on 12 inch centers. During a quake the columns collapse under lateral motion
- Cable supports keep road beds from separating at joints and hold bridge checks to columns

Cascadia Scenario Impact Zones – Eastern, Valley (Jackson and Josephine Counties), Coastal and Tsunami

Oregon could lose many bridges during an earthquake.

The Medford Viaduct would suffer ‘Extensive’ damage

Retrofitting Progress – First 16 years since vulnerability was identified

- 1994/1997 Prioritized total bridge needs – 1155
- 1985/2012 Phase 1 retrofit added to projects (STIP & OTIA III program) bridges addressed – 355
- Future Bridges still needing retrofitting (About 200 years at current funding) - 800

Findings on transportation in the Oregon Resilience Plan

- Develop a mitigation policy and retrofit plan
- Complete statewide transportation resilience assessment & gap analysis

- Identify key transportation links

**Oregon Highway Seismic PLUS Report - \$350 Billion Loss**

- Oregon Highway Seismic Options Report
  - Minimize long term economic damage
  - Address overall bridge condition
  - Identify strategic lifeline routes

Route Selection

- Survivability
- Life Support
- Economic Recovery

Recommended lifeline Routes have potentially been identified

- To serve local areas
- To serve global markets

Total Seismic PLUS Program Costs recognizing bridges and landslides/rockfalls

Program Phases	Total Bridge Costs	Landslide/Rockfall Costs	Total Seismic PLUS Program Costs
1	\$738 Million	\$197 Million	\$935 Million
2	\$632 Million	\$272 Million	\$904 Million
3	\$612 Million	\$483 Million	\$1,095 Million
4	\$640 Million	\$126 Million	\$766 Million
5	\$1,432 Million	0	\$1,432 Million
<b>Total</b>	<b>\$4.1 Billion</b>	<b>\$1.0 Billion</b>	<b>\$5.1 Billion</b>

Major Seismic Event: Isolated Areas

- Total Economic Loss: \$350 Billion

Isolated Zones: Phase 1 & 2 Scenario

- Reduce economic loss by: \$35 Billion

Isolated Zones: Full Seismic Program

- Reduce economic loss by: \$84 Billion

**WE need to start NOW – Transportation is key to the overall response**

Seismic Retrofit by State

- California
  - 5147 Bridges - \$13 Billion
- Washington
  - 416 Bridges - \$177 Million
- Oregon
  - 143 Bridges - \$44 Million

Oregon Resilience Plan Recommendations

Begin immediately to prepare critical state highway bridges and the transportation System to withstand a major earthquake

- Additional revenue to be identified to complete the most critical routes
- Funding source should be “pay as you go”
- Research to ensure the most current technology and efficient methods are applied
- Conduct a thorough inventory and assessment of transit, port and rail assets

**11. Oregon Transportation Commission/State Update**

Paul Mather

## Oregon Transportation Commission

- The OTC is looking for a new chair.
  - The Governor will start the process to replace current chair
- The Portland Metro Area does not currently have an ACT
  - Presentation will be given at the next meeting
  - Potential provisional option which would allow them to work on the next STIP update
- DMV presentation
  - Updating archaic system
- ConnectOregon V hearing
  - Decisions on how to spend remaining funds
  - Final decision is expected in February

## 12. **Agenda Build/Next Meeting**

Mike Montero and Art Anderson

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