

ROADS ADVISORY COMMITTEE

June 23, 2010

MEMBERS PRESENT: John Anderson, Kent Fleming, Jim Wilcox, Jody Ogle, Sean Barrett
MEMBERS ABSENT: Jack Radabaugh
STAFF & OTHER PRESENT: Bill Morgan, Celia Barry, Christy Mosier, Howard Schussler, Marsha Miller

Anderson called the meeting to order at 5:45 p.m.

- I. PUBLIC COMMENT – none.
- II. APPROVAL OF APRIL 28 & May 26 2010 MINUTES –

Motion: Fleming moved to amend the minutes in section IV as follows: changing “affects” to “effects”, and replacing lines 4-6 with “Highways, not our local roads, so she doesn’t expect there will be changes in the RAC’s fundamental role. However, the committee may experience some effects, as for example when providing Statewide Transportation Program input.” Wilcox seconded; all present voted in favor.

- III. FAREWELL TO COMMITTEE MEMBER JODY OGLE –

The committee acknowledged tonight as the last meeting for the end of Ogle’s second four-year term as an at-large member. Chair Anderson acknowledged this as a significant loss with Jody’s engineering and utility background and she is one of the last members on the committee with extensive history and knowledge for the committee to draw upon. Chair Anderson presented Ogle with a service recognition award.

- IV. CONSTRUCTION PROJECT STATUS – Bill Morgan

Morgan provided a summary handout of the work staff is currently doing, showing the various sources and status of projects. Morgan acknowledged the Materials Lab has been very busy this season, providing services to various agencies. Morgan highlighted the significant accomplishment of the Materials Lab earning certification in both ODOT (Oregon Department of Transportation) and AMRL – (ASSHTO Materials Reference Laboratory). Lane County’s materials lab is the only public agency in the State to obtain both certifications. The Materials Lab works with agencies such as the city of Eugene and LTD to troubleshoot early on in the project because agencies won’t get paid for their materials if they do not meet required standards. Because we are also an owner, we understand the importance of getting it right the first time and work closely with contractors to get the mixture exactly where it needs to be so no one is paying penalties or not receiving payment for their asphalt.

Morgan said with the CIP being lean, it could appear there isn’t much going on; however, we actually have a lot going on through contract agency work and projects through other funding sources including but not limited to LTD International Way, Jasper Lowell Road, City of Lowell Housing, and the Veneta downtown reinvestment.

Morgan summarized the 2010 preservation projects and summarized estimates with actual costs. Morgan said it’s clear we are in a healthy bidding environment for owners, plus staff does an exceptional job ensuring minimal change orders, ensuring details on the plans and specs are understood and executed.

Morgan referred the group to the list of AARA projects, which are stimulus projects and include some work for other cities, and reviewed the status of all of our projects. Morgan said we missed roughly a month of construction season due to weather, so we will have a frantic pace this June and July in order to complete the projects. General discussion ensued regarding how the staff manages their costs and projects due to the added tight timelines. Additional general discussion regarding staff's emphasis of following policies for a positive image with the public – including wearing safety vests at all times and staff not taking breaks on the side of the roadway, where the public is unable to tell if the employee is on a break or simply sitting while on the job.

Morgan concluded with an update on Goodpasture Covered Bridge, and last week they secured a contract for replacement of the roof this summer, which will lighten the weight burden on the bridge and get legal loads back up to 20 tons. Morgan said in the meantime staff is working with ODOT to secure 1.5 million dollars of highway bridge funds and may be back to visit with the RAC about future funding needs. Morgan said Layng Covered Bridge just received grant funding of \$800,000 to repair that bridge in a similar fashion, and Deadwood Covered Bridge was awarded a grant to replace the roof – which reinforces the need to obtain outside funding to maintain our covered bridges.

V. ONGOING DISCUSSION: THE EVOLVING ROLE OF THE RAC, 15 min.

Fleming said while he doesn't have a proposal, he acknowledged people are becoming more and more conscious about inter-modal transportation system needs. Fleming said the emphasis of the committee is already on the road, and we can go beyond that.

Wilcox said expanding the role of the RAC to be inclusive of transportation is also more health policy related because transportation systems are set-up by determining how people will get from place to place. Roads aren't just roads anymore. Roads touch everything from costs across the board to planning how a city will be laid out. In the past, people didn't think much about how a road might impact where someone may be able to work due to distance, or how studies show people with lower income spend 45% of their income just on housing and transportation combined because the city isn't designed with thought of how far we might need to travel to destinations. When we begin looking at those multiple elements of a transportation system, it's no longer just a road. It's a way of life and effects how our lives are set-up. By altering the title of the committee, we accept and endorse that belief. Wilcox added that Commissioner Sorenson and Handy are in favor of making this change. Wilcox asked the group if anyone had concerns about making this change.

Ogle said in the past, she remembers us being limited on participating in projects such as the Amazon Path Extension due to Road Fund use requirements. Ogle remembers there being discussions and brainstorms of trying to trade money so we could support this project, and that restrictions limit our ability to contribute to projects that go beyond a roadway. Morgan answered there are constitutional limitations on where something can be spent, and the committee may have originally been formed on the premise that a certain amount of gas tax can only be used on roads, and therefore, it is the "roads advisory committee". Morgan added by ORS we are required to spend at least 1% of our gas tax revenue on bike-pedestrian projects. Morgan said over the last four to five years we've actually spent 4-5% in this category.

Anderson commented that development will always drive transportation. Anderson stated the role of the committee has been to provide an opportunity for the public to give their opinion

and be transferred to the Board in a summarized fashion – simply gathering information and taking the information and possibly help the Board make a decision. Anderson said the need for public comment is a lot less now, as we see less and less people coming to the committee these days to present issues and because it's unlikely the county would be expanding its roadways in the next decade.

Wilcox shared the RiverBend Hospital as an example. The site was selected due to cost savings, but well into the project gas prices went up, economy changed, and some LTD routes went away which impacted the way transportation had to be in order to get there. If the RAC were to expand our role, we could become a committee that provides recommendations and advice on these kinds of things. Additionally, since we already provide services based on code requirements such as sidewalks, we are already providing transportation services, and therefore our name should reflect what we are doing.

Anderson asked how we would change or add to the staff on the committee, should the scope expand or the meetings need to be come longer due to more agenda. Miller said majority of staff that participates in the meetings are salaried and therefore are not paid additional to be there after hours.

Ogle said she thinks it may be valuable to combine Vegetation Management Advisory Committee with the RAC since the committee has more time on their hands with the major reduction in Capital Improvement Plan work done throughout the year. Ogle would like us to begin finding out how to develop SDC's to explore revenue options. Morgan said we just recently started a revenue task force that will be looking at these things. Morgan said the RAC would be a good way to bring ideas forward.

Miller said combining VMAC with RAC could be a good option. Miller said she also can't see anything negative with changing the committee's name to a broader transportation related committee.

General discussion ensued regarding costs, consumption, travel, etc.

Anderson said in building roads and maintaining infrastructure, we are not logging funded/logging focused any longer. Our environment is changing and so should we.

Schussler suggested that before the committee move to change their name to something very broad such as transportation, that they should be sure the desired outcomes and goals are clear. Schussler said for example, we should be clear about what exactly we provide advice for. The committee will need to know how it will narrow this down so it isn't so broad that it can't respond to the various things that may begin coming to the committee. Schussler suggested the committee first define its role and goals.

Ogle supported Schussler's suggestion and said we shouldn't put the cart in front of the horse and encouraged the committee to go through its goals and list how they have changed, along with accomplishments, and look at cost savings and alternatives. The committee agreed to explore this at the next meeting.

Barry said studies currently underway are showing preliminary results that the primary carbon emissions source is not really from single occupancy vehicles, but rather from getting goods and services to consumers. General discussion ensued.

Anderson concluded there are lots of things to consider in future discussion including how often we meet, due to less meeting agenda items etc. The committee agreed to continue discussing this subject at future meetings.

VI. COMMITTEE VACANCY DELIBERATION –

Wilcox said the sub-committee interviewed the top three of the six applicants, presenting the same questions to each. Fleming said the interview process was invaluable for getting a better sense of the applicants beyond what you can show on paper. Wilcox said the committee reached a unanimous recommendation of Jeff Paschall, a civil Engineer with the City of Springfield. Paschall brings extensive knowledge and a broad range of understanding of transportation issues due to his comprehensive experience as a civil engineer.

Motion: Barrett moved to send the recommendation to the Board of County Commissioners; Fleming seconded; all present voted in favor.

VII. OTHER BUSINESS/AGENDA REQUESTS FOR NEXT MEETING?

VIII. NEXT MEETING – July 28th, 2010

Meeting adjourned @ 7:40 p.m.

Christy Mosier, Transcribing Secretary