

ROADS ADVISORY COMMITTEE
March 19, 2008

MEMBERS PRESENT: George Goldstein, Karen Bodner, Tom Poage, Rex Redmon, Jody Ogle

MEMBERS ABSENT: John Anderson, Jack Radabaugh

STAFF PRESENT: Ollie Snowden, Bill Morgan, Celia Barry, Shashi Bajracharya, Howard Schussler, Tanya Heaton

OTHER: Liaison Bobby Green not present

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

I. PUBLIC COMMENT – None

III. APPROVAL OF MINUTES –

Motion: Redmon moved to approve the minutes as is. Bodner seconded. All present voted in favor and motion carried.

III. CONNECT OREGON II FUNDING PROGRAM - Celia Barry

Barry introduced guests from the applicant pool including Sonny Chickering -ODOT, Ric Ingham - City of Veneta, Shelley Humble – Creswell Hobby Field Airport, and Glen Svendsen – City of Eugene. Barry referred the group to their materials and stated the STIP program needs to go to the board by April 9th for delivery to ODOT by April 11. Barry said the Connect Oregon II program is a funding program for non-highway projects and this is the second year of the program. Last year Lane County received \$9 million out of the \$100 million given out state-wide. Barry stated there are three process levels-including a Modal Committee that must make a recommendation, then the Board hears the Modal Committee's recommendation, then hears RAC feedback, then from the Metropolitan Policy Committee, and then the Board makes their recommendation and takes the recommendation to the all-area meeting on April 11th. The list of recommendations then goes to another committee representing all regions and all areas and then comes up with a Super List that goes to Oregon Transportation Commission (OTC) for them to vote off. Barry explained the two levels of review-Tier Ranking and Priority Ranking. Bodner asked if this was the first time the committee has heard of this. Barry answered yes; however, there was a first step where the Board provided letters of support for the applicants. Barry made a couple corrections to the match section, and that the grant request must include their 20% match (instead of 25% match), as the money is inclusive of the match. The second correction is Port of Siuslaw should be a Tier 2 instead of Tier 1. Bodner asked why we need to review projects that are not Road Fund related. Barry responded that we are making a recommendation to the OTC on the projects for this funding, aside from Road Fund improvements. Barry reviewed each project and the Model Rankings. Ogle asked what the actual project will be instead of what the service will be in regards to the Depot Transit Access. Svendsen explained the Depot Transit Access Project and said the passenger boarding area is completely undeveloped. Svendsen stated there is a city overmatch that's not represented on the graph itself. Instead of \$102,000 they're actually putting in \$866,000. Bodner asked if there have been studies done to show whether or not people will use this service. Barry responded that this is a vision, and we have not completed a study and the economic development benefit of this project is not clear to us, except in the long-term. Barry continued through the list of projects. Goldstein asked if Siuslaw provided all the information on their project including the ice machine. Barry answered yes they did. Barry handed out the Modal Review Matrix and explained there are many ways to prioritize the list. Goldstein asked if the Creswell Airport Project means airport expansion and if the adjacent property owners are in support of it. Barry said it doesn't directly lead to expansion, but it would allow for it. Shelley Humble said the adjacent owners are aware; businesses around the area are in support of the project. Bodner asked if the revenue from the 180 LTD customers will pay for the Veneta Transit Center. Ingham answered the revenue comes from several places including payroll tax and Federal Funding.

Motion: Ogle recommended a priority list in the order of Creswell, Port of Siuslaw, Veneta Transit Center, Eugene Transit Center, and Union Pacific Rail Road. Motion failed due to lack of a second.

Redmon stated the transit projects would be a better use of money and that the Port of Siuslaw would be further down on his list. Redmon stated he supports transit development first and he recommends Veneta at the top of his, Eugene Transit Center as the second, Creswell as the third, Union Pacific as the fourth, and Port of Siuslaw last just because it doesn't tie into transportation. Barry stated there is a case for fishing and that the port would allow connecting the dock to the roads. Redmon asked if there are any match fund sources on these projects that risk going away if these projects don't happen. Svendsen stated their \$866,000 match wouldn't necessarily be lost, but they'd have to rescale the project. Poage interjected the parties involved have had a lot of time to study and understand these projects.

Amended Motion: Poage moved to approve the list of priorities as- Creswell, Veneta, Eugene, Port of Siuslaw, and Union Pacific Rail Road. Ogle seconded. Goldstein stated the Port of Siuslaw proposal is incomplete and more facts are needed. Goldstein wanted Port of Siuslaw listed as third on the priority list but understood there was not enough information to support his opinion. Poage reviewed the motion on the table. Poage called for a vote for those in favor- all present voted in favor, motion carried.

IV. CAPITAL IMPROVEMENT PROGRAM 2009-20013 - Celia Barry

Barry summarized the updated drafts provided, showing the five-year total as \$27.6 million with projects leveraging a total of \$1.2 million, leaving a net from the road fund of \$24.6 million based on no Secural Rural Schools (SRS) renewal. Senate Bill 994 of \$9.9 million will be spent during the first two years of CIP. Barry reviewed the changes made per the committee's requests from the last meeting. Barry stated List A focuses on preservation while List B focuses on general construction. The Board must adopt the draft prior to knowing about possible SRS reauthorization. If SRS is not reauthorized on a multi-year level, List B items will no longer be on the list. Barry said the Board has to adopt the CIP before they will likely know about SRS funding reauthorization; if reauthorization is received after that, we can go back to the board and ask if they'd like to amend the CIP. Goldstein stated he strongly disagreed with the Coastguard Road ranking. Barry said after the closing of the public comment period on March 13, Sandra Belson stated the Home Owners Association would dedicate Right of Way for support. Barry said this will also help leverage other funds. Goldstein said he doesn't understand how two roads coming into each other at 133 degree angle does not constitute a structural deficiency. Morgan responded that even if the ranking moved from a 5 to a 6, it would still be on List B. Barry added this is a project we will recommend if we receive SRS reauthorization. Bajracharya stated we do not know the structural condition of the road (pavement index). Morgan clarified that this project can have anywhere from 3 to 7 bullets on the prioritization list, but it will still be on List B. Barry reiterated we are asking for a recommendation to the board.

Motion: Ogle moved to approve the list as presented by staff. Redmond seconded the motion. Barry clarified they will change the Florence project ranking to a 5. Poage called for a vote for those in favor- all presented voted in favor, motion carried.

V. STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – Celia Barry

Barry said since the committee commented on the STIP process in January, ODOT has since returned with a Straw Proposal-a counter proposal to ours. Now we need to respond to the four tasks in their counter proposal per the packets provided. Barry handed out an updated proposal she just received. Barry said the D-STIP projects were taken out in the straw proposal because of the amount of projects and the shortage of funds. Barry said a response is needed by April 30. If we address in today's meeting, the proposal can be submitted to the Board of Commissioners on April 16. We will hear back after an all-area meeting takes place in May. Group discussion ensued. Redmon proposed we wait until after MPC meets since they will do whatever they want. Poage agreed. Barry stated she will not be here at the next meeting but she will prepare the information for the next meeting.

- VIII. FY 08-90 ROAD FUND UPDATE – Ollie Snowden
Snowden reviewed the packet highlights, as the board wants to make sure each advisory committee gets a chance to look at the appropriate budget before it goes to the budget committee. The reports coming in from Washington look bleak, especially for any multi-year authorization. The Board agreed today to submit a no-renewal budget in May. Snowden said while we are likely to get about \$20 million dollars less in Secural Rural Schools (SRS) funding, its partially off-set by a one-year infusion of \$10 million from ODOT and we will spend down the fund balance to continue to provide the same level of services through 2009 legislative session. The best case scenario is in 2009 the legislature will come through with a package that would replace half of what we are losing from SRS. Secondly, in the discretionary general fund there is not nearly the reserve account to avoid layoffs and the board is likely to hand out a significant number of layoffs in May-up to 230 FTE reductions. Snowden said we will proceed with entrepreneurial work to generate new revenue. Snowden concluded that of the road fund positions will only be cutting 2 FTE positions.
- IX. NEXT MEETING – April 23, 2008
- VII. OTHER BUSINESS –
Bodner asked to have a brainstorm at our next meeting on ways to generate revenue for bicycle paths. Morgan provided a cost-accounting spreadsheet. Snowden suggested in addition to the brainstorm, Bodner will want to work with her legislator on this topic.
- VIII. Meeting Adjourned at 7:35 p.m.

Christy Mosier
Transcribing Secretary