

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

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

**From:** Sue Casavan, RVCOG

**Re:** Summary of September 13, 2011, RVACT meeting  
Grants Pass City Council Chambers

**Members and Alternates in Attendance:** John Stromberg, Ashland; Tom Humphrey, Central Point; Dan DeYoung, Grants Pass; John Vial, Jackson County; Simon Hare, Josephine County; Al Densmore, Medford; Arthur Anderson, ODOT; John Krawczyk, Rogue River; Joe Strahl, Phoenix; Connie Skillman, RVTD; William Cecil, Talent; Jim Ulrich, Shady Cove; Mike Montero, Earl Wood, James Lowe, Robert McCraley and Stan Wolfe, private sector representatives from Jackson and Josephine Counties

**Members Absent:** Butte Falls, Cave Junction, Eagle Point, Gold Hill, Jacksonville, MPO Policy, and private sector representatives Stacey Kellenbeck, Alan DeBoer, Craig Stone, and John Watt

**Staff:** Frank Reading, Gary Leaming, Mike Baker, Robert Maestre and Lisa Cortes ODOT; Sue Casavan, RVCOG

**Other:** Ken Parsons, Medford; Alex Georgevitch, Medford; Terry Haugen, Grants Pass; Paige Townsend, RVTD; Harold Haugen, Grants Pass

## **1. Introductions and Roll Call**

Mike Montero

Mike called the meeting to order. He informed members that Stacey Kellenbeck had sent an email saying that she has resigned her position as a Josephine County representative for RVACT. He added that he would not be able to stay for the entire meeting and Simon Hare will stand in as temporary chair for this meeting. Self introductions were made by attendees. Roll was taken. A quorum was present.

## **2. Approval of Minutes**

Mike Montero

The July 12, 2011 RVACT minutes were unanimously approved as presented. Stan Wolfe said he thought the meeting minutes were done well and gave a good representation of what had occurred at the meeting.

### **3. Public Input/Other Business**

Mike Montero

Ken Parsons of Mercy Flights informed the committee that they had received the Connect Oregon III Grant and the project will be finished the first week of October. There will be an open house on October 26 and he invited all to come down and see the facility. He thanked the committee for all their help.

Mike Montero asked Ken to discuss the issues of number of jobs the project preserved and the irreplaceable service. Ken indicated that he did not have a total count of jobs that were created for the project but they issued the bid 11 months ago and there has been constant work since then. There are as many as 50 people on site in one day and contractors from Jackson and Josephine County have been involved in the process. We have started increasing some of our staff for maintaining the operational facility. He said the Mercy Flights hangars were built over 60 years ago and they did not fit for size or current requirements for aircraft and aircraft will be bigger with expansion of specialty services on the aircraft. With the grant they will now have a facility that will handle all our aircraft in the same building, the crew will have a much faster response time, and they will have a training facility to assist with public and disaster response. He noted that it was a great addition to their services.

Art Anderson asked Ken to send him the information on the grand opening and he will get it out to this group. Ken said invitations should be out within a week.

Mike Montero mentioned that he would be leaving in a few moments and he said that Frank Reading thought there would be some benefit for him to give an overview of Least Cost Planning as one of the members that is helping to develop this tool. Mike Baker and Lisa Cortes will discuss what the SWACT discussed last week. He thinks it important to understand what this tool is intended to do and perhaps much more important to understand what it isn't. Under HB 2001 where the state provides some additional revenue for transportation investments, one of the obligations under the house bill was this Least Cost Planning Tool would be developed and so the department and a number of committees have been working and this is only the second year. What the tool is designed to do is to help better inform the decision-making process and it tries to give us a means by which we can evaluate our different types of investment values, kind of balance one another. The goal is just to help us make better informed decisions. He noted that he cannot stress strongly enough what it isn't, it is not a decision maker, not some matrix you put information in to and goes into a black box and says this is what you are going to do. It ought not to be interpreted by anyone to have that function, it is simply a guidance tool, just as the criteria that we have developed here at RVACT with regard to how we prioritize projects; a matrix of numbers that we look at and we use them. It is only a guide that is all it is, so at the end of the day when we look at Frank's completed project we will have a guide. We know what the on-the-ground application is and it will not make the decisions for us. He told members that it's really important to understand that when ODOT and Frank give the briefing later in the day that that's what it is, just a tool and will not make decisions. Listen carefully and ask all the questions you need because the input they take away from Area Commissions meetings like this and other public meetings will help guide what that final product looks like.

He excused himself and asked Commissioner Hare to complete the meeting.

Simon Hare stated that from his perspective he appreciated the service that Stacey gave to the ACT and going forward the committee will have to see about filling chairmanship and co-chair from the Josephine County side.

#### **4. Safety Video – “Wasted”**

Art Anderson / Gary Leaming

Art Anderson mentioned that RVACT participates in trying to stress safety in discussion but never have done that with the ACT in terms of a safety project. He came across this video and thought it might be a good thing to share with the committee. The video is collaborative effort between ODOT and the Oregon Liquor Control Commission and thought maybe this could be something to spread the news in other meetings, at the heart of safety. He asked for feedback of what members thought about bringing a safety topic to this meeting.

Gary Leaming played the video.

Art Anderson said that ODOT has a safety division and he wondered if this could be something he could bring to the ACT on a regular basis, a short little clip or discussion about what is going on.

Al Densmore suggested highlighting where the safety hotspots are in Jackson and Josephine Counties and thought that might be good beginning point to understand where planning solutions should be considered when looking at projects.

Dan DeYoung mentioned that one of the criteria that the ACT always looks at first is safety. On Redwood Hwy there was a big row of trees and for some reason we had a few years where long haul truckers were driving off into those cottonwoods and getting killed and couldn't figure out why. If accidents happen at the same place a lot maybe there would be something that the ACT could do to fix that.

Art Anderson indicated that it sounded like there was an overall support for it. We can put together what we have. ODOT has what is called share sites where we have identified safety concerns.

James Lowe asked Art is there also a sign-up for this where we have grad night and all of those other things that are involved for Grants Pass High. Art will get the sites out to members. James asked if he would email it to members of the ACT and then he could forward it to the school administration. Art: I was hoping that someone would take that advantage. I know a lot of city council members would like to get a chance to use it. I will get the address for the site out.

Simon Hare: good point Mr. Lowe.

#### **5. Ashland Road Diet**

John Stromberg / David Chapman

Art Anderson informed the commission that at one of their previous ACT meetings Alan DeBoer raised a question about the road diet and wanted the ACT to send a letter to not support the road diet in Ashland and the ACT said it is not in a position to do that and Ashland was not here so we decided to have Ashland come back and explain what they are doing and that is the purpose of this presentation.

John Stromberg said Mike Faught, the Public Works Director, was going to give this presentation but was not able to be here today. He brought Dave Chapman who is a city councilor and has been working with this for a number of years and is a liaison for our Transportation Commission, and he will help answer questions and comment when I am finished. The City of Ashland is working on a comprehensive Transportation System Plan (TSP) for the future and one of the pieces of it is dealing with the conditions on North Main Street (also Hwy 99) via an approach referred to as a road diet. If you drive in from the north end and go past Alan DeBoer's car dealership Town and Country, the Ford dealership, and the Accura dealership, at that point you are headed into town and just on the other side of the railroad trestle the road diet will start and its going to run for about 1.3 miles. Dave Chapman said it starts on the north side of the trestle and ends just before you get into town. Think back what that street

looks like, its 4 lanes, 2 lanes each way. There is a fog line very close to the sidewalk (shows with hands) and then a sidewalk they call it 6 feet but it's difficult for two people to walk side by side. On either side, there are no bike lanes and at the trestle the speed limit goes down going south from 45 to 35 and eventually becomes 25 and 20 just before you go into town. What we have here reminds me of something that some of you who know the San Francisco Bay area may be familiar with and that is something called an expressway, essentially it is a mini-freeway that cuts through parts of town. In the California versions they generally have accesses completely closed off except freeway on-ramps and if you are going to make a left turn you take an off-ramp and swing over the top. What we have on North Main and Hwy 99 is something that acts like an expressway it has two lanes of traffic going each way and as you drive down North Main you have streets coming in from the side, sometimes they are real cross streets and sometimes they are just little side streets that terminate. That creates big problems for traffic, if someone wants to turn left going either direction they have to be in the inner lane of the two and then they have to wait for the traffic to clear coming the other way and sometimes they actually have to stop and depending on the level of traffic they may sit there for awhile. Things start to back up in the left hand lane going either direction and when what happens people who are going 35 mph want to get over into the right hand lane, there is danger of rear end accidents, sideswipes, and if people get really frustrated which David and I saw a couple weeks ago they swing out and gun it and just as they are going through the intersection there is the opportunity to T-bone the person coming from a cross street. There are serious traffic problems not just in terms of accidents but in the disruption of flow. The second thing is people come in the side streets and they drift out across two lanes of traffic because they want to make a left turn going the opposite way, hazard to the free flow. There are problems with left hand turns, problems with access for left hand turns and this is our major route in and out of town.

Doing transportation planning for the 21<sup>st</sup> century we are supposed to be multimodal and there is not a safe way to ride your bicycle out of town. Ashland has a lot of bicyclists and there will be more with fuel price increases. Pedestrians do not feel safe on the narrow sidewalks, this road cuts right through neighborhoods where children live on one side of the road and go to school on the other side, cannot safely get across this street when there is a lot of traffic. You have two lanes to contend with, one car stops, cannot see if the other car has stopped, then there are two more lanes and there is no refuge. The road diet may or may not be a good solution. The Transportation Commission proposed to use this road diet idea and here is how it works. We have two lanes going each way, what you do is reduce 4 lanes to 3 lanes, one through lane in each direction and in the middle is a turning lane. Left turns pull into the center lane and stop impeding the through traffic. Second thing is you start controlling the access points where people can come in and where they can turn left or not. All the streets that cross or terminate in Hwy 99 are part of a network of streets, particularly on the uphill side there is a web of narrow streets, many without sidewalks. There is a learning process for the people who live up there as they have their special paths by which they wind their way to Hwy 99 and we did not realize how attached people are to their routes.

When you try to analyze what the effect of the road diet will be, you can go through conventional traffic planning procedures but the truth of it is you can't tell if it will work until you try it. ODOT has supported us by providing the funds to help us re-stripe this 1.3 mile section. It will have the configuration but we will not invest in permanent concrete work at this time. We will try it out and see how it works. We don't really know yet, the only way to find out is to try it. We will spend a year with this pilot so people can go through the process of learning new routes, invent new routes and get used to it. What happened when we brought it to the public was that we were not successful at communicating what was going on and acknowledging

and contacting people that were going to be affected. The community was mobilized and we were barraged with complaints and we worked through a process.

There is a particular intersection that crosses the road diet near town on one side: Wimer Street and 40 feet over Hersey comes in from the other side. If you want to turn left on Hersey vehicles go just past Wimer, the same if you want to turn on Wimer, you get instant gridlock. We went through a public process and we will fix the Wimer/Hersey intersection by moving both streets 20 feet in the direction of each other so they line up and the turns won't compete with each other. The road diet will be implemented when this is done.

By reducing from 4 lanes to 3 lanes we end up with room for a 6 foot wide bike lane on either side of the street. It means for people trying to cross North Main there is kind of a safe zone of about 6 feet that you can step into. Then you only have to cross one lane of traffic, into turning lane which can serve as a refuge, cross one lane of traffic, into the bike lane. It is a subtle design with multiple benefits and I am hopeful that the pilot will work.

We will go back to the people that are upset, go to their homes and neighborhoods and walk around with them and look at the whole situation so they know that we understand what they are afraid might happen. Also talk to them about how we will evaluate whether this is a success or not. What will the criteria be of how it affects their lives in terms of whether it's working or not. We are hopeful by doing that people will feel their concerns are being addressed.

He asked if there were any questions.

John Vial asked the status of the Hersey/Wimer project as far as being a funded project and where is it in the planning. Second question: Is the issue of jurisdictional exchange part of the road diet discussion.

John Stromberg continued: Our city administrator has had very clear conversations with ODOT where we will not consider any jurisdictional exchange that doesn't come with a funding source. I don't see how this moves us closer to jurisdictional exchange. The Wimer/Hersey realignment we have some of the ROW, Mike Faught is working on acquiring the other piece of ROW, and then if we do that the actual physical realignment is pretty easy because we have the cooperation of a property owner on the side where we already have the ROW, so it's not a done deal yet but we believe we can do it. We are using our own funds and backing up the priorities on some paving projects.

Art Anderson added that there is word out there that ODOT is trying to get the exchange but that simply isn't true. The city approached us on and Jerry Marmon is working the details out. We are concerned about freight movement, this section of the highway is not a freight route, it can be used but the road diet will limit the ability for freight to get through.

James Lowe suggested taking a look at the road diet on Hwy 99, Miracle Mile and don't waste dollars on landscaping, I know the landscaping is in the future and just doing striping, way overboard on landscaping nice to eliminate the accesses like that but you can go a little too far. They put in planters and turned it into a maintenance nightmare.

Dan DeYoung: That got out of control out there it's about safety, if stuff grows in anymore we will end up logging. I think that ODOT gets blamed about a takeover and I appreciate the fact that ODOT is letting Ashland have control. In Grants Pass we had a design problem, when we went through the transportation model it said to do traffic this way, bike lane, beautification, and sidewalk for a 72 foot ROW. My concern is about bicycles/vehicle traffic is not sure whether the bike is an automobile or a pedestrian and when you put 35-40 mph car within handlebar distance of a bicycle there are safety issues. I would like to see design-wise if bicycles could have their own 12 foot path. Maybe on the design side take a look at that.

Dave Chapman said that Jerry from ODOT and his team up in Salem were interested in looking at this and encouraged us to do this because they think there is a possibility that we could use it. Immediately they talked about jurisdiction and that was no big surprise and we said not without

money and that was the end of that conversation. They were interested in giving it to us and we know where we all stand. We looked carefully at this and there is no impeding the flow because of all the local movements. There should be about the same amount of flow as the old system, not choking it down and not doing this because of traffic calming.

Al Densmore said it looks like and feels like Ashland is turning Hwy 99 into a collector street. Medford went through a similar design on Springbrook Road recently and the only issue that I would pose for the ACT is that when you look at I-5 and the issues and the need to have parallel routes in the event of emergency it might cause difficulty. If every city along Hwy 99 begins to take the same view we have a much different Hwy 99.

Joe Strahl asked when Ashland planned on doing this and Dave Chapman said the Hersey/Wimer realignment in the spring the road diet re-striping will immediately follow that and it could be pushed into summer but they hoped it would be finished before school starts.

Tom Humphrey commended Ashland and ODOT for doing this. Central Point has a TGM grant to study Pine Street which is four lanes taking it down to 3 lanes and if we can't get to 3 lanes there are some other traffic control measures that can be used. I am anticipating a success in your experiment.

Art Anderson said the ACT cannot spend modernization funds to make a road diet because it does not increase capacity, it actually reduces capacity. If there are future endeavors that want to approach this, the ACT is not a decision body for a road diet. That will be between ODOT and the jurisdiction.

Simon Hare appreciated the fact that Ashland will be doing the striping before commitment and making sure it makes sense for everyone involved.

## **6. 2011 Legislation Affecting Transportation**

Art Anderson

Art Anderson said he would go over a few that he felt should be highlighted.

Page 1: HB 2210 will allow counties to offer and be reimbursed for traffic and safety education for teens.

HB 2403 – Reintegration Services for Veterans, Directs certain state agencies to partner with Oregon Military Department to provide reintegration services for veterans.

HB 2854 – Motor Pool for Common Use, Requires Oregon Department of Administrative Services, in cooperation with other state agencies and certain public agencies, to establish policies, methods and means by which department, other state agencies and public agencies can acquire, share, maintain, use, repair and dispose of motor pool resources cost-effectively and efficiently.

Page 3: HB 3186 – Prohibits Cell Phone Use and Texting while Driving, he noted that it also removed volunteer requirement from exception to offense for public safety or emergency services.

HB 3225 – Conditions for Street Extensions into Urban Reserves he found interesting especially for the Regional Problem Solving (RPS) process, it specifies conditions under which city streets or county roads may be constructed or extended on land designated as urban reserve. As the RPS process goes forward there will be a standard for certain areas in the future and the urban reserve areas will probably have some conditions on them.

HB 3684 – Keep Kids Safe Registration Plates, thought it was interesting mostly because it will be cross-funded.

HB 5005 – State 2011-2013 Bond Limits, puts a limit on state bonds, we were bonding a lot of our past decisions, another reason we have seen unlimited number of modernization dollars coming from the ACTs over the last 4 years

Page 6: SB 130 – Bicycle Signals, adds green, yellow and red bicycle signals and flashing yellow arrow signal to list of traffic control devices. The first one will be at Exit 14 in Ashland heading in the east direction.

SB 264 – Management of Access to State Highways, two big bills coming out, he will give updates on these. Changes how we deal with access management and requests from developers. The big item is even though someone already has access to the site ODOT cannot flatly deny them access to the state road; need to go through a process where they are still eligible to have another access.

John Stromberg asked Art for further explanation of SB 264. Art noted that in the past if you had a business sitting on the corner of US 99 and you had an access off Allen Creek it's like why do you need to have access to 99; new rules, not just focused on Jackson and Josephine Counties. I think the biggest problem is in the Portland Metro area where it is harder to deal with an alternative access issue than a more open site.

James Lowe asked for example Deerson Park out on the Waynes Hwy goes out and ODOT says you have to eliminate one of the driveways if not two of them in order for the baseball field to go in does this put more pressure back in the other direction? Art A. said ODOT will still have the right to limit the number of accesses, what we can't say is if you did have an access there and you had a reservation to access or you wanted to apply for it without saying no because you have access on a side street. We will still try to consolidate accesses especially from parcels that are not on the same property, want to keep accesses as far away as possible. James Lowe added that loss of access can kill a business just curious if this would help anybody and it doesn't. Art A. said you have to remember that there is city, county and ODOT politics and it's not always the ODOT politics.

SB 795 – Simplification and Streamlining of Transportation Planning Rule, requires to look at how we build transportation systems, how we apply certain types of mitigation to development on certain development, the whole idea is try to come to terms of how we can make it more equitable and what mitigation looks like and how we can better serve the development side of it.

Art said if anyone had questions about the others feel free to bring them to him.

## **BREAK**

### **7. Local Construction Projects**

Gary Leaming

US 199 River Street signal - Cave Junction: Putting a couple signals in, one is at River Street north end of town, adding a mid-walk crosswalk between Tailors and Dairy Queen where there is an unofficial crosswalk. The subcontractor is waiting for signal poles, hoping to having it completed the end of November.

OR 238 – James Drive: Safety project putting in center turn lane, fabric that we put down that reduces cost as far as digging down into the subgrade. All paved out, the base is down and should be done in the next couple weeks.

US 199 Dowell Road to RCC: Bridge was poured yesterday, doing base painting now. Trying to get the paving bundled up before the end of the season.

US 199 Fairground Signal: Continuing to refine the scope, meeting with key stakeholders hopefully for a working meeting next Wednesday at Public Works. Scheduled to do this project next spring, still working on refining the scope with local stakeholders.

I-5 Exit 19 – South Valley View Drive: Full replacement, poured the deck and probably by the end of the month traffic will be on two-thirds of the new structure, building the last third,

anticipate by the end of this month there will be traffic on both sides. Final project scheduled to be finished in the spring.

I-5 Exit 14 – Greensprings Hwy: Both sides of the bridge poured, some of the art deco is starting to take shape. Late last month they poured the south third of the bridge in preparation for switching traffic over to it, the interstate which had been switched over southbound into a temporary alignment was switched back to permanent alignment last week. Scheduled to be finished in the spring.

OR 66 - Neil Creek Bridge: Doing bridge one-half at a time, traffic switched on to the new portion yesterday and tearing out the old portion today, planning to get it finished by the end of the year.

Old Siskiyou Hwy

Steinman Bridge: Finished last month on time.

Dollarhide Bridge: Finished last month on time.

Fern Valley Interchange: Looking for aesthetic treatments that the city would approve, showed bridge designs. Continuing to refine the design, buying ROW, and looking for a bid date in 2014.

Hwy 62: Continuing to refine the design and looking for a bid date in 2014.

James Lowe: We seem to go through this every time with the signal poles, held up by the signal poles. Art A. there are very few manufacturers for this pole, this is a new vendor, pre-ordering would be great but every situation need is different. They are not all the same.

## **8. Oregon Least Cost Planning & Transportation Growth Management**

Robert Maestre

Robert M. said he will talk about two things thoroughly and ask a question at the end. One of the rumors that was going around about transportation planners is that they often did not know how to do cost-effective planning. Some people who were involved with the utility industry in the 1980s – 90s are still around and on the governor's commissions and other task forces around the state. In the 1980s the utility industry was faced with the problem should we build big, new power plants or dams at costs of hundred millions of dollars or could we do something else to meet the demand for the long haul. The utility industry made up this thinking and planning technique called Least Cost Planning, they decided to look at the tradeoffs of spending small amounts of money to manage demand as opposed to large amounts of money to manage the supply. They got pretty good at it and there were a lot of programs that resulted from it like weatherization of homes, energy credits, etc. In 1993 the Washington state legislature heard about this and they said from now on when planning for transportation they will use the Least Cost Planning thinking process. Nobody in the state of Washington could figure it out and use it until 2003 and it was not implemented until 2006-2007 by the Puget Sound Regional Council.

The legislature in Oregon heard about this methodology and said it will be used to make the most cost effective decision in your plans for the long haul, so go figure it out. We started working on it, we have a STIP Stakeholder Committee who is our guiding committee, consultants, and have been at this for 9-10 months and will develop a way to think through decisions for plans not for projects. It immediately got complicated, when a government is looking at transportation planning they usually have goals in mind then they develop policies and strategies and action to get to the goals. The Least Cost Planning methodology is supposed to help the planning group figure out in advance the impacts of these bundles of actions they are going to take. They will allocate money in different ways and the methodology is supposed to in advance help you figure out what the impacts are going to be. This will not be required, we are going to develop this so it

can be used and can be scaled. We will probably develop it so it can be used at a regional or corridor planning level. It will be scalable; will have these tools that will kind of look like a computer or software program. If you are faced with complicated transportation decisions and you want to think out the impacts before you would use this Least Cost Planning methodology. Deciding which impact to look at is complicated and that is why we have the consultants. The committee said they would like to look at nine areas:

- Mobility
- Accessibility
- Economic Vitality
- Environmental Stewardship
- Safety and Security
- Funding the Transportation System/Finance
- Land Use and Growth Management
- Quality of Life and Livability
- Equity

Users will put information into the tool and come up with a result. We found that a lot of things could be monetized, will try to monetize the impacts, if we can't put them into dollars and cents we'll try to quantify them, if we can't do either we will write descriptions. It is supposed to have a way to compare the impacts of the 9 areas and because it will be scalable and adaptable the users will have to figure out what is most important.

John Stromberg: Stated that things that are inherently different will be made comparable by monetizing and quantifying them and Robert M. replied that yes they are going to try.

Robert Maestre: We are going to try to monetize the impacts and we are the first ones in the country to do it statewide. This will not be a requirement it will be usable. We should be done with a decent tool developed about a year from now, a decent tool means it can be test run, we have corridors and regions in mind. A book and a tool that can be used will be available.

James Lowe: It will be environmentally driven. If you go out to 199 you see the big concrete curb and lighting along the bike path and it's all been environmentally driven to put a million dollars of stuff into it.

Robert Maestre: Supposedly whoever is using it will know what their costs are to implement their plans, so someone says we want to add bike lanes or high speed rail when you are deciding if this is a smart way for you to plan you will come up with some ballpark estimates for the different kinds of decisions. The idea is for the region to decide if it's cost-effective in the long run, or should a lot more money be spent managing the demand.

Dan DeYoung: The caution would be here is you could get accused of manipulating or maneuvering a project, you can make a case for any project, I have a concern about that. Robert M. responded that there would be a requirement to make this transparent. He added that interest in this has been building since 2009, if we do a true blue, real long, cost effective evaluation all the modes will be addressed. We don't want it to be biased when we are done.

Art Anderson: How do you deal with the different pots of money, where the funding comes from and what is the reality? Robert M. responded that the tool will illustrate reality, when priorities are identified it will be necessary to look at the funding and things will need to be funded differently. The tool will illustrate the decisions and what the efforts will have to be. It's not going to force or require anyone to take money out of the pot where there is a constitutional initiation or a federal funding monetization.

Dan DeYoung: Most of the money for the highways comes from the gas tax and as we get better gas mileage that pot is shrinking and now we are talking about more environmental things we are going to put into it. I think we are going to have to come up with another source of funding.

Robert M. responded that probably not. He added, even though I was trying to create a new source of funding a vehicle road user charge, charged for how many miles you drive. The idea behind Least Cost Planning will illustrate for you the trade off for putting large amounts of money into some areas or smaller amounts into others and it may be 10 times as effective to put half as much money into bike and walking as to a bike path, as an example. The whole premises is there is not an unlimited pot of money, here are the tradeoffs.

Robert Maestre: The legislature got it right when they decided what the definition of Least Cost Planning is, it sounds like there is going to be a least cost plan, this tool this methodology does not write your plan it's how you think through the results of your plan.

Al Densmore: Say you come up with a transparent Least Cost Planning option and a decision is made then an advocacy group feels like you didn't choose the best plan. Does this model become a tool in the hands of people that want to stop projects? Robert M. said this tool at the moment is not a standard, if you are deciding what is going to happen for the region about allocating money you would say here is where we want to go and these are the possible ways to get there, let's test them out using the Least Cost Planning methodology. Let's test out the bundles of actions and options using the methodology, it's not that a group could come back to you later and say you chose the wrong bundle. The decision making process is still the same, it's a way to help you look at them with long term results.

William Cecil: Stated that with long term planning, the conditions may change in 5-10 years for one reason or another how would it work to update? Robert M. said he did not know the answer.

Tom Humphrey: Said he was more concerned about using the wrong method for monetizing and Robert M. responded that there is a chance that it could happen. That is why we are using the consultants and the committee and making it a very transparent process putting it together. We have a charge that we will follow not to create massive amounts of new data, you will look at what kind of data you have. The way that we monetize things will be agreed upon by a lot of people before the tool is done.

Dan DeYoung: Asked if this could be broadened, for example, between the exits I think the traffic study showed that 51% of the traffic on I-5 between Barnett Road and Hwy 62 was local, would this take into consideration if Medford improved their arterial streets so people don't use the freeway between exits and it will take a load off rather than widen the viaduct and the money would be better spent locally than a large ODOT viaduct project. Robert M. said that was a perfect example; that is the planning that would be done looking at an array of options.

Robert M. briefly discussed Transportation Growth Management (TGM) and said it has been around since 1993-94 and when it started it gave small grants to city and county governments, MPOs, port districts, and they did transportation and land use planning, we are still doing that. When it started the TGM program hired consultants to help local governments rewrite their codes to make transportation and land use issues in their community better and we're still doing that. We also paid consultants to come into a town where there was an imminent development that had complex problems concerning land use and transportation to help sort out, we are still doing that called Quick Response. For a long time we have also done outreach, put on trainings, invite experts into town, about Smart Growth, transportation and land use planning, connection between transportation, land use, and the economy. Used to be a third component of the program that was just about land use planning that has been dropped mainly because most cities and counties have their basic plans done.

The average size of the grants allocated is getting bigger because the work is getting more complicated and costs have gone up. The grants have gone to a one year cycle of awards instead of a two year cycle. There are about 18 new grants to local governments a year and about one-third who apply will get funded. The program coaches cities and counties about applying. The

pre-app phase starts in November and money will be available in the spring. If you have some ideas get a hold of us and we will have someone contact you and try to create a good application. Actual applications happen after the first of the year, submit applications in March, couple months to score, and awarded around the end of June. Most projects usually take 18 months.

Art Anderson: He asked what rule of thumb should a city or county be looking at an update to their Transportation System Plans (TSPs). Robert M. replied 10 years, updates are \$75-90,000; TSPs for a whole town about \$150,000-200,000 and the TGM upper limit is \$250,000. TGM is starting to be part of very large planning efforts.

Robert M. informed members that people are interested in the possibility of putting tolls on the roads:

- Pricing the cost of driving in a area can reduce GHG emissions
- Raise revenue
- Move traffic around, diversion

He said that my staff and I and an ODOT committee are drafting Oregon Highway Plan amendments talking about tolling and pricing. They are drafting rules about pricing or tolling and interested parties would apply to OTC for permission. He asked members if they had an interest in a presentation on tolling policies. He noted that it did not make a whole lot of sense here. Members were interested in a short version and Robert M. will return when tolling information is ready.

Dan DeYoung: Stated that in California some toll roads are as big as our I-5 and the price of the toll appears to discourage drivers, hardly ever any cars on the road ever. If you applied Least Cost Planning to that scenario I don't understand how that could be least cost. Robert M. agreed that would not pencil out, only if the region's sole purpose would be to get people out of their cars.

## **9. JOCO and JACO Private Sector Representatives**

Simon Hare

Art Anderson referred to a letter sent to RVCOG from Mr. Rob Wallace. He noted that Mr. Wallace was asking the committee to consider his appointment as part of the Transportation Citizen Representative for Jackson County. He asked John Vial to run this by the county and noted he was putting this out for general discussion.

John Stromberg: Asked if the committee was appointing stakeholder people on a stakeholder basis or the person that will do the best job for everyone's transportation needs. Art A. said he is not for a specific category he is asking for the Citizens at Large.

Tom Humphrey: He felt they would represent the county well and not just their own interest, no question.

John Vial: Felt that RVACT could do a better job of how we figure out how people are appointed, how positions are advertised, how we go about looking for names, I would encourage in the future that we look at some more formalized process for selection of a representative.

Simon Hare : Thought that a good point. The way Josephine County does it is advertise for several months in the paper, on the website, and make announcements at business sessions. That way we have a broad stroke of people who are aware of the opportunities.

**John Vial noted that while he thought the process needed to be improved he made a motion to appoint Rob Wallace to serve as the Jackson County Citizen Representative to the RVACT. Seconded by Joe Strahl.**

Al Densmore: Agreed with John V. but wondered who would be responsible for that process.  
John Vial: Jackson County feels very clearly that this board is not a county functioning board. This is an extension of the OTC in such that the board of commissioners does not want to be in the position to appoint or screen applicants for this body.

Joe Strahl: Noted that recently at RVACT there was an announcement made that Jackson County was short of private sector representatives and I asked Mr. Wallace if he would be interested. He indicated that he was and it was a confusing process as to how the application was made, the next confusing thing to be addressed is how he is now notified, I agree that something needs to be done about the process.

Mike Baker: We had the same conversation at the SWACT, we agreed to take a look at the bylaws and come back with a proposal.

**Motion passes unanimously.**

## **10. Jurisdictional Exchanges**

Lisa Cortes

Lisa Cortes gave an overview of the following policy and actions:

### **Policy 2C: Interjurisdictional Transfers**

*It is the policy of the State of Oregon to consider, in cooperation with local jurisdictions, interjurisdictional transfers that:*

- *Rationalize and simplify the management responsibilities along a particular roadway segment or corridor;*
- *Reflect the appropriate functional classification of a particular roadway segment or corridor; and/or*
- *Lead to increased efficiencies in the operation and maintenance of a particular roadway segment or corridor.*

### **Action 2C.1**

Working with local governments, define criteria for identifying state roads and highways that serve primarily local interests and local highways, roads, and streets that serve primarily state interests. The criteria should address land use, trip purposes, highway mobility standards, and access management.

Identify potential roads and highways for interjurisdictional transfer. The state roads and highways to be transferred to local jurisdictions may include:

- Urban arterials serving primarily local travel needs;
- Urban streets that have remained state-owned after a parallel major improvement has been constructed;
- Frontage roads;
- Farm-to-market roads;
- Other roads that function like county roads; and
- Connector roadways between highways. (These facilities do not include continuous highway segments that extend through a local jurisdiction.)

Local roads to be transferred to the state may include:

- Urban arterials that serve mainly through traffic; and

- Rural routes that have a statewide economic importance.

She gave examples of state to local roads: part of Hwy 99 to Ashland, Tiller Trail to Jackson County, part of Hwy 238 for the bypass, Hwy 99 in Central Point. From local to state: extension of Hwy 140 that connects with I-5.

### ***Action 2C.2***

Establish criteria to guide decisions to transfer roads, including appropriate compensation, roadway conditions, maintenance agreements, and management and operational standards to maintain the functionality of the facility. Criteria for consideration of transfers should include but are not limited to:

- The importance of the facility to the functionality of the statewide system and the impacts of the transfer on that functionality. Changes in maintenance, highway mobility, or other standards resulting from the transfer should not negatively impact the function of other nearby state facilities;
- The land use vision of the local community;
- The condition or standard of the facility at the time of transfer and its meeting an agreed upon serviceability standard; and
- Appropriate compensation for the exchange that is determined during negotiation through an analysis which equalizes or balances the relative values of each transaction between the State and the local jurisdiction.

### ***Action 2C.3***

Develop a decision-making process for interjurisdictional transfers that includes the following:

- The Oregon Transportation Commission finds that the state highway is no longer needed to meet the functional needs of the system, or the local road is needed to meet the functional needs of the state system. The Oregon Transportation Commission solicits comments from the affected jurisdictions and the public;
- The State signs an intergovernmental agreement with the local jurisdiction which addresses compensation, roadway conditions, access management, maintenance, and operational standards;
- The local jurisdiction and ODOT both agree in writing to the transfer; and
- The extent and legal standing of any existing access rights and access management controls is documented and not contested by ODOT or the local jurisdiction.

Lisa Cortes listed reasons why a local jurisdiction might want to transfer a road or might take over a road: function as a local street, continue on making it more local, city control, and maintenance money. Considerations would be: financial capabilities, could the community continue to maintain it in the long run and what is the risk, if you did have the road would you really change it much different than what it is today.

Joe Strahl: One of the last criteria that you mentioned really should be given more consideration and that is the ability of the local jurisdiction to assume responsibility for a state facility. Looking at Hwy 99 through Phoenix, 3 people in a public works department, a small community cannot manage a facility like that. For a small community it just does not work. Lisa C. responded that those are concerns that ODOT is definitely aware of.

## **11. Oregon Transportation Commission / State Updates**

Frank Reading

Frank Reading: Following up on what Lisa said the governor gave our commission direction in August to start thinking about governance and that's just not the roadways it's also our facilities such as bridges. Maybe there are some opportunities where it does make sense, maybe jurisdictions can do things that we can't. I will put together some documents and information to look at major bridges in some of the bigger cities that may make sense for ODOT to take over or vice versa. There will be more to come.

Just received news this morning that both the House and Senate have come to an agreement of what appears to be an extension of SAFETEA-LU for six months that will extend it into March. There is an issue to be aware of, almost a false sense of security because the authorization bill and it's appropriations that actually tells you how much you can spend. The recent submittal from the House says they are leaning toward 30% reduction and actually for transit I think it is more like 38% cut in spending. He gave an example of what it would do for Oregon:

\$479 million would be cut to \$316 million in funding. Our guess is that the Senate is not going to land there, they have time to work it out but who knows what will happen. Senator Coburn is pushing to remove anything that has enhancements as part of it, streamlined down to bare bones.

OTC Chair Gail Achterman resigned from the commission and he explained that the dynamics of the commission have changed. There are a couple new commissioners whose focuses are aligned with the governor. The governor and ODOT staff are spending time bringing them up to speed to understand where we are heading as an organization.

We made a change and created an active transportation section and that is where we took the silos, knocked them down and put them all in the same room where they can make the right decisions so they are not putting projects out there that with future impacts.

We are planning the November workshop that will set the next year's goals and what the work plan looks like for the next year for the commission and our agency. Director Garrett has started remodeling ODOT in the central services area. He just announced some significant changes about moving our procurement office into central services, some changes to the budget revenue. He noted that having the budget folks available during the legislative session to react and be proactive really helped a lot.

On the regional level we are looking at right-sizing, we have goals and targets for maintenance and the indirect side to take place by January 1, 2013 and a second deeper cut by January 1, 2015. This week I will be submitting proposals for all the regions on what the right-sizing would be for our project development staff and that is somewhere in the 30% range of cuts that will align with reductions in revenues.

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

Simon Hare / Art Anderson

As I understand from Art there will be some type of appreciation for Stacey in November.

- New Co-chair for Josephine County recommendation
- Add safety agenda item and requests for safety hotspots in Jackson and Josephine County
- Formalize the process for county representatives, include looking at bylaws
- Update on Sexton planning

Next meeting will be November 8 in White City.