

# **Newberg Pavement Maintenance and Funding Master Plan**

## **Ad-Hoc Advisory Committee Meeting #2**

**Wednesday, August 3rd 3:45 – 5:30**

Permit Center – Large Conference Room, City Hall

## **Meeting Summary**

### **Committee Members Present:**

Bob Andrews, Mayor  
E.C. Bell, Chehalem Valley Presbyterian Church  
Carr Biggerstaff, Chehalem Valley Chamber of  
Commerce  
Don Clements, CPRD  
Fred Gregory, GFU  
Dave Hampton, Friendsview Retirement  
Community  
Patrick Johnson, Council  
Greg McKinley, A-DEC  
Dave Parker, Newberg School District  
Jack Reardon, Citizen  
Bill Rourke, Citizen  
Matt Zook, City Finance

### **Staff and Consultant Team Present:**

Joe Hannan, City of Newberg  
Kaaren Hofmann, City of Newberg  
Krey Younger, GeoDesign  
Kristen Kibler, JLA  
Tony Roos, Kittelson

### **Public**

Mark Grier

### **Welcome/Meeting Purpose/Committee Protocols**

Introductions were led by facilitator Kristen Kibler. The purpose of the meeting was to review and discuss an approach for developing a maintenance program that the consultant team has modeled. The maintenance program is an approach for maintaining the Pavement Condition Index (PCI) at 70. The model describes the maintenance actions that would be taken over ten years.

The group reviewed the July 14 meeting summary and one edit will be made to those notes – on page 3 the “red area” refers to the color coding on the PCI map, where red lines mean low PCI and green lines mean good PCI . This will be edited and the final posted to the website.

### **Public Comments (and reports on discussions with the public)**

Mark Grier attended the meeting because he had read the recent article in The Newberg Graphic. He asked how the City of Newberg had let the roads get this bad and how there could be such a large backlog of maintenance. Staff and a few committee members briefly explained how funding is stagnant (Newberg relying solely on state gas tax funds) but maintenance needs continue to grow. This results in delayed or deferred maintenance. This is a problem throughout the country.

Committee member Patrick Johnson summarized discussion of the City Council earlier in the week after he updated them on the July committee meeting. He said some on Council would like to see action sooner. There had been discussion about getting a local gas tax on the November ballot. The timeframe was too soon, but there was support for attempting to get a local gas tax on the May ballot. Patrick believes that this committee still needs to go through the planned meetings to understand the problem and advise on funding options, specifically looking at the local transportation utility fee as information is concurrently collected on a potential gas tax.

Community members at Friendsview Retirement Community had recently participated in discussion on community values for the separate Newberg 2030 planning effort underway. Roads had come up as a major weakness area.

### **Pavement Management – 10 year look at an annual prioritization approach**

Consultant project manager Tony Roos from Kittelson and Krey Younger of GeoDesign gave a presentation (see presentation) on how the maintenance approach or program was developed using a computer modeling program called PAVER. They reviewed the assumptions that go into the program. The model develops a ten year list of maintenance/preservation actions to maintain an average PCI of 70 (this is based on the Council's direction to stabilize and maintain the PCI). Staff then reviews other variables and makes annual decisions to move forward on maintenance projects. The model is continuously recalibrated with known information. The ten year list of projects equates to spending approximately \$2.4 million per year in pavement maintenance. This number had earlier been assumed to be about \$1.9 million, but additional costs have been added in, such as required improvements on some projects in the ten year list to meet Americans with Disabilities Act (ADA). The consultant team recommends a regular PCI inspection program. The City has little data on the changing conditions of pavement throughout the city. As new data is entered into the computer model, the list of projects will be adjusted accordingly. Tony and Krey presented several slides that showed the types of pavement maintenance projects, spending over ten years for the various maintenance types, geographic breakdown of types of projects, maintenance spending by geographic area, and the overall spending needed to maintain a PCI of 70 over ten years. Early in the ten year program, PCI does drop as funding comes online and the maintenance projects kick in. However, without the influx of new funds, the PCI would continue to decline.

During the presentation, committee members asked questions and discussed. The following are the questions, topics, and comments that came up as the group discussed the sample ten year maintenance program.

- What are the soft costs for an evaluation program? It would be a small percent of the program cost, probably less than 1% overall.
  - 2 cents a sq
- What does MIP mean? – maintenance improvement projects

- If we continue to build roads, what is the effect? It will distort the PCI; the new road will have a high PCI and may increase the average even though other roads have low PCI.
- What is the breakdown of the approximately \$1.3million received each year in gas tax funds? The entire gas tax is not spent on just maintenance projects. It includes street lights, labor, capital outlay, mapping, computer hardware, labor, services, etc. Some additional information will be collected on the breakdown of the state gas tax and some explanation on revenues received and then transferred out.
- Do we anticipate similar state gas tax in future?
- How do political realities/discussion happen related to projects, for example which projects are selected?
- Is ADA included?
  - PAVER doesn't include
  - Tony added costs in
- What about SDC funds? SDC can only be used for road capacity projects, not maintenance of existing roads. SDC can be used to build a sidewalk if there wasn't one, since pedestrian capacity would be added.
- Are state and county roads included in the PCI and do they get maintained by city?
  - No – state roads not in PCI or program.
  - The City's maintenance program only covers roads the city is responsible for.
- [Not related] Restricted left turns are being added to OR219 at 2<sup>nd</sup> Street by ODOT. Who makes those decisions? That is an ODOT project but does affect city roads. The two agencies work together. At city request, ODOT has agreed that they will look at the effect of the raised medians and will add a traffic signal at 1<sup>st</sup>/Everest if it meets warrants (criteria for traffic, safety, etc).
- There are many dollar numbers that have been seen regarding how much money needs to be spent on maintenance, annually. Does this include labor to do the projects also? Response: The annual amount that the computer model is showing us (the program estimates the cost of all the projects) is \$2.4 million. This includes labor and materials to do the maintenance, i.e. hire a slurry company or have seasonal staff do some types of work. The \$2.4M includes ADA costs. The earlier estimates that was discussed at Council meetings, at the first committee meeting, in the Newberg Graphic article is \$1.9M. The new number of \$2.4M includes ADA cost and is based on a very specific list of projects. It is the most accurate number we have at this time for what additional funds the city might strive to generate to maintain PCI.
- Location of improvements was discussed since some areas have poorer conditions but everyone is being asked to share the burden of road maintenance. Does the model prioritize types of streets or locations of streets? The model was set to prioritize types of streets related to volume since these see the most wear and condition going down. The model develops the most efficient way to maintain PCI. The assumption to prioritize higher volume streets helps with the efficiency/overall cost of the program but doesn't have to be a factor. The graphs show that the spending does distributed fairly equitably over the ten year program. Some areas have more roads, etc. Some areas have roads with more expensive road maintenance needs, such as reconstruction. [see graphs from presentation]

- Are road transfers considered? Private/county/state/vacated roads/gravel roads are not included in the PCI or part of the 10 year program.
- Do the stop gap projects – major patches [see presentation]—require ADA upgrades/expense? It depends on the size of the project or patch, repaving a lane would.
- Is it possible to develop roads without curb for cost savings? No. The standard road cross sections defined by the City on new roads include curb.
- Why does the stop gap spending continue to go up while other types of maintenance have spikes. This is necessary to maintain PCI. – After 10 years the number of roads that can be sealed reduces either because they’ve all been done recently or remaining roads are not in good enough condition to seal. The money spend on smaller sections of road can continue to increase.
- Some of these data graphs may be better shown as stacked bar graphs. Tony will show some alternate graph views on the presentation.
- Are gravel roads included? No. The city maintains, but they are not factored into PCI.
- Can we return some roads to gravel? This is likely not acceptable to neighbors due to increased dust, etc. This hasn’t been discussed.
- Does the model include cost increases/inflation? The model does not include. Prices of materials do fluctuate over time, often dependent on oil/gas prices. The model does get rerun every year. The 10 year program list/cost doesn’t change now, but the annual costs may fluctuate some. How do we include this? Can you use ENR data?
- There won’t be full funding in the first year 1 if Phase 1 funding (assumed to be local user fees) takes a while to collect.
- Will you use staff to do maintenance projects? City/seasonal staff can do crack seal, but we must hire out for slurry seal. It depends on the type of maintenance work, equipment needed, etc.
- Will all money generated under the new funding being discussed be used for road maintenance and not auxiliary activities, such as street sweeping? Correct.
- Does State have information on changing gas tax revenues for fuel efficient/efficient vehicles and expectations for the future?
- What happens if we raise funds in another way (like a 5 year bond where the money is available immediately and not a slower user fee or gas tax collection)?
- Could we have a bond program for specific projects?
- Can you do “BIG FUND” up front and then be able to maintain?
- Can you reduce user fees if you get a bond?
- Response about funding – a bond style program is possible but cannot happen quickly. Condition of roads will continue to decline if some stabilization measures are not taken soon. As the PCI declines, the maintenance/road fix costs go up. Also, the plan can include policy to “sunset” or end any type of funding if more than is needed to maintain 70 PCI. The plan can include policies to adjust over time. For example, a user fee can be initiated for 10 years if a local gas tax may be sufficient in the future.

- How fast can a user fee be implemented? At the next meeting will discuss cost allocation methods.
- What is a user fee? A transportation utility or user fee is charged to all who use the system. It can be a flat fee or depend on how much use/trips one has on the system. Various allocations of this will be discussed at the next meeting.
- Will the street lighting fee be pulled out and a street light fee also be charged to residents? We will discuss at next meeting.

### **Next Meeting**

The next meeting will look at Phase 1 (user fee based) funding sources and how they might be allocated and implemented. Staff will collect some information on local gas tax given the Council's desire to have on May ballot. We'll update and discuss at next meeting while discussing Phase 1 funding.

The next meeting date was confirmed [after the meeting] for Wednesday, August 31<sup>st</sup> from 3:45 to 5:45 in the City Hall, Permit Center Large Conference Room, same location as previous meetings.