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 March 10, 2015 RVACT meeting
Grants Pass City Council Chambers
101 NW 'A' Street
Grants Pass, OR

Members and Alternates in Attendance: Tom Humphrey, Central Point; Ruth Jenks and Robert Miller, Eagle Point; Dan DeYoung and Lora Glover, Grants Pass; Jan Fish, Gold Hill; John Vial, Jackson County; Chuck DeJanvier and Simon Hare, Josephine County; Dan Bunn, Medford; Steve Dahl, Phoenix; Pam VanArsdale, Rogue River; Jim Ulrich, Shady Cove; John Bullion, CORP; Mike Quilty, RVMPO; Gus Wolf and Rob Brandes, MRMPO; Arthur Anderson and Jerry Marmon, ODOT; Bern Case, Aviation; Paige Townsend, RVTD; Steve Haydon, Bike and Pedestrian; Mark Gibson, Trucking; Mike Montero, Earl Wood, Justin Gerlitz, James Lowe, David Kellenbeck and Larry Ford private sector representatives from Jackson County and Josephine County

Members Absent: Butte Falls, Cave Junction, Jacksonville, Talent
Staff: Paul Mather, Frank Reading, Lisa Cortes, Michael Baker, and Gary Leaming, ODOT; Pat Foley, RVCOG
Other Attendees: Alison Wiley, ODOT; Hal Gard, ODOT Rail & Public Transit; Lesley Orr, Grants Pass volunteer; Alex Georgevitch, Medford; Gary Taylor, HDR Engineering; Joe Soares, Knife River Materials

1. Welcome, Roll Call
Mike Montero
Roll was taken. A quorum was present.

2. Review Agenda – Additions or Deletions
Mike Montero
Revise agenda: Switch Agenda item No. 6 (Fix-It Program Updates) and Agenda item No. 7 (Enhance Program Updates).

3. Consent Calendar
Mike Montero
Approve January 13, 2015 RVACT minutes: Paige Townsend requested a correction on her presentation. Change: RVTD is serving an average of only 4 passengers *at the airport* per day on this route. (*This route actually serves 1,000 passengers per day.)*
Mike Quilty made a motion to approve the minutes as amended. James Lowe seconded the motion. The motion was approved.

DRAFT

4. Public Comment
Mike Montero
No public comments.

5. Fix-It Program Updates
Jerry Marmon
Art Anderson: We have two programs – Enhance-It projects (RVACT goes through the selection process) and the Fix-It program are those projects that are done for the preservation of the roads, repairing bridges, etc. The presentation today will give you an idea on what is coming up under the Fix-It Program. He will cover two of the programs under Fix-It. There may be opportunities to leverage projects.
Mike Montero requested for the benefit of new members an explanation of the difference between Fix-It and Enhance-It.
Jerry Marmon: The difference between the Enhance-It and the Fix-It programs: The Fix-It program is designed to fund and maintain infrastructure that is already in place. It is designed to take our existing pavement and bridges and prepare projects that maintain those. In addition it it has a strong focus on improving the operations on the system. New projects such as the Hwy 62 are the focus of the Enhance-It program.

The Fix-It program is comprised of four different program areas: Bridge, Safety, Pavement Preservation and Operations. Today I will focus on two areas – Pavement Preservation and Operations because this is where we have developed the 150% list. The 150% list for Bridge and Safety is probably a month or two out.
Operation Projects:
- Siskiyou Summit Intelligent Transportation Systems (ITS) Project
  - Large VMS board at milepost 5 (NB)
  - Small VMS boards at exit 14 (Ashland St.)
  - Install variable speed limit signs MP 0-11
  - Upgrade/Replace HAR System
- Old Siskiyou Hwy Slide
  - Repair slide @ MP 6
- District 8 Variable Message Sign (VMS) Board Project; New Locations:
  - I-5 MP 36 NB Tolo Road
  - I-5 MP 28 NB (Medford Viaduct)
  - I-5 MP 20.5 SB (Medford Viaduct)
  - OR 62 MP 14 EB
  - OR 138 MP 99 WB

There are other Operation Projects from different buckets of money such as guard rails, etc.
Pavement Preservation Projects
- Highway 199
  - Fairgrounds to Applegate River Bridge
- Highway 140
  - Blackwell/Kirtland Intersection to Highway 62

There are no pavement preservation projects on I-5 in Region 8.

Questions/Comments
Tom Humphrey: There is something going on at Exit 33. Is that a new camera or what?
Response: This is an operations project from the previous STIP cycle. It is regionalized project

DRAFT

to put in new cameras. The one that you see at Exit 33 will be a multi-dimensional camera. We will be able to spin it around. Tom: Will that be available to the public on Trip-Check? Response: It will be once it is complete. This is also in conjunction with another camera that we are installing in Prospect.
John Vial: The Hwy 140 paving project, have you considered combining that with the rehab project that is going to be built on Hwy 140 from the interchange up towards the Blackwell overlay? Response: We were looking at combining those two as well as with other projects to bring those two corridors up to standard.
Mike Montero: That is a great example of some of the refinements of STIP projects where a when we are looking at building new capacity can it be bundled with these preservation projects. Here is a demonstration where that policy that you made at the last STIP cycle.
John Vial: The variable speed limit, is that going to be similar to what they have up in Snoqualmie Pass, WA where the operator of the roads make the decision to change the speed limits? Response: There are two ways that you can do that. One is to manage through a dispatch center or somebody in the office can control that or you can set them up similar to our weather stations where they sense the temperature and they will automatically adjust based on the technical data they receive from the sensors. We have not gotten to that point yet.
John Vial: Has the decision been made by the OTC where 74% goes to Fix-It and 26% goes to Enhance-It?
Mike Montero: Art and I were at the OTC meeting. The presentation by Paul Mather about available funding, particularly about the Fix-It Program: Of all of the non-obligated dollars that they get from the State and Feds 100% of it would be put into Fix-It programs. Clearly there is a funding issue for both at the State and Federal levels. The circumstances are dire. All of the ACT chairs were there and they feel the Enhance program is important but it is necessary to take care of what we have.
James Lowe: On Highway 199 from the South 'Y' to the Applegate Bridge: If the City and the County would get behind going three lanes from Bi-Mart curve to Redwood Avenue because you guys have yellow-striped the curve, would that be part of a STIP request or could that be included in Enhance-It? Response: It could be funded with preservation dollars buy I am guessing that this committee could tie the two together (Enhance and Preservation).

6 Enhance Program Updates

Lisa Cortes

Art Anderson distributed and reviewed handout '*ODOT Area Commission on Transportation Ethics*'.
Lisa Cortes: Lisa will give an update on the Enhance Program and go over the handout '*Enhance Pre-Proposal Discussion Document (with instructions) 2018-2021 STIP update*'. In January all public entities that are able to apply for Enhance-It received an email that included the Enhance Proposal packet as well as the website for additional information. As you will recall we talked about having more time up front to work on the proposals and getting together with ODOT so that we can go over if there are any potential conflicts. We can talk about the project you are proposing. Basically this will make the proposals stronger beforehand. As part of that the form that has four simple questions that you fill out prior to setting up the meeting with ODOT:
First Page:

1. Project Proposer
    a. Contact information
2. Transportation Needs Statement
    a. Identify problems

3. Project Description
    a. Details about what potentially might be built
    b. What type of service being provided
    c. Identify what modes your project will serve
    d. Project attribute information and cross modal criteria
    e. If applicable how will it benefit freight movement
    f. Practical Design
        i. Are you just meeting the requirements or are you doing full Practical Design
        ii. Can the project be phased
4. Project Name

Second Page (detailed guidance on answering questions 2, 3 and 4):

- Describes Practical Design
    - Where to access information
    -

Regarding prep-proposal meetings with ODOT

- Contact Lisa with Pre-Proposal information (if you like)
    - Lisa will set up meeting with ODOT staff
- Think about bundling your project with service providers in your area

Questions/Comments

Mike Montero: This template is in response to the input this body came up with in regard to the last STIP cycle especially for the smaller jurisdictions that do not have the planning staff. Also, Practical Design is relatively new to ODOT. Would you give us an example on the format that might take? Lisa Cortes: You are widening a road and you determine that you would also like to widen the sidewalks. But when you look at that you might need to do utility relocation which in turn means that you would have to buy right-of-way. Because of costs (funding) you might determine the sidewalk is actually wide enough – you could widen the road without putting in all of the additional improvements. Frank Reading: Another example: Standards call for an eight-foot shoulder and the shoulder is only four-foot. You find that you can live with a four-foot shoulder because the need for an eight-foot shoulder is far out in the future. There are things like that shoulders, maybe lane configurations, etc. It is anything outside of cookie-cutter design.

Mike Montero: So really there is flexibility. The Oregon Freight Committee has long supported this notion. You have these freight corridors that are dangerous but they are mandated to have bike lanes on the road. Separated multi-use paths are much more sensible and they are going to be used more.

Dan DeYoung: Are you saying that ODOT will supply us with an Engineer as we go through this process? Are you going to be there as an advisory position. Response: Not necessarily. We might have engineers that we will consult with but we won't be doing the work.

Mike Quilty: It is more on whether or not you meet the criteria and scope. Response: Yes. Also ODOT may have information that you can use; as an example jurisdictional exchanges. This process helps us to all be on the same page.

Justin Gerlitz: Is there a day established for submitting these forms? Response: The final proposal is due on the first Monday in August. It would be good to get them in as soon as possible because we need time to look at the proposals and to schedule the meetings. There is no set date for the submission of the pre-proposals but the sooner the better.

Steve Haydon: What phase does the project have to be in when you submit? Can it be an idea or do you have to have preliminary engineering? Response: It doesn't have to have preliminary engineering but the more information you have the better. It does need to be something that is the Transportation System Plan. It has to have some work done to be in the Plan.

DRAFT

John Vial: I want to clarify the process. You said "if we have a consultation". Everybody who does a proposal has to fill in the form and sometimes you may or may not have a consultation depending on how simple the project is. Response: The consultation is an option. You do not have to do it but we highly encourage it. You can just turn in your proposal.
Art Anderson: He suggested: These pre-proposals are pretty straight forward. If we could get them knocked out before the next ACT meeting so that we know who and what is being considered.
Mike Montero: I think that is a good idea.
Dan DeYoung: One of the things that were brought up in the critique of the last process was going on field trips to take a look at other applicant's projects. How soon can we get a list of these projects so that I can go out and look at the projects? You say the proposals are due in August. How long after that? Response: In two to three months.
Mike Quilty: I think he is asking for a list of the projects submitted and where they are located. There does not have to be a lot of detail submitted. We can do that from the applications.
Frank Reading: This group has to vote on the 150% list in order for them to be scoped by ODOT. Once this is established that is when this group can go out and look at the projects. Response: Yes. You can go out on your own before then. Once we get the pre-proposals those might not be the ones that are turned in.
Dan DeYoung: I just want to establish that after the proposals are submitted in August that there is ample time to look at these projects.
Mike Montero: We can work through that. It is a good idea. We should spend some time to figure out how this body wants to do it.
Paige Townsend: We can provide a transit bus. I am sure JTD will be willing to do the same thing in Josephine County. I have a question as to whether funding is available. I keep hearing they are reviewing if there is even available funding. Do we have a date when we will know? Response: The date they are saying right now is in June. It is really still up in the air.
Frank Reading: There is so much uncertainty. In May the Federal Highway Trust Fund goes broke again. They have to decide on what they are going to do. The OTC cannot make a decision on how much a program receives until they know exactly what the government is going to do. Some of the scenarios that Travis shared at the OTC meeting where we looked at both of the old funding splits; what flat funding looks like, what it would look like with 10% less, what it would look like with 20% less and 85% toward Fix-It and 15% toward Enhancement. This gave the Commissioners some idea of what it would look like and what their recommendations may be. With a really short answer, we really don't know. A lot of the ACT Chairs said to focus on Fix-It, take care of our existing facilities. There is some potential for Enhance-It, depending on what the Federal government does. We want to keep this process going forward in case the Federal government comes forward with funding.
John Vial: Art made a suggestion that we do a self-imposed deadline for the next ACT meeting. Are you looking for a motion on that?
Art Anderson: These proposals are pretty simple. Yes I am looking for a motion.
Lisa Cortes: Clarification: Even if they don't submit their pre-proposals by the next ACT meeting they are still able to apply.
John Vial made a motion: I propose that we set a deadline, if we are doing a pre-proposal application, to have those pre-proposals due for the next ACT meeting. Art Anderson seconded the motion.
Discussion/Questions:
Bern Case: If this is voluntary and somebody doesn't meet that deadline then the next deadline is August 1st. Is that where we are going? Response: Yes, proposers are encouraged to get them in so that staff has a chance to go over them.

DRAFT

The motion was unanimously passed.

Mike Montero: Regarding discussion document: ….is there additional utility? When you go down through this list for example: ….if the project benefits freight movement? Expect that staff will ask these questions for any mode. They will be able to help you. I think that these pre-consultations will be able to assist proposers.
Lisa Cortes: Clarification: When I talk to a lot of people they are referring to the grant program. This is a proposal.
Justin Gerltiz: Being on site to see these projects is the best scenario. But in reality all of us will not get to every project. I suggest for this round that we set up Google Earth which is the next best thing and you could email out the location of each of the projects with instructions on how to find them on Google Earth.
Mike Montero: When you have time to think about the process remember that, not that anybody wants to, we can have extra meetings during the STIP process in alternating counties. If the Transit Districts in each counties can coordinate field trips this would allow us to visit the projects.
Art Anderson: We are setting up meetings now with proposers. We are doing work over the next two months. This will give us an idea of the total scope of projects. ODOT is going to be putting together pre-proposals. There are four from District 8: 1. South Grants Pass 'Y' study, 2. I-5 Southbound climbing lane, 3. OR 99 multimodal improvements between Medford and Talent, and 4. Completion of Hwy 140 extension.
Paige Townsend: She asked about the need for estimated cost of a project. She pointed out that this is difficult to do because things can change. This detail may not be ready for the next ACT meeting.
Lisa Cortes: We will be working with the proposers. I don't think it is necessary to provide all of the details at the next ACT meeting. Paige: Then we do not have to have the cost. Lisa: I think it is a good idea to bring an estimate to ODOT.

7. Local Construction Project Updates
Gary Leaming

I-5 Exit 61 Merlin Interchange Improvements: Improvements are planned for this summer. The project improvements will:

- Add a second northbound lane at the end of the off-ramp road
- Add a new signal on Merlin Road at the end of the northbound off-ramp as well as at Highland Drive
- Modify the existing signal at Merlin Road and Monument Drive
- Construct a westbound receiving lane on Merlin Road and a right turn lane onto Monument Drive.

US 199 Slate Creek to Cave Junction: Improvements are planned for this summer. Repaving project. Will add a center strip. Working with the City of Cave Junction will make three lanes through town – a center lane for safety.
Slate Creek and Deer Creek Bridges: The Deer Creek Bridge is closed. It is scheduled to be opened by Memorial Day. This summer they will work on Slate Creek Bridge.
Oregon 238 Bridge Replacement: Pilings under this bridge are rotting. This bridge will be replaced with three 30-inch culverts. Project should be finished later this week.
Fern Valley Interchange: A lot of movement on this project. Construction Friday night (3/20) to Monday morning (3/23) includes:

- Fill the Gap on North Phoenix Road

DRAFT

- Open temporary NB on ramp
- Connect Fern Valley to new North Phoenix Road

Oregon 62 Corridor; Scheduled to go to bid in March.

Oregon 62 Shady Cove; City Council briefed last week. Goes to bid in late 2016 with construction scheduled for early 2017.

I-5 Medford Viaduct: Kittleson and Associates are still developing the scope of work with ODOT. Selection of CAC late summer/fall. This is document is two phased – Planning and Environmental.

I-5 Siskiyou Rest Area – Welcome Center: ODOT received concurrence from the City of Ashland to extend water and sewer to site. ODOT is working on an IGA with Ashland. Plan is to go to bid in June on the first phase – ramps etc and the following year construct the facilities.

Break

8. Transportation Options Plan Update

Hal Gard

This is the first Transportation Options (TO) Plan developed in Oregon and the nation. The TO is a part of the Oregon Transportation Plan.

Why a Transportation Options Plan?

- Intrinsic element of the OTP and Intermodal Oregon
- Heavier reliance on TO solutions
- Growing local interest in TO
- Need for vision and policy framework

What are Transportation Options? (Evolving definition)

- Historically referred to as a TDM with a focus on commute trips and system management
- TO Plan includes these key elements, but expands this definition to also recognize:
    - Information Systems
- The value of facilitating opportunities to choose different travel options and meet diverse travel needs
    - Have reached out to Human Services

TO Programs and Strategies

- TO can work in urban, small community and rural contexts
    - Staffing
    - Technology and Information
    - Collaborative Statewide Campaigns
        - Have funded for several years the Drive Less Challenge
    - Individualized Marketing Campaigns
    - Rideshare
    - Soft Infrastructure
    - Incentive Programs
    - Education
    - Community Events
        - Sunday Street events

Challenges, Trends and Opportunities (TO is one way to address challenges)

- Supporting a growing economy
    - Transportation in many cases is the highest family expense
- Providing affordable transportation options
- Doing more with less and addressing aging infrastructure

DRAFT

- Increasing public health concern
    - Inactivity leads to all types of diseases
        - Active transportation helps to reduce this trend
- Increasing mobile source emissions
    - Green House Gas concerns
- Continued need for a safe transportation system
    - Popular program is Safe Routes to Schools
- Growth in personal technology
    - Spent time in developing General Transit Speed Specifications (GTSS)
        - Collection of transit routing data

Plan Milestones

Interactive process guided by a Policy Advisory Committee (PAC)

- Scope
- Stakeholder Interviews
- Focus Groups (7)
- Existing Conditions
- Issues and Opportunities
- Best Practices
- Draft Vision, Goals, Policies and Strategies
- Performance Measures

TO Plan Contents

- Chapter 1: Introduction
- Chapter 2: Existing Conditions
- Chapter 3: Challenges, Trends and Opportunities
- Chapter 4: Vision, Goals, Policies and Strategies
- Chapter 5: Plan Implementation

Draft Goals

- Goal 1: Safety
- Goal 2: Funding
- Goal 3: Accessibility
- Goal 4: Mobility and System Efficiency
- Goal 5: Economy
- Goal 6: Health and Environment
- Goal 7: Land Use and Transportation
- Goal 8: Coordination
- Goal 9: Equity
- Goal 10: Knowledge and Information

Next Steps – Oregon Transportation Commission Action

- Finalize Plan based on Public Input and PAC Review
- OTC Consideration: April 2015
- Implementation Tasks
    - Performance Measures
    - Outreach
    - Action Plan
    - Program Assessment
    - Transit Coordination

DRAFT

Questions and Discussion:
Paige Townsend: I have been working in TDM and TO for eleven years. This has been a very strong effort by ODOT to recognize Transportation Options as being a solution to achieve the Oregon Transportation Plan Goals. It was a well rounded effort. There are a lot of tools. We can look to this Plan and pick options for things that we want to try to move forward. At the last meeting I did a presentation on the individual marketing program that we are doing at Southern Oregon University. These types of programs are not just for Portland, Eugene and Salem. These are things that we can have here in this area. I welcome you to contact me if you want more information.
Mike Montero: In the current fiscal market, what we are seeing with the constraints on funding, Transportation Options is a big deal. While on the surface it looks like the emphasis is on transit and bike and ped, one of the participants in the program was the Oregon Trucking Association. What became apparent early on in the discussions is that when you think about modes and who is impacted by constraints to freight movement, everybody. Whether you ride a bicycle or a skateboard, you are impacted by freight. Freight joined hands with this process and said well given the current funding and we can't build lanes on I-5 maybe we should make strategic investment in alternative modes that gets traffic off of the infrastructure that we are dependent upon and everybody is impacted by that is a good thing. That was one issue. The other issue that Hal touched on was the fact of the shift on how people are getting around. I would argue that a lot of that has to do at what it costs to own a car. People are making choices on where they live based on that reality. The good thing for this Region is that many of the cities (Central Point for one) have focused on urban developments where you have features where these Transportation Options really work. The good thing for us down here is that this Region gets it. There will be rewards in time because those urban developments create the future demand on the system.
Hal Gard: The Bear Creek Greenway folks think that is a recreational trail but folks are using the trail for daily trips. The establishment of a transit route between Grants Pass and Medford is on schedule. It does work regionally.
Dan DeYoung: I get a kick of walk to school. I went to school on the north end of town and we lived on the south end of town and that is how we got to school. Now it is going to be fashionable to do that but back then it was the only way. Today we build parking lots so Moms can drive their kids to school. Moms won't let their kids ride the bus (because of bullying?). There is a bigger problem here that we have to address.
James Lowe: Another thing. Today kids aren't going to the DMV when they turn 16 to get their driver's license. They are waiting until they are 19 or 20 years old. You see a lot more kids out there riding the bikes and stuff.
Paige Townsend: These are exactly the kinds of conversations that we have had in order to make it convenient and easier for them. There is about 20% of the population that have reasonable access to transit, walking or biking to their destination. Sometimes they do not know how to get to their destination. At times providing them with a map is all that we have to do. Often times bringing that senior citizen who has never been set foot on a bus and so it is just getting them on the bus showing them that it comfortable, convenient and safe. Those are the types of things that we do. Staffing customer service oriented type of program is a portion of our services. It does need that one on one. Also there are a lot of Moms that want their children to walk to school. Getting them to walk in groups is a good solution at times. There are lots of tools in the tool box.

9. Oregon Transportation Commission/State Updates
Frank Reading

DRAFT

Focusing on the funding situation: Regardless of what happens, even if the OTC decides not to program any funds for Enhance-It for this cycle there are still requirements to spend some federal dollars in certain areas. Bike/ped is one of those as well as Transportation Enhancement and Safe Routes to Schools. These are dedicated funds. There are a handful of programs that will survive. Those programs will be decided depending upon what revenues come in to Oregon from the federal government. Another thing worth mentioning is the flat program with the feds being able to maintain that flat level of funding. If you look at Map 21 as compared to SAFETEA-LU there was a 6% reduction. You have a lot less revenue coming in to maintain expenditures.

Oregon Transportation Commission:
The OTC meeting focused on the ACT Chairs and what they thought about the Enhance Program. As mentioned before they felt that maintaining what we have was important.

Administrative Rule being discussed, how to handle transporting hazardous materials on the highways.
A report has been done on the effects of congestion and how it affects Oregon's Economic Development competitiveness.

Upcoming Bills:

- SB810: Proposal for additional lanes on Hwy 101, California to Washington
- SB324: Clean Fuels Bill. This bill passed and went to the Governor for signature.
- HB3302: Bill that appears to be attached to Transportation – can affect funding.

- HB2267: Would allow ATVs on highways
- SB533: Would allow motorcycle to proceed on red light
- HB2465: Improve driver license efficiency.
- HB2512: Allows motorcycles, mopeds and others to pass on right side shoulders
- HB2620: Do inventory of all ODOT surplus property
- HB2210: In emergency areas where the Governor declares an emergency – allows media access.

Questions:
Dan DeYoung: Alan DeBoer wrote a letter regarding OreGO. He was dead set against it. I seem to lean that way also because it seems very confusing. It is considerably top heavy from the admin side. There are a lot easier ways to go about that. When I was dealing with BLM I found that once they make a proposal by the time they come and ask me for my opinion it is already cast in stone. Input at this time is probably useless and would fall on dead ears. I am concerned about that, the confusion and the complexity of that issue. I don't know if there is going to be enough money left over. The theory is people are not buying gas and paying the fuel tax. I feel that a lot of this will be taken up by staff time. Where is this in the time frame? Is that going to be initiated tomorrow or next year?
Frank Reading: The OreGO website provides a ton of information. It allows you to go on and input the miles you travel. The way this is administered is probably the major expense especially when you consider that it is focused on 5,000 vehicles. There are three different groups, 1. 17 mpg, 2. 21 mpg and 3. 21 to 50 mpg. For this current program (5,000 cars) it is going to seem like it is administratively top heavy. But what we are doing is getting the major cost of establishing the infrastructure and the relationship with clients and who will administer it.

DRAFT

Verizon is one of the ones who signed up to help with this program. There are several vendors that they have signed up to provide this service long-term. Initially yes to have it put in place and to see how it functions. The Legislature started of this year saying why don't we shorten this. We said no. We have to go through this to be sure that it works well and it aligned with to what we told everybody it would. In the future I don't think it will be administratively top heavy. We will have those vendors in place.
Dan DeYoung: Handle this through registration

10. Agenda Build/Next Meeting

Mike Montero and Art Anderson

- Pre-proposal applications
- Coordinate site visits
  - Rob Brandes said the JCT will provide a bus. RVTD also.
- Potentially discuss Uber

The next RVACT meeting is scheduled for May 12th in White City.

DRAFT