

**Joint Interim Committee on Transportation Preservation and Modernization**  
**Meeting Summary – Coastal Roundtable, Newport tour**  
**Thursday, September 15, 2016**

**Members Present: Sen. Beyer, Co-Chair; Sen. Edwards, Sen. Girod; Rep. McKeown, Co-Chair; Rep. Bentz; Rep. Lively; Rep. McLain, Rep. Olson, Rep. Smith-Warner.**

**Visiting Legislators Present: Sen. Roblan, Sen. Whitsett; Rep. Gomberg, Rep. Whitsett**

**Members Excused: Sen. Boquist, Sen. Johnson, Sen. Monroe, Sen. Winters; Rep. Smith**

**Coastal Roundtable**

Committee members shared a networking meeting and discussion with coastal members of the South West Area Commission on Transportation (SWACT), the Lane Area Commission on Transportation, the Cascades West Area Commission on Transportation (CWACT), and the North West Area Commission on Transportation (NWACT). Welcoming remarks were provided by Susan Morgan, member of the Oregon Transportation Commission (OTC). Other attendees included: Tammy Baney, OTC Chair; Annabelle Jaramillo, Benton County Commissioner; David Brock Smith, Curry County Commissioner; Bill Hall, Lincoln County Commissioner; Mark Labhart, Tillamook County Commissioner; Pam Barlow Lind, Confederated Tribe of Siletz Indians; Ben Carpenter, NWACT; Rick Skinner, SWACT Vice-Chair; Robert Gambino, Mayor of Depoe Bay; Ron Preisler, Florence City Council; Erin Reynolds, City of Florence; Sandy Roumagoux, Mayor of Newport; Dean Sawyer and Derrick Tokos, City of Newport; Walter Chuck, Port of Newport; Nancy Rickard, Port of Siuslaw; Tarah Campi and Phil Warnock, Cascades West Council of Governments; Jeff Hazen, Sunset Empire Transportation District; Caroline Bauman, Economic Development Alliance of Lincoln County; Doug Cooper, Hampton Lumber Mills, Inc.; David Bowman, Depoe Bay resident; Dennis Anstine, Newport News Times; Matt Garrett, Director, Oregon Department of Transportation (ODOT); Angela Beers-Seydel, Frannie Brindle, Jerri Bohard, Travis Brouwer, Jacque Carlisle, Troy Costales, Leah Craft, Paul Mather, Emily Nascimiento, Frank Reading, Michael Schroeder, Shelley Snow and Mark Usselman, ODOT; Pamela Fitzsimmons, staff for Sen. Johnson; Meliah Masiba, staff for Rep. McKeown; Robin Maxey, Senate President's Office; Rick Osborn, Senate Majority Office.

**Newport Tour**

Committee members took a tour of regional transportation facilities by charter bus. They were welcomed by OTC Chair Tammy Baney, ODOT Area 4 Manager Frannie Brindle and ODOT Highway Division Administrator Paul Mather. Chair Baney indicated that the focus of the tour would be bridges, noting that by the current funding formula it will take over 900 years to replace all Oregon bridges.

***Yaquina Bay Bridge***

Vivian Payne, ODOT, described the tsunami evacuation area that was developed by agreement with the City of Newport. She noted that the historic Yaquina Bay Bridge has a maximum

vehicle weight limit of 80,000 lbs., meaning that trucks crossing with overweight permits require stopping traffic at both ends of the bridge during the overweight vehicle's transit.

Lorna Davis, Newport Chamber of Commerce, discussed the important role that the 80-year old bridge plays in the city – specifically, its role as a critical route. The goal is to protect and preserve the bridge, but also to develop a contingency plan in the event of a Cascadia earthquake event.

Paul Mather, ODOT, described how the Yaquina Bay Bridge is emblematic of Oregon bridges in general. Constructed in 1936 for \$1.2 million, the bridge would cost an estimated \$500 million to replace today. He noted it is constructed on wood pilings, as are many bridges constructed in an era before the earthquake risk was understood, and can be retrofitted only to a level that would prevent collapse into the bay; it is not possible to retrofit the bridge to be usable after a major earthquake. He also described the cathodic protection process used to protect this and other bridges from deterioration. The Oregon Transportation Investment Act (OTIA) focused on maintaining the ability of bridges to handle 105,000-lb loads, as a reduction to 80,000-lb limits would have a deleterious impact on freight movement.

Onno Husing, Lincoln County Planning Department, offered an historical perspective on the Yaquina Bay Bridge and Conde McCullough bridge in Coos Bay. He also discussed preparation needed at the state and local level for a Cascadia earthquake, and the need to address not just bridge infrastructure, but also jetties and coastal dredging.

#### *Beverly Beach*

The Committee then traveled up the coast to Beverly Beach State Park for a presentation on culvert maintenance and landslide response and recovery. Paul Mather, ODOT, described the types of regular highway maintenance that must be performed, such as clearing snow and ice during winter, grass mowing and accident response. He referenced a nearby bridge that was constructed 10 years earlier and is both earthquake and tsunami resistant, unlike most of the coastal bridges. He also outlined emergency procedures that can allow for emergency permit clearance where reopening roads is the first priority.

Vivian Payne, ODOT, displayed a series of photographs exemplifying the types of maintenance issues that the Department deals with on the Oregon coast. Culverts under roadways that clog and/or fail can result in road washouts; they also must receive regular maintenance and occasional replacement.

Committee questions and comments at this stop included: how many culverts in the state are in a state of potential distress (approximately 12,000 out of roughly 35,000 culverts statewide); and whether similar conditions exist up and down the coast.