

**South Central Oregon Area
Commission on Transportation
Sub Committee Minutes**

Date: January 23, 2006

Time: 11:55

Place: Lakeview Elks Lodge, 323 North F Street, Lakeview, OR 97630

Called to order by Chairman John Elliott

Attendance: Brad Winters, Mike Stinson, John Elliott, Melvin Dick, Bill Brown, Ray Simms, Frank Villagrana, Debbie Utley, Larry Holzgang, J.R. Stewart, Gail Curtis

Staff: Andrew Stuedli, Shilo Ogilvie, Debbie Robertson, Christina Ingram,

Review and Approve minutes for September 30, 2005

After review of minutes it was Moved, Second, Passed to accept the minutes of September 30, 2005 as presented

Area Manager's Report: Mike Stinson

Spencer Creek Bridge – continue working through winter – it is on schedule

2 Lane Bridge on Midland Highway has been completed – they had to replace a culvert

Matt Garrett is new director of ODOT starting in late December – he was confirmed by the senate last week – Doug Tindall has been picked as his chief of staff – Bob Bryant is coming back – Bob was helping after hurricanes Katrina and Rita – Chairman Elliott would like Bob to come to a future meeting to update us on Emergency repair and preparedness.

Highway 140 study – they are hiring a consultant – it will cover Nevada border and will include participation from the Rogue Valley – it will be about a year before there is any information to look at –

Caledonia Wetlands Project to be connected to the 140 Project – we asked for earmarked funds for \$1.8M – the best the congressional delegation could get was \$500,000 to \$1M and they said it would likely be the \$500,000 – so we would have to come up with \$1.3M – we will need to look at how much we can put into a project as partners since we can expect about 30% in earmarked funds now –

Minor issues with flooding on 140 near Rocky Point and 140 near Bly – 140 Flooding towards Lakeview not as big of an issue since ODOT removed an unpermitted dam

As an ACT we need to look at re-filling our members at large positions to be sure we have representatives from all of the industries like trucking – and the Klamath Tribes, they have a transportation person – there are several positions that the Commissioners should look at re-filling – they should be on staggered terms –

Update on Tingley Ln. Intersection with South Side Bypass – ODOT looked at the study done in 2003 – they took traffic counts at Washburn and Tingley Intersection – to see if it will qualify for a light on the 2008 – 2012 STIP – they haven't done any costing – the proposal that looks best is to cut the slope to the East and South of the intersection and straighten that curve – with the closure of Laverne Ave and less traffic across that intersection the expectation is that the accident rate will drop – the cost to straighten that curve will be about \$1.5 to \$1.8M dollars

ODOT will look into how to sweep up gravel and use of other ice prevention methods to lower particulate amounts in the air – Klamath is currently failing to meet the new requirements

Area Member's Reports

Brad - \$1.7M to straighten curves in Lake County – scheduled with scoping team – hoping for early spring – 2008 is the shortest timeline with environmental and archaeological issues – ODOT has the Right of Way (ROW) – and the \$170,000 to match earmarked

Bill – ODOT compliment – when Klamath experienced problem with flooding ODOT responded quickly – Klamath didn't have enough barricades – they would like to get ODOT involved in the after incident review process

Public Comments

None

Meeting Dates

Were reviewed and discussed – Christina will correct them and get corrected copies out to ACT members

Transportation Enhancement Grants –

Will be part of the 2008 – 2011 STIP – Each county can apply for one project – each city can apply for one – Changes to program look reasonable – mostly they are minor word changes for clarification – the ROW has to be owned by the city, county or state – the Gilchrist bikeway would qualify as a project – the Public Works departments should be involved in this process

Chemult Train Station – we are trying to get Amtrak to see if the property is leased or if the property can be purchased

Sustainable Truck Stops

We have a grant from the Climate Trust for CO₂ Mitigation – we can we use ACT funding for the study – DOJ said that would be outside of the scope of the ACT – maybe a Connect OR project or Public/Private partnership can do the study – ACT can do a study if it will lead directly to a STIP project

What is a sustainable truck stop – one where the trucks can plug into an electrical source instead of keeping the motors idling –

How many truck stops are in Lake County? – None

CA Governor has budgeted funds for upgrade of Hwy 395 in California – has anyone received any information about that? – No one was aware of this

Oregon Transportation Plan – Presentation by Gail Curtis

Fill out Survey – we need to have a letter to ODOT as an ACT by March 1, 2006

Member comments – Plan is focused mostly on I-5 and Ports – we don't have either one – we would like to see more focus toward issues in Eastern Oregon – Hwy 97, Hwy 140, Hwy 395 in addition to projects to benefit Western Oregon – One size plan does not fit the whole state

Connect OR – Deadline is February 17

Bridge Preservation Operations

See List – the List of Scoping projects for Preservation & Operation, Scoping on the 2010 – 2011 STIP

Adjourn: 2:45

**South Central Oregon
Area Commission on Transportation
Sub – Committee Minutes**

Date: February 10, 2006

Time: 10:30 A.M.

Place: KCEDA Conference Room, Klamath Falls, & Lake County Commissioners Room, Lakeview, Telephone Conference

Called to order by Vice - Chair Brad Winters – 10:33

Attendance: Jeff Ball, Ernest Palmer, Michael Stinson, Trey Senn, Al Switzer, Brad Winters, Debbie Utley,

Staff: Christina Ingram

Area Manager's Report: Mike Stinson

- Filling pot holes as fast as possible, they have hired extra staff just for that –
- There is special funding state wide for culverts – region 4 received about \$3Million – will be spent mostly on Hwys 140, 39, & 395 – projects are supposed to be completed before next year – Bottom of Bly Mtn., 140 / 39 Lakeview Jct. through Merrill
- Picture Rock Pass in Lakeview – road is washed out from the guardrail – is anything being done? – Mike to check on it and update Lakeview board members –

Approve Minutes: Quorum

Move Ernie, 2nd Trey, Passed Unanimously – to accept minutes as presented

Area Member's Report: Trey Senn, Mike Stinson

- Pilot Travel Center in Chemult – are there any problems with it – Mike discussed it with Mike – the District Manager from Bend will be the ODOT person to sign off on the permit – It will be 35 jobs for the community, for their size, that will make a large difference – there are no defined accesses in Chemult – ODOT and Chemult share snow removal responsibilities –
- **Ernie Palmer – wants to be on record to let ODOT know if they will have an access issue in Klamath County the meetings to address the problem be held in Klamath County – if there is an access problem in Lake County the meeting be held in Lake County – it would be much easier for one or two people from ODOT to travel here than all of the necessary people from here to travel there
- **Commissioner Switzer would like to have a letter sent up to ODOT to support Mike Stinson's recent attempts to have permit approvals for Klamath County handled by our local ODOT office – Mike would like to wait on the letter to give what he has already started a chance to be successful – this item to be followed up at the next meeting –

Public Comments: None

Connect Oregon: – Mike Stinson

- City of Klamath Falls is putting in for 5 projects –
- Lake County is not putting in one – the 20% match was too much to get – the railroad is too new to sign on for that much at this time
- Klamath County putting in to purchase land for the Railroad station in Chemult – Mike Stinson to help
- Ernie Palmer is doing a transit project – in the final assembly they will have members from each of the modes to make the final cut for the projects that will go to the committee – Voting will be from each of the modes – Rail, Transit, Aviation, Ports – the ACT's will be able to offer an opinion to the voting commission – The ACT's will have a strong voice
- Senator Wyden's staff emailed us the appropriations list, so if there is something as an ACT that we would like to see included that we think ODOT will have a problem funding in the next 5 years, we should ask for it in the next two weeks – The Junction of Hwys 140, 66, & 97 being reworked might be appropriate – right now ODOT is not able to fund projects for more than about \$500,000, or if it is a really important project you might be able to receive \$1Million – It is making for project budget shortfalls when the local office has a \$1.8Million project and they get \$500,000 from the State budget for it and they have to come up with \$1.3 Million on their own –

Transportation Enhancement: Mike Stinson

- Project Reminder for 2009 – 2010 – there will be \$11Million dollars statewide for projects need to have at least 10.27 for matching funds for applications there is a required notice of intent that you plan to make application due by March 1, the full application is due June 30.
- Bike and Pedestrian Grants are April 2 – if all you need are sidewalks, you might be better applying for the Bike and Pedestrian Grant – the programs coordinate with each other
- There are 3 kinds of Bike and Pedestrian Grants – some are 100% funded, others allow soft match, the third require 10% match –
- Klamath really needs a bicycle trail down Foothills –
- Do they have to border a State Highway or Rail? – they have to be in a public right of way – the funds can't be used to purchase right of way – but the purchase of the right of way can be used as match for the grant – you can use the funds to maintain bike paths –
- If the ACT will agree, Klamath would like to pursue a grant for bike/pedestrian trail along Foothills Blvd.
- Rails to Trails plans to put in to continue paving on the OC& E trail –
- Lakeview plans to put in for the town streetscape – Ray Simms, the town manager is not here now, Lakeview members not comfortable speaking about specifics of what the Town plans are
- Bonanza is applying –
- Merrill is applying –
- Letters are already out to notify the Public Works departments –

- Notice of intent is due by March 23, application due by June 30.

Modernization: Mike Stinson

- 2010 – 2011 STIP Update – issue of concern – ODOT is looking at large increases in construction costs so they are adding 10% to all project cost estimates – this is causing statewide cash flow problems – it is expected to continue or increase in the future
- When we applied for Bly Mtn. ODOT's original match was 1.7Million – now they are looking at needing \$5Million for the same projects by the time 2010 – 2011 projects come around if the current trend continues –
- They would like to start adding in the development planning for future projects: ie, archaeological or refinement studies –
- We need to look at issues that will make 140 efficient for truck traffic – ie, the pavement from Winnemucca will not support heavy truck traffic (it is not deep enough) – so we would like to include planning for projects like this into the West Side Refinement Plan and Hwy 140 Corridor Refinement issues study –
- ODOT is having huge cash flow issues –
- As an ACT we need to advocate that the State monies available are given to projects that are not so much, quality of life, but really sustainability of life (Bend Parkway vs. Hwy 140 Freight Route)
- We need to incorporate some of these long term truck planning issues into the current long term plans (they are not currently)
- Commissioner Switzer does not think the Westside Refinement plan will pass as it is currently being presented – the one thing everyone can agree on is the Hwy 66, 97, & 140 interchange is the top priority for that plan –

Transportation Plan:

- Ernie Palmer – 1 size does not fit all – What works in Willamette may not work here
- This was brought up at the full ACT meeting on January 23, 2006
- Mike needs to have a list of concerns – He does
- Example – Oregon decides that Hwy 97 is an important freight corridor – there is no coordination with the states on both ends – California has just recognized the importance of Hwy 97 – we need to coordinate our road improvements with other states that connect to the Hwys.
- Mike to work up a letter for Chairman Elliott's signature regarding this

Next meeting: March 10

Adjourned: 11:55

South Central Oregon Area Commission on Transportation Sub – Committee Minutes

Date: March 10, 2006

Time: 10:30 A.M.

Place: KCEDA Conference Room, Klamath Falls, & Lake County Commissioners Room, Lakeview, Telephone Conference

Attendance: Michael Stinson, Al Switzer, Brad Winters, Debbie Utley, Ray Simms, Larry Holzgang

Staff: Christina Ingram

Called to order by Vice - Chair Brad Winters – 10:31

Approve Minutes:

Move Al, 2nd Mike, Passed – to accept minutes with letter of intent date correction

Area Manager's Report: Mike Stinson

- Construction still shut down
- Continue to monitor pot holes
- Winter storms have effected the budget
- Mike has made a recommendation that the District and Area Manager's position be split into two positions again – He feels neither area is receiving the amount of management time it needs – does the ACT need to give a letter of support for this action? – not at this time

Area Member's Report: Debbie Utley, Brad Winters, Ray Simms, Mike Stinson

- Pot hole repairs on Highway between Paisley and Valley Falls are not holding properly
- With budget issues, are there contingency dollars to continue with the curve work on 140? – yes there were fuel escalation clauses built into the ODOT contracts awarded this year
- With increasing costs is there a way to fast track the \$1.7M federal funding? – there is a meeting set up for Monday regarding that project – have been issues with earmarked money and when it is available – it is being researched – can Mike get a projection time? – He has discussed the concerns to move the project forward – he will be bringing these issues up with Jerry at the Monday meeting.
- Lake Co. Road advisory meeting yesterday – there is a right turn being put in at the cornerstone area? – yes – ODOT did so well combining Warner curves with the piece of preservation, they would like to do the same kind of project again – they are buying the ROW and building the right turn
- Where is the study on [talked over] the speed limit to 45? – Mike to follow up and give Brad a call on it
- Bing (sp) corner – what is ODOT doing? – putting up chevrons to show the corner, they are also looking at widening the shoulders, and in the center putting in a 2 foot painted median – the curvature of the curve is pretty good, the problem is the speed they are traveling – there weren't as many accidents until the decrease of enforcement, and the large number of people traveling at excessive rates of speed – Ray wanted to comment that there have been lots of

accidents there more than the last three or four years – doing a complete re-design will cost about \$1 - \$1.5M – ODOT trying to work within the limits of what they have – there are several corners with large numbers of accidents – Brad comment if it is in a more metropolitan place the accident history will show more, there are lots of wrecks even from the locals that know this corner, as an elected official we are getting a lot of comments regarding this corner – Mike commented that he understands the concern, he and his family drive the roads, he just can't always make the dollars stretch to completely fix every problem. – this project is on the fast track

- Placing signs to the Correctional facility – sign crew says they have done the locate to it twice
- Truck stop in Chemult – ODOT to guarantee front access – Truck stop want to have cars and trucks have a different approach – ODOT wants truck stop to develop a secondary connection to add circulation to the community, it is to connect to the next street to the north – suggested that maybe they could use immediate opportunity funds for this – If Pilot generates other businesses and additional traffic, they will need other circulation up there.
- Southside Bypass and 39 – is that intersection setup for signals at some time in the future – yes it is set up so that they could put signals in at a future date
- Hwy 395 in Lakeview, there was talk about re-aligning that – It is part of the sidewalk project, ODOT purchased the corner to widen the corner for truck turning radius – it was put out to bid, but there were no bids – it will be put out to bid again next summer due to funding -

Public Comments: None

Connect Oregon: Mike Stinson

- They are reviewing the projects right now
- The commission is asking for input from the ACT's
- The projects that have shown up from region 4 – the city of Klamath Falls had 5, Bend had 1, Prineville 1, Redmond 1, Port of Arlington, City of Prineville, Klamath Northern Rail Co made application for heavy rail infrastructure project in Gilcrest, Burlington Northern Santa Fe fuel project, Klamath County Chemult train station welcome center, total for region \$44,174,810.00 there is only \$15M available for all of the projects. – We will have lots of work when we review to make our recommendation – Mike is hearing that we will review our area, then there will be a 3 ACT meeting to make a recommendation – How much consideration will the commission give to our support of these projects, are we going to be fighting for our local area, or is there some kind of criteria that we should be looking at to judge all of these – we don't have the guidelines yet – as for how much they will weigh our support, the legislation defines a port, transportation, and aviation committee, but the commission said they will look to the ACT's for recommendations so the thought is, the ACT recommendations will carry some weight – We need to have the projects explained to us, may need to schedule a meeting specifically for that – Representative Gilman is talking about the needs, and from what he has said, he seems to expect a Round 2 to fund projects that don't get funded this time – The state has never asked for this information before – The real measure of success will be how good everyone does at completing the projects that get funded - One of the criteria that is stressed is the 20% Match, and projects are encouraged strongly to have more than a 20% match if possible – Is that something the ACT should be really focused on in selecting which projects to support? – We should base our decision on what is the best project for the community – We don't need to make any decisions today, we just need to be aware of the project list, and be ready to meet on short notice to prioritize –

Transportation Enhancement Grant: Mike Stinson

- The application notice of intent deadline is March 23rd
- Town of Bonanza is looking at shoulder widening, a kiosk, streetlights

- City of Merrill is looking at filling in the gaps on their sidewalks, add streetlights, a rest area, picnic tables around the flag pole
- OC&E state park is looking to finish bikeway from East Main to Washburn
- Mike talked to City of Klamath Falls about purchasing the ROW along Lake Euwauna to get that bike path started
- Town of Lakeview will be applying to improve the streetscape
- Klamath County talking about Foothills Blvd. Bikeway too
- April – Mike Ronson (sp) will be having his bikeway grant process coming open
- There is a small community incentive fund available to improve city parks, housing projects, historic preservation – it is just another source of funding that doesn't seem to be very well known and there is \$240,000.00 available in Klamath and Lake County

Access Permits: Mike Stinson

- The ACT requested that Mike talk to the other district – they had an open conversation, for planning and other issues it comes through ODOT – people have to come to Klamath for that, it would be more convenient if they can get the permits where they are – permit applications are not available on the web yet – they are trying to get that up and running – Region 1 has a good system and ODOT is looking at implementing it statewide
- These access permits are going to turn around and cause problems for Counties and ODOT with the Measure 37 claims – People with accepted Measure 37 claims will expect to have immediate access to the state highway or they are accessing out to a county road that impacts a state highway and the ODOT process is not setup for quick turnaround – they need to streamline the process

Oregon Transportation Plan: Mike Stinson

- The comments that were made that Mike forwarded – the Oregon Transportation System Plan needed to coordinate well with the other states in their plans referring to Hwy 97, I-5, Hwy140, and development of new highways
- The State Plan is not one size fits all – the plan needs to be flexible to reflect the more rural counties in eastern Oregon in comparison to the metropolitan
- That reflects our comments accurately – we need to continue to push the coordination between the states – it is starting to resonate – it is not going to do us any good to get your problems and our problems straight to have it stop at the border – Mike brought this up with the Director at dinner, we just became aware that California was thinking about adopting their 60 miles of Hwy 97 as a Freight Route -

Next meeting: Will be full board meeting in April – Has Chairman of SCORP given any dates that he has available – Date now is April 14th, moving it later in April will be in Lake County budget meetings, May is Klamath County budget meetings – Brad making a tentative date of April 14th – Christina to check with John & Al to make sure it works

Adjourned: 11:45

South Central Oregon Area Commission on Transportation Meeting
Klamath County Government Center Room 214
305 Main Street, Klamath Falls
12:30 pm April 13, 2006

Attending: Mike Stinson, Ann Crook, Ernie Palmer, Larry Holzgang, Frank Villagrana, Al Switzer, Melvin Dick, Ray Simms, John Elliott, Fred Smith, Bill Brown, J.R. Stewart, Brad Winters,

Staff: Andrew Stuedli, Shilo Ogilvie, Christina Ingram, Deanna Redd

Call to Order: 1:30 **Chairman Elliott**

Review and Approve last meeting minutes - **Chairman Elliott**
It was M,S,P – to approve the minutes of the last meeting

Area Manager's Report **Mike Stinson**
Deferred by Mr. Stinson due to time constraints

Area Member's Report
Ernie Palmer – Reports that the Transportation Committee has finished it's vetting process for the "Connect Oregon" Projects and has developed a list of projects it plans to support

Public Comments
None were given

Connect Oregon – Region 4 Three ACT Meeting
The Region 4 Meeting including all 3 ACTs is tentatively scheduled April 24, 2006 in Bend from 1:30 – 4:30 – They plan to discuss Regional Support of Connect Oregon projects – We need at least one person to represent our ACT at this meeting – Chairman Elliott to attend with Commissioner Switzer and Mike Stinson

Connect Oregon Guidelines and Instructions for Project Selection **Mike Stinson**
The projects receive points based on the following:
Reducing Transportation Costs (25) Benefit/connect 2 or more Modes (20)
Critical Link in a Statewide or Regional Transportation System (15)
Applicant Match % (10 points for highest overmatch; grade on curve; 1 point for straight 20%)
Job Creation (Construction jobs 5 points – Permanent jobs 10 points)
Construction Readiness (10) Other Merits (5)
The projects are also evaluated for cost and overall benefit to improving the statewide and regional transportation systems -

Connect Oregon – Review Projects from our ACT area and prioritize
Projects chosen from our area for support in order of support are:
1. 29-06 – Klamath Falls Airport Jet Aircraft Maintenance Facility
2. 28-06 – Klamath Falls Airport parking apron & Infrastructure
3. 97-06 – Klamath County Chemult Train Station
4. 43-06 – Trelease Transloading LLC
5. 16-06 – Klamath Northern Railway Company
It was M, S, P – to rank area projects in this order

Connect Oregon – Review all other projects from Region 4 and Prioritize

After discussion it was M, S, P, to support project 79-06 – Regional Maritime Security Coalition
Columbia River Project -- and to work to remove the other two projects that claim a statewide
focus

Meeting Adjourned 2:52 pm

See ACT annual meeting schedule for next meeting time

South Central Oregon Area Commission on Transportation Minutes

Date: June 23, 2006

Time: 12:00 P.M.

Place: Klamath County Courthouse Downstairs, Meeting Room 20
316 Main Street, Klamath Falls, OR 97601

Called to order by Chairman Elliott– 12:26

Attendance: Frank Villagrana, Al Switzer, Trey Senn, Brad Winters, J. Melvin Dick, J.R. Stewart, Bill Brown, Jeff Ball, John Elliott,

Staff: Betty Riley, Shilo Ogilvie, Christina Ingram,

Approve Minutes of April 13, 2006 Meeting:

The portion that dealt with Connect Oregon – keep in mind as we continue

Moved: Bill, Second: Trey, Passed – to accept minutes as presented

Area Manager's Report: Mike Stinson – Chairman Elliott RE Connect OR

- Reminder the Transportation Enhancement Grant applications are due June 30th – Mike contacted everyone that he knew was applying, in case he missed anyone
- Bike Enhancement Grant are due June 30th to the District office by 30th of June
- We received a Forest Highway Grant of \$1.4M to correct a fish passage problem on Ernest Creek on the East side of Quartz Mountain – they will tear out, North of the ODOT box culvert – they will replace it with an arch pipe or bridge to re-establish the stream bed
- We went to regional office at the end of April to the “SuperACT” to prioritize the list – we prioritized the City of Redmond airport as a statewide project, our airport was number 3, - Chairman Elliott – this was just Region 4, from here to the Columbia River, it included transit, and everything – they spent 2 days taking \$248M to \$104M the authorized amount was \$100M so there will still be some cuts made next week in Boardman by the Transportation Commission – they are comprised of experts in the fields of Ports, Aviation, Rail, Highway, and Transit – Our ACT was one of the few that had projects requesting loans, all 3 of the city airport projects were requested as loans - The City of Klamath Falls airport project made it through the initial cuts, but people in Portland wanted to cut it entirely as purely economic development – we were able to get the point across that improvements to the taxi ways and runways were infrastructure – We were asked what would happen if the project funding was cut to \$1M – we requested that they change it from a loan to a grant – they agreed – it was good to see the people gathered for the “SuperACT” were able to work together as “Oregonians” to promote the projects that were good for everyone, not stick to regional bias

Area Member's Report:

- County working out problems of acquisition of land for Chemult Rail Station

Public Comments: None

Connect Oregon: – Mike Stinson

- Public Hearing is June 29, 2006 – Final Selection will be July 9th

Dike Break

- June 7th the dike broke flooding about 25,000 acres – ODOT spent about 5 days shoring up the road, reopened to traffic by Sunday afternoon, by Tuesday both lanes were back open.
- Due to project work for grant on Caledonia Wetlands, ODOT was very familiar with the area – yes that is where the dike broke.
- ODOT drilled 5 holes to determine the construction of the under laying layers, there is peat and cinders, they are continuing to degrade.
- ODOT will restrict loads to 8,000 lbs next week, they need to have the detour route in place first – they are working with the trucking industry on this.
- The water has significantly increased the cost, the funding may have to come from the Region budget, it is projected for \$3.4M – they are working through right of way issues as they repair.
- ODOT wants it to be clear, Hwy 140 is a roadway through a waterway, it is not a dike, or a dam.
- ODOT is working with the appropriate agencies regarding fish issues.
- Klamath County Commissioners expressed thanks to ODOT for the quick response, and working for a solution immediately.
- Load restriction may delay paving on Doak Mountain that was supposed to start next week.

Project Update:

- Rock at bottom of Doak Mountain will be removed at the end of the project
- Spring Creek Hill continuing,
- Tingley Ln bridge – LTM did paving it turned out very nice
- Spencer Creek bridge towards Keno, they should be pouring the deck next week.
- Lakeview, Sailboat Ranch – contractor supposed to be coming back in to finish paving approaches, and putting up guardrails
- Lakeview by the cemetery any work to be done on the road problems out there
- Not sure where we are in the process for Warner Curves

Maintenance Projects:

- Using the small carryover from last fiscal year, patching and paving will start in July – they will be going for function, not worrying about how it looks.

- Starting a culvert program with the special money they were given last year. Currently there are two in Lake County, most of the culverts they have are on Hwy 140 between Beatty & Bly, the rest are irrigation culverts on Hwy 39. If this program is successful they will be doing more culverts with it.
- Midland Rest Area, they had it painted. It looks very nice.
- They have a couple of small contracts, \$50,000 for fill in on Merrill sidewalks, & \$50,000 to do fill in work on S. 6th Street – they are looking at the area from the Lutheran Church & Madison to Patterson St. in Klamath –
- \$10,000 and \$23,000 to work on median of Crater Lake Parkway – We will try to target more small projects to see if we can get more of the Small Business funds.
- There is some existing infrastructure for irrigation in the median on Crater Lake Parkway.
- There was an article on the front page of the Herald & News regarding a Hwy 140 Study – the consultant is on board, they seem to be a good company, right now they are gathering data, the bus tour was cancelled – Mike feels that to really understand the issues of Hwy 140 you need to drive it.
- The study will take about 6 months – the primary focus is there is no southern transportation route – the trucking industry really got this going – part of the study will look at the 14 ft. width restrictions all the way to the NV border would take another \$100M to fix, but if you look at removing the restriction between Medford and Klamath Falls that might be something you could do in the short term. The main location for restrictions is Dougherty Slide, and Hwy 395.
- ODOT is closing the Main Street off ramp from Hwy 97 to Klamath Falls for 2 days to do a special overlay.

2008 – 2011 STIP Update

- ODOT had 3 paving projects proposed they eliminated the N. City limits of Merrill to State Line – they 2 area Klamath County Line to Drews Gap/Quartz Mountain – is coming out to a \$6M overlay right now
- Other Project is Drews Gap – Maddock Corner – they are still working to move that project up
- To get the trees near Chemult cut down ODOT is looking into the possibility of getting someone interested in selling Christmas trees to take the trees growing in the clear area.
- ODOT is so far overrunning their budget that they are looking at no modernization projects – Bly Mtn. is coming out at \$2.7M.
- Westside Refinement Plan – is one of the plans that we may have to find other funding for – we need to try to tie it into the rest of the Hwy 140 improvements – Mike brought the State Director down and showed him all of the growth. It will help that the trucking industry is behind improving Hwy 140.
- ODOT still working on improvements in Lakeview, adding the turn lane.
- Hwy 140 East \$1.7M to work on those curves – the scoping is done.
- ODOT also wants to look at snow drifting, road closure issues between Adel and NV border on Hwy 140 East.

Adjourned: 1:43