

**SOUTH CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION  
MEETING MINUTES**

**Date:** July 20, 2007

**Time:** 1:00 p.m.

**Location:** 317 South 7<sup>th</sup> St. Room 224 (SCOEDD Offices – Down town Post Office 2<sup>nd</sup> fl.) Klamath Falls, OR 97601

**Board Members Present:**

<input type="checkbox"/> John Elliott	X Brad Winters	X Al Switzer	X Jeff Ball	X Ray Simms
X Fred Smith	X Frank Villagrana– by phone	X Bill Brown– by phone		
X Ken Kestner	X Ernie Palmer	<input type="checkbox"/> Dan Shoun	<input type="checkbox"/> Paisley Rep - Rosie Bagley	
<input type="checkbox"/> Mark Cobb	<input type="checkbox"/> Gary Zieg	<input type="checkbox"/> Rhonda Lyon	<input type="checkbox"/> Betty Tyree	
<input type="checkbox"/> Caro Johnson	<input type="checkbox"/> John Widenoja	<input type="checkbox"/> Fields Flynn	<input type="checkbox"/> Trey Senn	<input type="checkbox"/> Stephanie Bailey
<input type="checkbox"/> Manni Molina	<input type="checkbox"/> Jared Hall	<input type="checkbox"/> Teresa Carroll	X Senator Whitsett	
<input type="checkbox"/> Representative Garrard		<input type="checkbox"/> Representative Butler		

**Staff:**

Deanna Redd       Shilo Ogilvie      X Christina Ingram      X Betty Riley

**ODOT Staff and Consultants**

Butch Hansen, Area Manager, Mike Stinson, Director Region 10,  
Sorin Garber, Consultant, Julie Rodwell, Freight Mobility, Devin Hearing, ODOT Region 4

**Public:**

Megan Doyle, Herald and News, Tara Cauplet, student intern OIT, Maureen Sevigney, representative ODOT Bike & Pedestrian committee

**Meeting Called to Order at:** 1:07    **by:** Brad Winters, Vice Chair

**Introductions – Roll Call:**

**Highway 140 Presentation**

Julie Rodwell and Sorin Garber gave the presentation of the results of the Highway 140 Study. Refer copy of powerpoint presentation included with the minutes.

In October 2006, Sorin met with the ACT Board to discuss the study, his firm then talked with about 70 carriers. They reviewed the restrictions and setup a video test. The test confirmed that the restrictions are still needed. The review of the restrictions put them behind their timeline to be finished with the study.

- The primary focus for the study is the 161 miles East from Klamath Falls to the Nevada border.
- In eleven segments of this road trucks over 60 & 65 feet are prohibited.
- There is no good alternative route unless you go as far South as Redding, CA, or North to Highway 20. There is no length restriction in Nevada, they don't have the grades or other issues.
- Salt Lake is becoming an increasingly larger distribution center to the West coast.
- May Trucking in Medford says that using Hwy 20 adds 90 miles. \*\*Board members wanted to know if anyone had calculated out that cost? That is the next step.
- All of the carriers are using 53 foot trailers – it is not feasible to try to use smaller trailers.
- (Refer to powerpoint copy pg. 4) The main problem areas are Bly Mountain, Warner Curves, Beatty Curves, and Dougherty Slide. ODOT has already identified projects to help correct those areas.
- The total miles requiring length restrictions is about 97.

- Of the 11 places that need corrections, four are for length, the others are different design problems.
- The consultants have identified 13 projects totaling \$31 million - \$10 million to remove the length restrictions. \*\* Board correction – Beatty Curves should be in the Klamath Falls to Lakeview project list – it is in Klamath County.
- In the current STIP there is \$39 million marked to use on Hwy 140 - \$12 million to projects that will reduce length restrictions. In highway design you have the “3 R’s” – see page 4 slide 3 for specifics.
- There are 10 miles of shoulder that don’t meet standard.
- Question – How is the shoulder width related to the length restrictions? – The trucks in a sustained turn use the shoulder to drive on to stay within their lane.
- Looking at the tables on page four – is the \$68 million adjusted for today’s dollars? The estimate was done in Fall of 2006 – The Board members noted that there has been a significant increase in oil prices since then – Sorin is to check to see if the cost numbers need to be adjusted.
- The Board wanted to know if less elaborate changes could be made that would allow a change in the length restriction – on page 5 slide 1 – the consultant has identified four projects that would cost \$27.2 million.
- The Board wanted clarification of; if the road didn’t meet current ODOT standards could it be traveled safely by the trucks – did the consultant ask the carriers if they were more concerned with the ability to drive the road, or whether it meets standards?
- Brad wanted to know if the \$10 million in the plan for Bly Mountain was in addition to the \$4 million in the STIP – Bly Mountain is funded at \$10.2 million.
- What about the money listed for Dougherty Slide – that is in addition to the money already listed in the STIP.
- The Board wanted to know if Mike felt the \$10.2 million was close – Mike said he would stand by the \$10.2 – it would do the work needed to remove the length restrictions and all the needed correction.
- Beatty curves had an original cost of \$1.4 million – Mike interviewed the driver of the “video truck” on the leg from Hwy 395 to the Nevada border – the driver explained that he was floating the line – that tells Mike he doesn’t have enough shoulder to use – Mike would leave the amount for Beatty curves at \$5 million.
- One of the best things to come out of the drive through is that there is no need for restrictions in Greaser Canyon.
- Julie is to make absolutely sure we are not double counting any funding.
- The identified projects have the amount needed to remove the restrictions down to \$22 million.
- The charts on page 5 don’t add up – the amount listed for the projects is in thousands, but the cost listed to make the changes is in millions – the consultant is to correct the slides, the numbers should be in millions not thousands.
- The Board wanted to know if we have any of these projects already in the STIP, can we move it forward in the timeline to focus on a faster reduction of the restriction?
- Sorin to correct the “Summary” on page 5.
- Looking at page 5 slide 3 – regarding current traffic volumes – the highest point is in Klamath Falls by the airport and the bypass.
- The consultant feels that if the restriction is lifted, there could be an increase in traffic to Lakeview – Ray Simms wanted to know if the consultant would make predictions about potential increase without the restrictions – Sorin said yes
- Senator Whitsett asked about public lands access to grants and are any of these projects being put in for them - Mike said he thinks the funding that Senator Whitsett is thinking of are Public Lands Discretionary funds. Mike said that has been the plan for Dougherty Slide all along. ODOT has completed the survey, archeological, environmental and geo-technical work – they are completing an alignment – They are getting close to actual numbers - ODOT is looking at

having to move about 300,000 yards of material – he is not sure that they will be ready in October to put in for Public Lands Discretionary Funds – they are only giving out about \$1 million, so it may not be worth it to put in for this project.

- The Beatty Curves would be eligible for Forest Service Highway Lands Funds.
- Julie continued the Study presentation regarding the interviews with farmers and ranchers
- They were asked about the restrictions impacting their ability to get their products to markets.
- Today’s feedlots are set up for end-load trailers so the older center-load trailers don’t work.
- Looking at page 6 slide 1 – looking at the totals or percentage of OR totals – this hurts local production.
- In transporting livestock there is an issue with shrinkage – with cattle, any hour makes it worth less when you get it to market.
- If the road was improved it would benefit the farmers as well as long haul truckers.
- The Board wanted to know if log trucks were brought into this part of the study – No they are included in the next phase – Sorin has the gross numbers – Lake County small diameter log mill and Biomass plant are coming in – they are looking at hauling longer logs that are smaller diameter – Julie asked for a number of someone they could contact – 541 – 219 – 1061 is the number for Cary Hart with the Fremont Sawmill.
- Julie would like to have pictures of the farm rigs to include with the study.
- Board members noted that there are a lot of small producers that haul animals with stock trailers to get them to a market where they can be transported by large haulers – they asked Julie to talk to the stockyard in Cedarville to see if market location is tied to long haul trucking availability.
- Julie is also trying to get the most commonly used length for a hay truck with a pup trailer.
- The next steps: They have a few things to correct – they will develop a capital improvement program – if the restrictions are removed they will determine an idea of the number of trucks that would be expected to shift over to using Hwy 140 East. – These corrections will still go into the normal STIP process for funding.
- They will have all of the draft data available for the Board to review – there are 10 white papers (tech review paper) being drafted – Fred wanted to know if the draft is to identify potential safety areas and potential congestion areas. – Sorin said the draft may not be as detailed as the Board would like, but it will identify potential problems.
- Members are to give feedback of potential problems to Mike.
- One other area that won’t be fully analyzed is the potential impacts to the pavement.
- Ernie requested that as they are trying to identify project costs – will they address, even as a footnote, the impact needing more Oregon State Police, equipment for the local ODOT offices, and more local law enforcement?
- The Board discussed the possibility for Lakeview to become a distribution point – that would be huge economic development for Lakeview
- Ray wanted to know if the “bare bones” fixes were acceptable – The ODOT engineers say to do it to “3R” standard – if we do the small fix we are not making the road meet standard.
- The Lake County Transportation plan, Klamath Urban Growth Plan – all identify projects for passing lanes, signals – they have nothing to do with length restrictions – there is other planning to be done – Mike is worried about the paving to the Nevada border – it was not maintained to high volume truck traffic standard – that is something that can be addressed over time. ODOT may also need to add more snow fence and/or more plows on that part of the road. He would like to see the restrictions removed, then continue with the design changes.
- Senator Whitsett added that something to discuss is the potential saving to consumers – if 200 miles saves 5 hours and you multiply that out over 200 trucks – you are saving \$60,000 dollar per day – if that savings was passed on to consumers.
- It was also noted that if you travel from Salt Lake to Central Oregon, you stay at an elevation of about 5,000 feet – there is some small up and down changes, but if you go to Sacramento or Hwy

84, you go to Sea level – it takes a lot of fuel to climb back up to 5,000 feet. – The legislature has authorized the bonding to dredge Coos Bay Harbor – Hwy 140 is the quickest route.

- Has ODOT studied the connection to Coos Bay Harbor yet – They haven't – they will need to determine what percentage of freight would be traveling by rail and what percent by truck.
- Ray commented that a long time ago – Lakeview wanted to look at the route from Coos Bay to Nevada – the port wasn't really being utilized – with the improvements to the harbor, Coos Bay will grow – it may be 20 years, but we need to be ready.

**Meeting recessed for 5 minutes**

**Recalled to Order: 2:40** Joined by Frank Villagrana and Commissioner Bill Brown via telephone

**Connect Oregon II: Ernie Palmer**

Refer to handout for specifics

Ernie updated the Board on the passing bill for Connect Oregon II – it was approved with some changes. The regional funding is going from 15% in Connect OR I – to 10% in Connect OR II – one region could get up to \$60 million. On page 2 of HB 2278 – they will give you the money but you kick 2% back to ODOT – so it will be 2% of Connect OR 2 plus the 20% match – with the money ODOT is to conduct a statewide study of the multi-modal system. On page 2 in section 3a – they have added an intent to apply form, this form is to gear ODOT up to receive the applications. Rolling stock will be applicable, but the rule as to what kind of rolling stock will be accepted is not defined yet – for example a bus (short life expectancy) may not be eligible, but a train engine (long life expectancy) may be eligible. Applications will be due back to ODOT in October or November – ODOT will review them in January and February – the reason the timeframe was moved ahead is because ODOT had complaints about the due date being over the holidays. The Governor is due to sign the bill August 1 – ODOT didn't want to put out the intent to apply or the applications until it is signed. Applications should have Transportation Committee approval in June or July – there will be more technical review this time and with the application they want to have an agreement that the applicant can say yes to, at the time of the application to cut start times. One of the Transit Committee members was saying there will be significantly more applications this time around – the more you can be “shovel ready” the better – more local government and business buy-in, the better

**Discussion**

- Ray said the bill reads 2% of the project, will there be a clarification to say 2% of Connect OR II funds?
- This clause was thrown in at the last minute – Senator Whitsett explained that both Connect OR I & II were designed to be multi-modal connection
- There is a concern that the congestion in Portland will end up with a large portion of the funds – there is \$50 million set aside for projects with a statewide interest.
- Julie commented that with Connect OR II there was a move to put freight mobility back in
- Jeff noted that Connect OR I excluded highway, but it is included in Connect OR II.

**Review and Approve Minutes:**

Board to Review and approve the minutes of the May 18, 2007 meeting.

Placed later in the agenda to allow Commissioner Bill Brown and Frank Villagrana to call in for quorum.

Moved: Fred Smith, Second: Jeff Ball, to approve and accept the minutes of the May 18, 2007 meeting as presented.

Ayes: All Nays: None

Motion Carried

### **Area Manager's Report:**

- Paving Highway 140 from junction with Hwy 66 to Lakeshore Drive should be wrapping up in August.
- Drews Gap – paving should start in August - ? will they grind? – only each end butt joint.
- OTIA project Crooked Creek cattle crossing – there is a meeting on Tuesday the 31<sup>st</sup> regarding staging traffic.
- Lake County arrows are in place at “F” & “G” streets and the chevrons on Bing corner – the Lake County members did not notice if they were installed.
- SDIC – is from the emails Christina sent out – the class is how to influence public opinion on projects – we can have a class here (Klamath Falls) sometime between December 1 – 30. Implied consent doesn't have to mean “happy” with a project, but “okay” with it – Board commented that the City (Klamath Falls) could have used it for the South 6<sup>th</sup> project.

### **Area Member Reports:**

- Lake County – Brad to meet with Butch on alternative routes, would like to include Ray and Devin.
- Valley Falls is a bad intersection – Lake County would like to see rumble strips please – Butch is already working on it.
- Regarding the speed in the Summer Lake area – it was denied for putting in for a study to go ahead.
- Lake County doing a couple of overlays including Rabbit Hill – Ray had a couple of phone calls regarding the need for rubber pads on 4<sup>th</sup> Street rail crossing – that is the County Railroad's department.
- Klamath Falls – Jeff noted that SB 994 does have a provision for consultation with the ACT –
- Ernie wanted to let everyone know that the new State Public Transit Director will be in Klamath Falls September 6, at 8:00 a.m. – his name is Mike Ward.

### **Update on Association of Oregon Counties (AOC): Al**

Refer to Handout for specifics

SB 944 Section 15 – 20 – was not put forth by AOC – put by the Co-Chairs of Ways & Means – it take \$56.2 million from the end balance of ODOT to give to the Counties to take the place of Secured Rural Schools funds – It is to be distributed by November 2008 if the Federal Government does not reauthorize the funding for Secured Rural Schools – the Counties are required to consult with cities or their Transportation Advisory Committee – the County has to notify AOC prior to construction – the intent is that it is to be used on county roads. Funds are to be used for maintenance, to alleviate congestion, safety projects, not equipment. There has not been an advisory meeting of ODOT Directors since this was done – Al suspects (he has not been told) that we will see changes in the STIP (ODOT will have to make up for these funds from someplace). Al had a meeting with Senator Wyden, he seemed confident that a 5 year bill funded at 81% would swing the House – He was very positive. Under this bill all counties get \$400,000 even if they weren't a Secured Rural Schools county. – AOC tried to get parity for small counties – right now the cities pay \$250,000 and ODOT matches it – they don't match the counties past \$250,000 even though the counties are required to pay more.

### **Discussion**

- What happens to this money if the Secured Rural Schools gets reauthorized – this is a one time only funding and it stays if Secured Rural Schools is authorized or not.
- What does this mean to ODOT – Mike and Butch have not heard details yet.

Update on Klamath County – all our projects are on schedule and on budget –

Bill has heard that some of the citizens wanted to leave the old bridge over Sprague River in place so they could fish from it. – The new bridge looks good.

**NADO Rural Peer Learning Conference:**

Betty briefed the Board on the information received regarding the NADO Rural Peer Learning Conference being held in Tennessee. She has looked at travel and thinks it will take about \$1,500 to send someone.

**Discussion**

The Board feels it would be beneficial – but they want to know where the funding will come from Betty said there is enough in the “travel” line item in the contract to cover it – Butch is not sure the funds can be used for that kind of travel. Mike and Butch are to get clarification.

The Board would like to have a Commissioner or City/Town Manager attend. – It was noted that there is a new ODOT planner in the region – the Board wanted to know if he could attend –

Mike and Butch both commented that ODOT staff is not usually allowed to go to national events – Butch is to check with his superiors to see if ODOT staff could attend. – Commissioner Kestner or Commissioner Brown would be a second choice if ODOT staff is not able to go.

**Charter Review:**

As an organization, SCOEDD is reviewing all of our documents – there are a couple of things in the ACT Charter that need clean-up – we are seeking a volunteer committee to work with Mike, Butch, and staff on this – we could do part of it with email.

Committee to be: Bill Brown, Ray Simms, Ernie Palmer, and Jeff Ball

**Public Comment:**

Maureen Sevigny introduced herself – she teaches at OIT and is a representative on the ODOT Bike and Pedestrian safety committee – as a cyclist herself, one thing she is interested in is shoulder improvements. She updated the Board on the last Bike & Ped Safety Committee meeting including a survey of roads statewide by ODOT for shoulder improvement, and the new development of Oregon Scenic Bikeways designation (similar to Scenic Byways or Volcanic Legacy) it is designed to encourage bicycle tourism of some of Oregon’s more beautiful rural communities. Maureen would like to see this as a discussion item at a future ACT meeting. Jeff Ball asked if the roads would need to have shoulders to qualify for this designation – Maureen said that the prescriptive qualities have not been set yet. She also updated the Board on the bike path improvement program and the coming solicitation in 2009.

**Adjourned:** 3:49      **by:** Vice Chair, Winters

**Next Meeting:** Lake County, September 21 & Location TBA