

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

Date: January 19, 2007

Time: 10:00 pm

Location: Klamath County Courthouse, Room 20, Klamath Falls, OR

Board Members Present:

X Bill Brown	X Brad Winters	X Frank Villagrana	X Al Switzer
X Larry Holzgang	X Ernie Palmer	X Jim Azumano	X Jeff Ball
X KCC – Mike Griffith	X Mike Stinson	X Butch Hansen	X Ray Simms

Staff:

X Deanna Redd	X Shilo Ogilvie	X Christina Ingram	X Betty Riley
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Public:

Bill Adams, Klamath Falls City Council; Les Wilson, Klamath County Planning Dept

Meeting Called to Order at: 10:05 **by:** Brad Winters, Vice Chair

Introductions – Roll Call:

Review and Approve Minutes:

- No Quorum postponed to the next meeting
- Board to Review the minutes of the October 27, 2006 meeting.

Moved: Second:

Ayes: Nays:

Safe Routes to Schools:

- Program with up to \$250,000 for each application it is to provide a safe walking or bicycle route to schools – program for education included with actual improvements.
- Applications available in March – Julie Yip, program manager planning a trip in March to have a training session on the program and application process.
- Butch Hansen was looking at this program as a possible method to help with the school access issues he has been approached about.
- The application needs to be submitted by either the planning commission or the school – they need to work together to determine the “official” route – there is an education component that is required
- Lake County has a school on Hwy 395 South of Lakeview with students that walk.
- Can this be used for sidewalk improvements? – yes it can be used to make continuous sidewalks so the students can stay on one side of the street instead of repeatedly crossing over – it can be used to make ADA improvements to the streets for handicapped students that use the route.
- Match is not required, but is encouraged

Contact information for Julie Yip

Julie Yip – Bicycle Pedestrian Safety Coordinator, ODOT
(503) 986 – 4196

Highway 140 Study Update:

*** mp = Mile Post**

- ODOT has finished running the new truck from Hwy 395 to the NV border –
- Lake County would like a copy of the CD's from the camera
- Doherty hill is bad – through the canyon some contentious points
- *mp 35 at Adel seemed like the truck made it through without any problems – one place seemed a little tight.
- Mike Stinson talked with the driver about Beatty curve *mp 42-45 – that was tight, but the driver felt like he was crossing the yellow line just past the Beatty curve. Mike has asked to run the truck again with the camera from Olene to Bly – he wants to make sure we don't miss anything
- Greaser Canyon not as big a problem as previously thought
- Shippers from Medford and the Rogue Valley area are not as concerned with time saving as they are with distance and cost of fuel savings – carriers are eating the cost of higher fuel prices
- In March there should be a good picture of what improvements will be needed.
- Is the State aware of the lawsuit from Oregon Natural Desert Association (?) (ONDA) against the BLM in Lake County RE: the Wilderness Study Area? – Mike and Butch are to look into it –
- For future study areas there needs to be a reasonable setback from the roads to allow for expansion
- ODOT is making changeovers with the Forest Service and BLM for management under Federal Highway Administration of some road accesses.
- Hwy 140 Cost analysis – ODOT will do a revision if more work is identified on Hwy 140 – it will have a “today” amount for the cost of the project – they thought they would need \$7 Million for Greaser Canyon – now that money can be moved to another part of the project.

Can we fix the ODOT map system that shows “Altamont” and not Klamath Falls?

STIP Update:

- There is not much to update the ACT on – the budget is very tight – ODOT doesn't have the money to fund all of the projects.
- We need to look at what can come out of the 2008 – 2011 STIP to make up for shortage in '06 – '09
- The list brought to the ACT at the last meeting may change
- Due to increase in construction costs we are trying to balance the budget – Salem says to balance it to zero – ODOT has in the past had a shortage of \$500,000 to \$3.5 Million – we are short \$10 Million for our area – statewide there is a \$60 Million deficit
- Butch and Mike will be bringing an update to the next meeting
- As soon as Butch has the information he will send it out thru Christina

Hwy 140 Westside Refinement Plan:

- Focus on Klamath Falls growth
- Southview and Ridgewater at full build-out will create failing transportation system
- Hwy 140 from Ridgewater as a two lane road will not support the flow volume
- Downtown area Hwy 97 at Main Street interchange will have failure with the flow volume also
- ODOT is looking at the connectivity with Southview
- The plan is to make Hwy 140 five (5) lanes from Ridgewater to Hwy 97 with a full interchange at Orindale Road
- The interchange would be a Single Point Interchange

- More engineering study is needed to figure out the best option
- Cost Estimate is \$95 Million – depending on stages
- This is a twenty (20) year plan.

Discussion

- Is there money available to speed this along? – Yes ODOT has a \$4 Million dollar settlement with Southview – they are negotiating with Ridgewater – If the City and County adopt “Improvement Fees” that money will also be available.
- Klamath County had a \$300,000 Federal Earmark for this project but the earmark is scheduled to be cut
- We don’t have the easements or ROW purchases
- Is there an example of a Single Point Interchange? – Market Street in Salem is an example of a SPI
- If the Board wants a full copy of the Plan Mike will forward it – it is about thirty (30) pages.
- Future process is to develop a scope of work
- Will the contracts be written so that local contractors will be able to bid on them?
- If not can they be re-bundled in such a way that the locals could compete?
- Mike doesn’t see any problems that a local contractor couldn’t handle
- ODOT is concerned that re-bundling will create increased overhead
- All of our “local” contractors have been purchased by larger parent companies so the preference is “local” within the State of Oregon.

Area Manager’s Report:

- Modoc Point – Shady Pine – met with the railroad to get easements – the railroad has agreed to work with ODOT on this. The trucking industry wants to get the repairs finished before June 1 – the project is on track to meet this.
- Chemult Train Station – The UPRR is working with ODOT and Klamath County to make this project happen.
- ODOT managers met with the Tribe in December – they had questions about the agreement with the Tribe regarding the Beatty curves project – we are waiting for a response to our answers.
- Projects coming up:
North Fork Little Butte Creek to Greensprings in Klamath Co.
Moving up Drews Gap to bid if possible – ODOT engineering is doing the Plan Specs.
- OTIA 3 – Replacing Hwy 97 over-crossing onto Hwy 58 and Replacing Crooked Creek Bridge on the schedule for 2008.
- Maintenance got approval for high volume chip seals to maintain the roadbed before overlay is required – historically they did six (6) miles of chip seal – now they can do 60 – 70 – they expect this will help keep the surface up.
- This year is the year truck traffic shifts to Hwy 97 from I-5 – Have the ODOT managers asked OSP to shift resources to Hwy 97? – Do we have an answer?
- Mike has heard that the Governor and the Legislature are looking to increase coverage statewide. – *Statement* – That is political crap - *Question* – will current officers be temporarily assigned here to cover increased traffic? Have we not asked that question?
- Trucking Industry wants all trucks to use Hwy 97 – right now the construction delays on I-5 are at 7 minutes – the Detour will be for all trucks – Board wants to know the current split of trucks following the detour – ODOT doesn’t have the numbers on that – Board would like to develop a plan – the last three fatalities on Hwy 97 in the past 30 days created 25 hours of delay to trucks and public – that is more than any construction project delay – Once you get above Spring Creek Hill there are 70 miles of no reasonable detours making it hard to get equipment to the emergency to open the highway – ODOT is working with Fire / Ambulance

/ Police to set up ODOT personnel to re-open the highway after an accident. *Statement* – that people held up behind trucks take more risks and cause more accidents

- OSP is working to slow down speeders and stop accidents before closure happens
- *Request* to have the ACT send a letter to the Governor – we know the trucks are coming, we already have speeding problems – we would like to request a move of some officers
- ** Group Consensus – Have the Chair send a letter to the Governor with a cc to the State Police requesting a temporary re-assignment of some of the current officers to help with the increased traffic on Hwy 97 – Jim Azumano will be letting Chris Warner (Governor’s Transportation Assistant) know the letter is coming.

Area Member Reports:

- Lake County –Using Preservation project money to chip seal ski hill will help save ODOT money on repaving.
- Association of Oregon Counties – RE: Transportation – they met with the ODOT Director – there will be a Connect Oregon 2 using the same format – projects will have to be resubmitted and start the process again.
- There is a \$300 - \$350 Million per year shortfall in projects – the last gas tax increase was 1993 – If they increased the gas tax to cover the shortfall it would equate to 14 cents per gallon – the other option discussed was a tax of \$100 on vehicle titles – the breakout on that would be 50% State, 30% Counties, 20% Cities.

Public Comment:

None

Adjourned: 11:35 **by:** Vice Chair Winters

Next Meeting: Lakeview, Time & Location TBA