

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

**Date:** May 18, 2007

**Time:** 12:30 p.m.

**Location:** 316 Main St. Room 20 (Courthouse Downstairs meeting room) Klamath Falls, OR 97601

**Board Members Present:**

X John Elliott	X Brad Winters	X Al Switzer	<input type="checkbox"/> Jeff Ball	X Ray Simms
X Fred Smith	X Frank Villagrana	<input type="checkbox"/> Trey Senn	X Bill Brown	
X Ken Kestner – by phone		<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"/> Stephanie Bailey	
<input type="checkbox"/> Manni Molina	X Ernie Palmer	<input type="checkbox"/> Allan Foreman	X Teresa Carroll	

**Staff:**

<input type="checkbox"/> Deanna Redd	<input type="checkbox"/> Shilo Ogilvie	X Christina Ingram	X Betty Riley
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**Public:**

None

**Meeting Called to Order at:** 12:52 **by:** John Elliott, Chair

**Introductions – Roll Call:**

**Review and Approve Minutes:**

Board to Review and approve the minutes of the March 16, 2007 meeting.

Corrections: Pg. 2 Area Manger's Report, Drews Gap – delete paving 5 corners, it is continuation of prior bullet, Warner Curves mi. 17 – is wrapped up, not starting. Pg. 4, Safety Concerns – it is Bean corner, not Bing.

Moved: Bill Brown, Second: Ray Simms, to approve and accept the minutes of the March 16, 2007 meeting as amended.

Ayes: All Nays: None

Motion Carried

**Area Manager's Report:**

**mp = Mile Post**

**ROW = Right of Way**

- Personnel change – Project Manager Dick Lever (sp) has transferred to White City – Butch is working on a 90 day transition plan - Dick has been working on the Chemult Train Station & Modoc Point project - he will be kept as the project manager through design acceptance.
- Paving Highway 140 from junction with Hwy 66 to Lakeshore Drive will be done this summer.
- Drews Gap Paving – Roy Hauck was the low bidder – his firm is from Salem.
- Drop discussion of SB 855
- Bean Corner chevrons – submitted that project to be a pilot project for solar powered delineator post use (posts will light up at dark, powered by a solar panel) Butch just got the email authorizing it as a pilot project – the chevrons will remain, it will be early next year before the system is installed.

### **Area Member Reports:**

- Lake County – Brad – is there any progress on South End corner where truck turned over – with regards to signage with arrows? – To place chevrons in any corner you need to have three – they have agreed to two arrows Southbound pointing West, and Northbound pointing East – Brad – Maybe the approach need to be corrected – it has been put on the needs list already – clarification for members: the curve is on “G” Street.
- Lake County – Ray – regarding the streetlights and streetscape project – there is interest from individual businesses to sponsor a light pole – is that permissible? – they want to hang a banner – not “come see us at...” but “sponsored by...” – per ODOT regulations, the wording of the sponsor can’t overwhelm the “Welcome to Lakeview”.
- Klamath County – the Board of County Commissioners sent a letter to the Governor outlining our concerns regarding the change-over of truck traffic to Highway 97 – we got a letter back, the first ¾ of the page was political posturing – the last paragraph said it would be forwarded to the State Police – ACT members report that they have seen an increased OSP presence on Highway 97.

### **Connect Oregon II - HB 2278:**

Information is included in the Board packet – they are looking for multi-modal projects.

#### **Discussion**

- Butch proposed the Chemult Train Station as a possible project for Connect Oregon II.
- The Board was shown examples of buildings built from plans already owned by the US Forest Service that are available for us to use – the plan style is alpine architecture.
- The Board was shown a copy of a map of the proposed train station area – they are proposing to purchase private ground across the street from the existing site – this should eliminate property issues with UPRR.
- The proposal is to use Connect Oregon II to address lighting, drainage, and elevation issues.
- At this time we have about \$600,000 in this project – we are looking at \$400,000 for the building, then we have to purchase the right of way. Butch has a designer working up the specs.
- Lake County wants to ask for Connect Oregon II assistance on their railroad.
- ODOT staff explained to the Board that normally the ODOT Highway division would not have been the lead on a rail project, this was put forth as an inter-modal hub – the Forest Lands money was given to ODOT – the Connect Oregon money was awarded to Klamath County with ODOT as joint applicant. One of the requirements for the Federal money is that the station not be located on private land, which is why purchase by the County would be necessary to move the station.
- Ernie Palmer explained to the Board that HB 2278 does not “renew” Connect Oregon – there are some changes – the Transit Lobby asked for some changes, some were included, some were not. Connect Oregon I worked so well they will have more and newer applicants. One of the changes is that the Region Funds amount was reduced – it will be tougher and is expected to be more competitive.
- There is a lot of interest from Deschutes County to make this rail station a success for year round use – especially for skiers and bikers –
- Chair requests endorsement from the ACT for this project. Klamath County is to be the applicant, ODOT is to write the application, and to ask Deschutes County if they wish to be the co-applicant.
- Co-Chair wants to have the applications come before the Board – not to prioritize, only to continue the process.

Moved: Brad Winters,

Second: Bill Brown, to continue the design process

### **Further Discussion:**

Question: Frank Villagrana – can Connect Oregon II be used for telecommunications? – No, only for transportation – Air, Rail, Marine, or Mass Transit

Bill Brown – the Natural Resource Advisory Council has set up the levy safety committee – could Connect Oregon II be used to fix levies? – No

Will the new application/process be significantly different? – The new application has not been decided on that anyone was aware of – the consensus was that the old application should be a sufficient guideline for any new application.

Ayes: All Nays: None

Motion Carried

### **White Paper:**

- Chair is very pleased with the White Paper – it is concise and well done
- Butch informed the Chair and Board, that the paper was written by Christina
- The Chair requested that all future papers cite the author so proper credit can be given.
- The intent of the White Paper is to give members an idea of the way we would like meetings to run – today has been a good example of how we would like to see things work with group participation.
- If members have a road that connects to a state road, there is a requirement to share information.
- The report today by the Chair was a good example when he reported on the work being done on Shasta Way.
- Regarding the example cited on bike path funding and seeking collaboration – comment made that you will get cooperation from Commissioners, but not Public Works Directors.
- Additional comments from Board – it has no common sense to put bike paths in the ROW where they are in conflict with speed and traffic flow.
- It would take a change to the State Constitution to change how the money is allocated (related to bike path funding).
- Bike groups around the State should take on this issue and bring it before the people as an initiative on the next ballot.
- There is 1% of the gas tax set aside to maintain bike paths – the requirement to use the funds, is that the bike path has to be located in the ROW.
- Sometimes a good idea has to wait for the right time – now may be that time with the counties having budget problems – they are faced with shutting down bike paths because there is no money to maintain them.
- An effort to make a change like this is often best done at a grass roots level – then it doesn't look like political posturing.
- Member Frank Villagrana stated that he has a connection with bicycling community statewide – he asked what they would need to do, and who they should talk to – Board consensus was the groups need to organize and meet with State Legislators.

### **Oregon Transportation Plan:**

- Ernie Palmer – comment re: Oregon Transportation Plan – We will have to live with the plan for the next 10 years – it needs to address the issue that one size does not fit all and different parts of the state have different needs and requirements.

### **AOC Update:**

- Commissioner Al Switzer updated the Board on the legislative items being monitored by the Association of Oregon Counties (AOC).
- HB 2033 – revises the definition of minimum county road base funding – at this time the cities are required to put in \$250,000 and ODOT matches the \$250,000. The Counties put in \$750,000

and ODOT puts in \$250,000 – this bill would require ODOT to match the \$750,000 put in by the counties.

- HB 2363 – Gas Tax Bill – Place holder only
- HB 2278 – Connect Oregon II - \$100,000,000 Lottery Bond bill to fund Connect Oregon II – there are some changes to the program if this passes.
- HB 3047 – Special bill for two specific counties that have special permission to put transportation funds into their general fund
- HB 3082 – County Registration Fee – gives the counties an option to add the fee without an initiative vote
- SB 566 – is a five point plan to set up a House/Senate Committee on Transportation to look at funding of a road utility district.
- SB 855 – Bridge Funding to the Counties – this is a major change, it was proposed out of the Business Coalition – they have a five year plan to fund transportation. The plan provides for \$350,000,000 to be divided 50% ODOT, 30% Counties, 20% Cities – in the proposal is a requirement that 25% (26.25 million) of the Counties portion would be set aside for the counties to use for freight mobility and improvement of congestion. The funds are to be used in conjunction with ODOT – There is concern that we are overextended on bonding.
- HB 3018 – is the \$20 license plate fee bill – they plan to add in as much of the Business Coalition proposal as they can – it provides for \$350,000,000 , but we go in the hole annually 1.2 Billion

**Additional Discussion of related funding issues:**

- Doug Tindall proposed a plan that the rural counties came out overall, but the main population counties would have significant loss.
- ODOT is continuing to lose ground –
- Some of the Board members were not aware that the Road Funds could not be included in the General Fund – most of the Commissioners felt it would not necessarily be good to lump the funds all together.
- Ernie Palmer updated the Board on recent activities by the Transit Commission – they had \$27 million in grant funds and received \$60 million in requests – locally BTS and the Senior Center had requests to get vans – the only funds awarded to a project in Klamath County, was \$3,000 for radios was awarded to the Tribes. Requests to fund new buses were awarded to replace buses that are twenty-eight years old – the federal recommendations on bus replacement is twelve years.
- Board members commented that the citizen on the street doesn't want to hear about the problems they just want solutions that won't cost them more in fees and taxes.
- Board members commented that they didn't think you would find a State Legislature that would increase a gas tax – if they did increase it, they would fund schools first.
- The proposal by the business community is not enough to fix the problem, it just causes us to get behind a little slower.
- The Board was reminded that in spite of the significant increase to the price of gas, the State Gas Tax has not been raised since 1993.

**Public Comment:**

None

**Adjourned:** 2:39     **by:** Chairman Elliott

**Next Meeting:** Lake County, Time & Location TBA