

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

Date: September 24, 2007

Time: 9:00 a.m.

Location: Lakeview Elks Lodge, 323 North "F" St., Lakeview, OR 97630

Board Members Present:

<input type="checkbox"/> John Elliott	<input type="checkbox"/> Brad Winters	X Al Switzer	<input type="checkbox"/> Jeff Ball	X Ray Simms
X Fred Smith	<input type="checkbox"/> Frank Villagrana	X Bill Brown	X Ken Kestner	
X Ernie Palmer	X Dan Shoun	X Devin Hearing	X Paisley Rep - Rosie Bagley	
<input type="checkbox"/> Mark Cobb	<input type="checkbox"/> Gary Zieg	<input type="checkbox"/> Rhonda Lyon	<input type="checkbox"/> Betty Tyree	
X Caro Johnson	<input type="checkbox"/> Lake at Large #2	<input type="checkbox"/> Fields Flynn	<input type="checkbox"/> Jennie Anderton	<input type="checkbox"/> Jared Hall
X Ken Gerschler (ad hoc)	<input type="checkbox"/> Trey Senn (ad hoc)			
<input type="checkbox"/> Senator Whitsett	<input type="checkbox"/> Representative Garrard	<input type="checkbox"/> Representative Butler	<input type="checkbox"/> Representative Gilman	

Staff:

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

State Staff and Consultants

Butch Hansen, ODOT Area Manager, Mike Stinson, ODOT Director Region 10, Sorin Garber, Consultant, Julie Rodwell, ODOT Freight Mobility, John Kratochvil, OR Department of Agriculture

Public:

Tom Burns, Chiloquin Mr. Buckingham, Chiloquin

Meeting Called to Order at: 9:25 **by:** Al Switzer, Exec. Committee Member

Introductions – Roll Call:

Presentation Re: Importance of Hwy 140: John Kratochvil, Oregon Department of Agriculture
Please refer to copy of Powerpoint presentation included with the minutes.

Katy Coba of the Governor's Office requested a report from the Department of Agriculture regarding the importance of Highway 140 to agriculture.

Highway 140 does not have a STIP – Julie Rodwell commented that there are many things in the works, but not enough to eliminate the bottle neck (referring to current truck length restrictions) Looking at Highway 140 from a global perspective – viewing the map, the darker areas or star areas have the most population – that is where freight flows (map was of world)

China has the most container ports – the U.S. is high in vehicles and roads – the railroads are at capacity – Rail South is restricted by the Siskiyou tunnel for double stacked containers – The Union Pacific and Burlington Northern are running 150 coal trains per day from Montana to Ogden Utah – currently the Union Pacific has allocated \$62 million for operating expenses – they are investing in Los Angeles and San Diego Ports – the Portland/Vancouver triangle is a choke point – both Union Pacific and Burlington Northern have said that they won't move traffic East and West along with North and South –

Highway 140 is the choke point for 53 ft. trailers – to go North to Burns adds 293 miles and 5.3 hours with truckers limited to 11 hours of service per day. – Hauling from Coos Bay to Salt Lake

costs \$ 2.00 per mile by truck – Panama is expanding their ports they are shipping containers North – Pacific Ports have enough freight for 31,750 trains hauling double stacked containers – the products going off the West Coast are: agricultural products (animals, feed, crops), wood, & paper – they go out at about \$1,000 per container – the freight coming in is worth about \$3,000 a container – ships are electing to go back to China empty because it costs them more than they make to wait for a load from the West Coast – ships hauling from the West Coast are about 60% empty – China inbound freight goes up Yangtze through Shanghai inland –

Why develop Coos Bay Port? – The channel to the Port of Portland is 80 miles long and 43 ft. deep – the channel at Coos Bay is shorter – the Legislature has allocated \$60 million to dredge the channel from 37 ft. to 51 ft. – Coos Bay has 3 miles of heavy gauge rail installed – potential exports to China include dairy heifers, to Korea forage – The state of Washington is more aggressive regarding shipping their Ag. freight – The fuel for trucking is set to state specifications so distribution is not able to transfer across regions – trucks get about 6 miles per gallon which makes it about \$2.00 per mile to run. – Highway 140 has an estimate of \$40 - \$50 million for modernization and preservation – Julie informed Mr. Kratchovil that his numbers were not correct – the current study has updated numbers, they are going down –

John gave the board an example of a STIP project from the area where he lives – there is a bridge that was on the STIP to be replaced – the amount to replace it was \$1,839,000 – he drove by the bridge and took a picture, the bridge looks fine, but it was replaced –

When you are talking about miles per gallon for trucks, haven't the trucks increased hauling capacity? – John said that Oregon has, here they can weigh over 100,000 pounds (truck and load together), but back east is still allowing 80,000.

Isn't there a distribution limit for ag products – too far and they don't do well – like cattle lose weight over great distances, crops can over ripen? Yes there are limits to ag products – but Oregon is #1 in nursery export stock.

To answer the question – from an Ag point of view is it worth the investment of \$30 - \$40 million – It is very important for Ag. flow –

What is the current status on the timeline for Coos Bay – It will be out by 2014 – they will be signing a contract in October – without the contract the project will not go – at this time the expectation is that 95% of the freight will be moved by rail – if the percentage hauled by rail is less, we will have to look at that – it is a separate study.

Highway 140 is important for Ag. – what about non-ag – It is important for both

Highway 140 Study

Refer to the copy of the presentation for specifics

Sorin told the Board he was back with the additional information that Mike had requested at the last Board meeting. He feels presentations about forecasts can be tedious so he has tried to condense it – See pg. 1 slide 3 for areas of restrictions –

From 2001, ODOT has made \$16.5 million in STIP improvements –

These are projects needed to eliminate restrictions – there is an official process to go through for design exceptions – see pg. 2 for acceptable design exception options – To fix the road with design exceptions would equate to about \$23 million – using exceptions still meets standards – one example is the standard is that curves should be able to be taken close to the speed limit – we have been using design exceptions by building to a 45 mph curve design speed – we would be looking at keeping 12 foot lanes, and the shoulder width – we are looking at speed reduction

The \$53 million is what it would take to bring the whole road to freight route design specs – it takes into consideration places where lanes or shoulders don't meet 55 mph 12 ft. lane with 8 ft. shoulders

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ODOT has not accepted the \$23 million estimate – they think it might not be enough – the design will need to be reviewed and approved – There are environmental conditions that will increase cost –

Mike told the Board that at the end of the Dougherty Slide project spec process, we will have a very good estimate of the cost –

Regarding the truck diversion to Hwy 140 the tonnage numbers are broken out by mode – rail/truck –

There is a detail study done about every five years by the ACT for traffic that is internal, outbound, inbound, and flow through – about 12% of all trips from the Rogue Valley – South, Central and East are headed to mountain states CO, UT (see pg 3, Slide 4) – Rogue Valley is expected to grow about 75% in between 2005 – 2030 – South Central Region is expected to grow 45% in the same time frame – See pg. 4 for formula to convert tonnage into # of trucks –

Do the consultant's numbers take into account the increase in truck traffic due to the shift from I-5? Lakeview is seeing an increase in traffic North and South on 395 as well – The numbers are from the last study available and projections based on past growth –

The Board was informed that Cal-Trans (California Hwy Dept.) and ODOT have adopted new standards regarding road closure on Hwy 97 – they will be stopping traffic at Redding and Klamath Falls so travelers are not stranded without services – Regarding the ODOT sanding policy – will they be increasing sanding – no they are increasing de-icer use – the plan is to get the de-icer down before snowfall to aid in plowing up the snowpack –

Sorin reviewed the pg. 4 formula – when you apply the formula they are looking at which trucks will be impacted – they looked at all routes – ODOT recognizes that 31, 70 and 39 are feeding the main routes of 97, 395, and 140 –

Julie let the Board know that the information they have just received will change Sorin's calculations – he used a flat percentage of travel to calculate for each route to make the projections –

Al wanted to know, with the amount of pollutants put into the air by these trucks – is there an effort from ODOT to correlate the change in miles and reduction in pollution to seek funding from other sources? – ODOT staff has brought it up -

Area Manager's Report:

- Butch introduced Mike Redd to the Board – Mike is a new project manager with ODOT
- In October, Butch will have a strange schedule – he will be commuting from Bend – he gave the Board his cell phone number so they can contact him if needed 541-892-0805
- Beatty Curves project is on schedule – the archaeologists are working feverishly to finish up before bad weather – Butch was able to move money from another project to get started on this one
- Butch has grant material to hand out – the cycle opens first of October – it may be a good option to fund the bike path to the Sports Complex
- We were able to get a Systematic Development of Informed Consent class scheduled in Klamath Falls – the class will be in December – Butch has taken the class and said it is well worth the time and money
- Butch explained the STIP process to John Kratchovil – the entire budget is \$50 million, but it is broken out to categories for modernization, preservation, etc. – each category is stretched very thin

Area Member Reports:

- Al updated the Board on the \$56 million taken from ODOT by the Legislature and given to the Counties – this was not something that the AOC worked on – they did not request it – and the money was taken to replace the Secured Rural Schools funding, but some of it is going to counties that did not receive Secured Rural Schools funding –
- Betty updated the Board that Lake County has completed and adopted their Special Transportation Plan – SCOEDD staff was asked to help with the project – it was a good collaboration

Public Comment:

Tom Burns of Chiloquin is working with the committee trying to develop an integrated plan for development in Chiloquin – this plan includes intersections on Hwy 97 – He asked the Board about the status of adopting the TSP – the local committee has been told their project needs to be included in the Plan. -

Adjourned: 11:10 **by:** Al Switzer, Exec. Committee Member

Next Meeting: Klamath County November 16 Time & Location TBA