

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

**Date:** May 19, 2008

**Time:** 9:30 a.m.

**Location:** 317 South 7<sup>th</sup> St., Second Floor, Room 220, Klamath Falls, OR 97601

**Board Members Present:**

X John Elliott	X Brad Winters	<input type="checkbox"/> Ray Simms	X Frank Villagrana
X Al Switzer	X Ernie Palmer	X Jeff Ball	X Bill Brown
X Butch Hansen	<input type="checkbox"/> Ken Kestner	X Dan Shoun	<input type="checkbox"/> Jared Hall
<input type="checkbox"/> Caro Johnson	<input type="checkbox"/> Dale Roberts	<input type="checkbox"/> Jennie Anderton	<input type="checkbox"/> Bonanza Rep
X Mark Cobb	X Gary Zeig	X Senator Whitsett	<input type="checkbox"/> Merrill Rep

**Staff:**

Deanna Redd       Shilo Ogilvie      X Christina Ingram      X Betty Riley

**Partners:** X Mike Stinson

**Public:**

**Meeting Called to Order at:** 9:46    **by:** John Elliott, Chair

**Introductions – Roll Call:**

**Review and Approve Minutes of last meeting:**

Board reviewed the minutes of the January 18, 2008 meeting.

Moved: Jeff Ball,      Second: Bill Brown, to approve the minutes of the January 18 meeting as presented.

Ayes : All      Nays: None

Motion Carried

**Area Manager's Report:**

**mp = Mile Post**

**ROW = Right of Way**

- Discuss a couple of items
  - ◆ Travis Brouwer will be here at the next ACT meeting June 13 here in Klamath Falls. He works with the federal folks regarding earmark rules and regulations – he will be talking about the new ODOT earmark policy & ODOT's earmark policies and processes
  - ◆ Second thing is the effect on our projects from the escalation in oil and asphalt costs. An example is our current paving project on Hwy 140 – they haven't paved anything yet asphalt has increased 24% we have added \$461,500 to this contract to pay for the adjusted price of asphalt – we will discuss this more in the SB566 discussion.
  - ◆ Also would like to look at adding topics for the ACT – Jeff and Butch have been talking – Butch would like to see the ACT be a place for discussion of destination resorts – we have one coming – the Crescent Creek project – also to have more discussion of Rail issues – we have problems in Lake & Klamath County – more as a way to keep updated.

Discussion:

Bill wanted to know if based on projections what we are going to see as reductions to our State Hwy improvement projects this summer – We won't see as many reductions this summer, but in the future, yes there will be impacts. The Board wanted to know about what percentage of costs are asphalt – about 50 – 70% - the cost of rock is pretty steady but even it is up due to increased price for diesel to haul it. Butch hasn't done a breakout but usually traffic control is about 30%, labor is about 25 – 35% - the rest is materials.

Senator Whitsett wanted to know if Butch has looked at the increased costs if Fish and Game introduces salmon and steelhead to upper Klamath. Butch hasn't really looked at that yet – what we don't already have in Salmon issues we make up for with wetlands and archaeological issues. We already have the NEPA overlay due to the sucker fish – Butch can't speak specifically about the salmon and their future impact, however, he will ask his regional environmental issues person.

### **Area Member Reports:**

- Connect OR II – Jeff felt they were misdirected about the process of Regional projects to the State level – Modal had it worked out well – Regional they thought they had some control over the Regional \$10 million. When they got to the Statewide the category for Statewide significance disappeared.
- Al – We had two lists ranking regional and statewide projects – the first day they said there are not two pots of money – they also looked at the tiering system – if you had any red marks your project was dead in the water.
- One thing both our representative would like to see change for next time is better communication between the modes and they regions about tiering.
- Projects approved pending final approval in June from the OTC are  
Modoc Northern City of Bend Intermodal Redmond Cargo  
Prineville Rail/Freight Madras Airplane Maintenance Klamath Northern Rail
- Ernie – as a member of a modal committee – he was hearing about how democratic the process was – the problem with being on a modal committee is you only review projects for your mode. The last time around the modes felt irrelevant to the process – the ACT's were not giving enough weight to the input from the experts in the field.
- Regarding a Connect OR III – there are a lot of people in the Treasury speaking against it – Ernie thinks the chances as of right now are only 50/50. He personally would like to see the Commission (OTC) go to a more shovel ready approach – give contracts with expiration time – you have 6 mos. or X mos. to start construction or you forfeit the funding and we go to a “bubble” project.
- Al said he is hearing people would like to see a Connect OR III have more focus on roads.
- Bill thought we had control of the \$10 million to impact our Region – he wants to know if we should make complaint to the OTC – no because our region if all the projects we got listed as funded, are funded, we have more than \$10 million in projects.
- Ernie wants to share a couple Transit related issues – First ridership is up – they will be asking the Governor to increase the funding for Senior and Disabled rider programs. Second – Basin Transit got a grant of Federal funds through ODOT – the funding is at 90% - Thank you to ODOT for their assistance with that.
- Also he wanted to brief the City and County on what they may see based on new federal charter bus regulations – The only people Basin Transit can do Charter for are federally certified Human Services agencies. There is a statewide website with a list of providers that say they will provide to this area – there are about 50 companies that claim they will provide services here. The regulations only allow for 80 hours of government service. Basin Transit has provided service to the Air show in the past – this year they will do it as Government Services.

## **Overview of Highway Safety Program – Joel McCarroll**

Each STIP update, ODOT spends \$25 million on Safety – Region 4 gets 10% based in our number of crashes. – ODOT uses a priority ranking system that looks at each 1/10 mile section of state highway – it takes data for frequency, rate, and severity of crashes – this is condensed to one number – high number is bad, low number is good – the list in front of the Board is the top 15% problem areas for our ACT. Projects being addressed on the current STIP are Fish Lake and Great Meadows, Beans (sp) Corner on 395, and Modoc Point/Algoma. Each year they are required by the federal government to investigate 5% of the sites so they do 10%. The list is the top 50 sites in the area. The list is very sensitive to traffic counts in the ranking – example: have 3 crashes in 3 years at milepost 57.8 – 57.96, but the traffic count in that area is 670 so that is a higher percentage.

### Discussion:

Jeff – have there really been 20 crashes at Summers Ln and Southside Bypass – yes that is the reported crashes – normally when you have a signalized intersection you see a higher crash rate from people not paying attention causing rear end collisions and running red lights – Correction the intersection is Summers, South 6<sup>th</sup> Street. The highest collision problem in the area is the Vets Way intersection in Redmond.

Ernie wanted to know if they do analysis of screwed up intersections? – most people in the room would agree that Summers, 6<sup>th</sup> and the Crater Lake Parkway is the most screwed up intersection in Klamath Co. – Yes we do – there are some things we can look at to mitigate – if there are a lot of red light runners you can shorten the yellow light. Mike said he has the scope – if we can get him \$6 million dollars he can fix it. One problem with that intersection is the access to business in that area. If we could make them all “right in, right out” accesses it would help. Al noted the last time he went through that intersection the sequencing of the lights seemed off – he was first car in line, it turned green, he got to the next light and had to stop. Ernie wanted to know if it would take a fatality there to have it move up on the priority list – Joel said not to put a number on human life, it does get higher priority if there is a fatality, however, at some point the project due to cost moves from Safety to Modernization.

Brad would like to see Valley Falls get rumble strips – it is a dangerous intersection.

Al wanted to know why Hwy 97 was not on there due to number of fatalities – the reason is they are not in a 1/10 mile stretch – This is not the only tool ODOT uses to determine Safety projects.

Al would like to see them look at the “death zone” on Hwy 97 – from the top of Spring Creek Hill to the next passing lane.

Brad pointed out that using reported crashes may not give accurate data for Lake County – a lot of times there is not a tow truck available so the farmers pull people out of the ditch.

Ernie wanted to know where, or if, there is a place in the decision process for projects to include anecdotal or priority as expressed by local government – Joel said from this meeting, and formally from the public comment period for the STIP.

Bill wanted to know if there is some way ODOT can provide more gravel on Hwy 97 when it is so slick you can’t even stand on it, let alone drive on it – Mike explained that within 20 – 30 cars of graveling it has been knocked of the road – they couldn’t run trucks fast enough to keep up. He would like to see them have the option of a sign that they could change the speed to match the conditions, but it is not allowed by statute.

Al would like to see ODOT do more monitoring of trucks – they are all going 55 now to conserve fuel and are bunching up – his all time count is 14 in a row.

## **Review of SB566 - Butch**

Butch gave the Board a handout – referring to the projects under the blue line – that is for 2006 – 2007 STIP – the projects we are working on currently. The projects going out to bid in the 2008 – 2009 STIP are under the yellow – they include: Modoc Billy Creek, US 395 and Industrial Ln in Lakeview, and US 97 Hwy 31 Junction. Then when you look at 2011 – there are no preservation projects – this is where we’ve had to adjust to cover cost of what we have under contract and out to bid – Then in 2012 you see the Matney way project – there will be a gap in preservation projects.

### Discussion:

Jeff noticed in the 2008 – 2011 most of the funding is going to Bend – he wanted to know if we could move to region 3.

Butch agreed we do a lot of projects in Bend – he would like to look at scenario 3 which has the Hwy 97 interchanges including: Dan O’ Brien Way and Greensprings. He would like to have feedback from the ACT to forward to the OTC regarding this plan and how we are reviewing our STIP and SB566 – Table 2 is a holding point – these projects will go if we get additional funding – Table 3 I can’t say much about – it is the not funded list.

Al wanted to know what is the Bend Parkway Refinement project, and how many times are we going to refine it – Butch noted that the real estate people did a good job of selling Bend and it is at capacity.

Ernie – wanted to know from a planning commission level – we are constantly running into objections from ODOT due to impacts on infrastructure and Hwy 97, 66, & 140 junction is our big \$100 million or \$200 million project and it has been delaying or slowing down economic development, but he doesn’t see anyone talking about funding it.

Mike pointed out that it is the Greensprings interchange project on the 2008 – 2011 STIP.

Bill wanted to know about the follow up to the Y intersection – Butch pointed out that he had discussed the lack of funding for that project a couple of meetings ago.

Ernie – wanted to make a quick pitch talking about the 97, 66, 140 project – he felt satisfied that it was on the list until he realized it is on the “wish list” and that takes it out of the realm of real money – since ODOT is a player in all land decisions he would like to see them take a more reasonable approach – given the fact that ODOT doesn’t have the ability to come up with their share of the money he would like to see their planner give the improvements needed then allow the project to move forward. Like Bend, if we have an intersection that needs improvements but we want to swim in our own stew then get the hell out of the way – I don’t want a nanny government – I don’t like ODOT being my nanny telling us that we’ve made a local decision to build an apartment building but don’t have the roads and infrastructure to support it so we can’t build it because big brother knows better because I will have to wait an extra 30 minutes at a traffic light, then screw you, if I want to wait 30 minutes that’s my decision – not nanny governments – what I’m asking for is a more reasoned approach – if you can’t bring your share of the money then get out of the way

### **Public Comment:**

None

**Adjourned:** 11:51    **by:** John Elliott, Chair