

RVACT *Rogue Valley Area Commission on Transportation*

155 N. 1st Street • P.O. Box 3275 • Central Point, Oregon 97502 • 541-664-6674
FAX 541- 664-7927

To: Members, Rogue Valley Area Commission on Transportation

From: Pat Foley, RVCOG

Re: Summary of November 14, 2006, RVACT Meeting, ODOT Conference Room,
100 Antelope Road, White City

Date: November 20, 2006

Members and Alternates in Attendance: Arthur Anderson and John Vial, ODOT; John Morrison, Ashland; Jim Lewis, Jacksonville; Russell Groves, Eagle Point; Dale Petrasek, Jackson County; Frank Bosshardt, Josephine County; Skip Knight, Medford; Marian Telerski, Talent; Laurel Samson, Grants Pass; Jim Wear, Phoenix; Mike Quilty, MPO Policy; Ernest Garb, RVTD; Alan DeBoer, James Lowe, Stacey Kellenbeck and Mike Montero, private sector representatives from Jackson and Josephine Counties.

Members Absent: Butte Falls; Cave Junction; Central Point; Gold Hill; Rogue River; Shady Cove; Craig Stone, Reeve Hennion, Richard Smith, Jeff Hunter, Jackson and Josephine Counties private sector representatives.

Staff: Debbie Timms, Gary Leaming and Julie Rodwell, ODOT; Pat Foley, RVCOG.

Other: Paula Brown, Ashland; Alex Georgevitch, Medford; Earl Wood, Eagle Point; Vicki Guarino, RVCOG; Jerry Snider, citizen Jackson County; Mike Card, Combined Transport; Rod Witham, Witham Trucking.

1. Roll Call

Chair Mike Montero asked all participants to introduce themselves. Roll was taken. A quorum was present.

Art Anderson announced that John Vial, District Manager will become the Interim Region 3 Manager as of December 1, 2006.

2. Approval of Minutes

Members requested no corrections to the minutes of the July 11, 2006 meeting. The minutes were approved as written.

3. Public Input

Rod Witham feels that the Highway 140 (extension to Blackwell Hill) has not been addressed sufficiently. Rod has done a study of trucks needing to get to I-5 daily: Combined Trucking 100+ trucks, Timber Products 100+ trucks, Plunk 24 trucks, FB Martin 50 trucks, Plumley 20

trucks, Interstate approx 20 trucks, RB Brown 40 trucks, Panther Crushing 15 trucks, Boise Mills approx. 150 trucks. He does not think that these figures have been included in any ODOT study. These figures do not include all of the other traffic using Highway 62. He feels that if these figures were used in the studies it would show that a lot of the congestion would be relieved at the south end of Highway 62 and that Witham's Truck Center would not have to be taken out. He went on to say that Witham's income this year is in excess of \$20M. These dollars are held by local investors and are invested back into the valley. Rod said that the idea of a connection between Highway 140 and Blackwell has been looked at since the 1930s. He feels that this connection needs to be restudied.

4. Card for Reeve Hennion

A card was passed around for Reeve Hennion. He has recently been diagnosed with cancer.

5. Oregon 140 Study

Handouts: Oregon 140 Study Overview, PowerPoint Presentation

Julie Rodwell, ODOT Freight Mobility, started her presentation by saying the section of Highway 140 from Klamath Falls east is the area under study. This area has length restrictions on trucks. This section of highway is the shortest route to Salt Lake City by 87 miles. The study's intent is to update the costs of and determine the economic benefits related to fixing this highway so 53' tractor/trailers can legally use this section.

Julie went on to explain who is working on and participating in this study:

- Oregon Department of Transportation
 - Freight Mobility Section
 - Regions 3 and 4
 - Districts 8 and 11
- Technical Steering Committee
 - Includes 3 Public Works Directors
 - Jackson County is not located within the study area but will be kept in the information loop
- Stakeholder Group
 - Large group is updated via email

Current Tasks

- Have done 20 shipper surveys (in person and telephone)
- Are in the process of completing carrier surveys (in person and telephone)
- Will be working with the growers in the corridor (scheduled early 2007)
- Developing report on cost/benefit improvement

The length restrictions to be studied are:

Segment Restrictions	K. Falls-Lakeview MP 25.00 to 50.36	Highway 395 To Adel	Adel to OR/NV Border
Overall length for truck-tractor / Semi with 48' trailer	No Limit	No Limit	60' length limit
Overall length for truck-tractor / Semi with 53' trailer	65' length limit	65' length limit	

Since 2001 there has been \$35M in improvements done, mainly for maintenance projects. An ODOT road test has recently been completed with a 53' vehicle. Using a pilot vehicle with a video camera, problems areas were identified.

Recent Projects and Additional Improvements Needed:

Location	Completed Since 2001 (\$000)	In Current and Future STIP's (\$000)	Still Needed (\$000)
Lake of the Woods (Medford to K. Falls)	\$14,961	\$36,044	TBD
Klamath Falls Lakeview	\$10,614	\$ 7,188	TBD
Warner/Doherty	\$ 9,229	0	\$53,500
Total	\$34,804	\$43,232	\$TBD

Discussion/Questions:

Laurel Samson asked for a clarification of the dollar figures available and still needed. Julie explained that the \$34,804 has been spent, \$43,232 is earmarked and \$53,500 is needed.

Alan DeBoer feels that it is great that the State is dealing with this segment of Highway 140.

Mike Quilty asked if Nevada and Utah are also concerned about this connection. Are their shippers spending more to get their goods to the west? Julie said that there is a member from the Nevada DOT on the group. There are no length restrictions on the Nevada section.

Marion Telerski asked if there will be public meetings in this area. Julie said she has asked to be put on the different ACT's agendas to give periodic updates. Julie said that she is happy to add interested people to the project's email list.

Alan DeBoer asked if the freight study shows that the section from Klamath Falls to White City has been improved to a serviceable level. He also feels that the segment between White City and the Blackwell Interchange should be looked at. He added that perhaps the project can get a federal earmark because this is an inter-state project.

Mike Card said that the original Highway 140 study looked at the Lakeview growers to find out if there was a benefit to fixing Highway 140. Obviously that is not where the benefits lay. The benefit is to this Valley. He knows that it is tough for an ACT to look beyond their area because that is not their focus. He feels that this improvement will impact cities in the area because all of the area shippers will be benefited. He went on to say, "How do we get projects to help our air shed? If the benefits are measured correctly we may get them on the STIP."

For the record, Art Anderson said that ODOT has never been against a Highway 140 to I-5 connection. The issue at hand is how can you leverage a project that does not show the benefit to cost. The connection was modeled under the Highway 62 Corridor project. The numbers did not warrant the connection under the Highway 62 project. He went on to say that this does not mean an I-5/Highway 140 connection cannot be put forward in the future. In the interim ODOT has made plans to make temporary improvements between Highway 140 and the Blackwell interchange.

Mike Montero mentioned the reconstruction of the interchange at Exit 35 and the potential development that could occur at Tolo. ODOT has held the line on the kind of land uses. If intense urban uses are allowed it would compromise the ability of freight movement. This represents ODOT's commitment to preserve the ability for the incremental portion of Highway 140 to serve the important freight function.

Mike Quilty, speaking for Central Point, said the city has stated that the area around Exit 35 is to be developed as a freight node. The area is currently zoned industrial. When the aggregate is mined out and the lands are reclaimed, there is good flat land to put more freight and inter-modal facilities (industrial and commercial/office buildings). The city is not anticipating putting in commercial/retail other than support services for industries. The city does not want additional residential development in this area.

Marian Telereski asked if in terms of RPS, is it in the region's best interest to keep the Tolo/Exit 35 area within the county or have it a part of a city. She asked if the RVACT has a position on this issue. Mike Montero said that putting this issue before the RVACT is not necessarily appropriate at this time, however, ODOT's regulatory structure represents the interests of this body. All new interchanges have Interchange Management Agreements which provide the legal framework where the preservation of urban/rural interchanges is protected.

John Morrison asked Julie what is the timeframe for the Highway 140 project. Julie replied that this has not been determined yet. John added, the freight industry is going through rapid change and are looking for cost economies. Since we are looking at a significant investment in this highway it would be nice to know where the industry is going in the long term. Julie replied that the benefit is definitely long term. She went on to say that one item that needs to be flagged is if the highway is improved and it generates a massive new amount of truck traffic, then at some point the whole sub-structure will probably have to be rebuilt or repaved.

6. Transportation Enhancement Projects

Mike Montero opened the discussion on whether the RVACT wants to provide an endorsement for the Transportation Enhancement (TE) Projects.

Art Anderson said that in the past the RVACT decided not to prioritize Transportation Enhancement Projects. At the last RVACT meeting there was a discussion on prioritizing the projects based on Pat Fisher's statement that prioritizing could possibly affect the selection. Art recommended that the projects not be prioritized but suggested that a letter be sent along with the submittal of the projects with some sort of endorsement, at least from a regional standpoint. Art asked for RVACT committee member's comments. He recommended that the comments be recorded and incorporated into a letter to be sent to Salem. Art asked the members if this approach would be good. The response was yes.

The eight Transportation Enhancement projects under consideration are:

No. 28 Grant Pass, Highway 199 Landscaping. This project would tie into the Highway 199 Corridor safety and capacity project.

- No 38 Jackson County Roads and Parks, Seven Oaks to Upton Road Bear Creek Greenway trail segment.
- No. 39 Jackson County Roads and Parks, North River Road to Gold Hill Greenway trail. Eventually it is hoped there will be a trail starting in Ashland to going to Grants Pass.
- No. 40 Jacksonville, “C” Street Corridor Enhancement.
- No. 50 Medford, 4th Street & Middleford Park Block Enhancement.
- No. 51 Medford, Evergreen Mixed-Use Development Streetscapes.
- No. 63 ODOT, “Welcome to Oregon”. New signs at the California/Oregon border on Interstate 5 and OR 199.
- No. 65 Oregon Parks and Recreation Department, Rogue River Greenway Trail – Valley of the Rogue Section.

Discussion

Art said that the same review of these projects will be done by the MPO later this month. The projects were recently viewed by the Economic Revitalization Team.

Mike Montero suggested that the group look at the projects to see if there are any red flags in regard to regional significance and if there are no red flags, what does the regional significance look like?

Project No. 28 Grant Pass, Highway 199 Landscaping.

Comments:

Art Anderson: The Highway 199 project ties in with a regional level highway. This project fits in nicely with the \$18M Highway 199 project that we have funding for which is currently addressing safety issues on the western portion of Highway 199 from Midway to Dowell Road. The eastern portion of the funded project from Dowell Road to Tussey Lane is a capacity driven issue. We could leverage the present funding.

Mike Montero: This project has regional significance. This area has the confluence of two state highways. These two highways are serving urban areas.

Laurel Samson: This is a major tourism corridor into the community. A lot of people make the trip from California to Oregon using Highway 199. This project sets a standard which says something about the community: 1) Highway 199 is not just a rural highway with gravel along the side, 2) Highway 199 becomes something that is special and 3) It will make a difference for people who are using this area as a pedestrian or bicycle corridor. Riding along a rural highway is not a fun thing to do. If we can make it feel better for people and make it more attractive, we will get a lot more people using it as a bicycle/pedestrian corridor.

Discussion:

James Lowe asked if the current bicycle/pedestrian will be incorporated into the plan. Laurel said that there will be new facilities where the path is right next to the highway. James went on to ask if ODOT is aware of the fact that there is a temporary weigh station that might be eliminated again. He was told there are conversations ongoing with motor carriers.

Alan DeBoer asked how much money is available to fund local TE projects. We have eight projects that vary from \$1.4M to \$86K. Our region must have an approximate dollar amount. Art Anderson said that the dollars are divided up on a statewide basis.

Projects **No. 38** (Jackson County Roads and Parks, Seven Oaks to Upton Road Bear Creek Greenway trail segment), **No. 39** (Jackson County Roads and Parks, North River Road to Gold Hill Greenway trail) and **No. 65** (Oregon Parks and Recreation Department, Rogue River Greenway Trail – Valley of the Rogue Section)

Art Anderson suggested that Projects Nos. 38, 39 and 65 be considered together because they are basically similar projects in different locations, extending the Greenway Trail from Grants Pass to Ashland.

Comments:

Art Anderson: The regional significance of these projects is obvious. They would provide multi-modal transportation and will enhance tourism. They open up the possibility of having local and national bicycle events. The connectivity between all of these locations is of regional significance.

John Vial: One of these projects is a part of the Bear Creek Greenway System and the other two are a part of the new Rogue River Greenway. Ultimately the projects mesh together.

Marion Telerski: Project No. 38 (Jackson County Roads and Parks, Seven Oaks to Upton Road Bear Creek Greenway trail segment) has been ongoing for at least 30 years and is very dear to the towns along that corridor. There is a whole greenway life that occurs. It is truly a transportation corridor that is used by people to ride to work. School events occur there. It is fully supported by Talent.

Mike Montero: It would be helpful to the folks in Salem, in addition to understanding the history, to know the value of the incremental investment over time and maybe more importantly the different sources of funding that have been used. It has community support.

Alan DeBoer: The Greenway is a great project that we should all stand behind. But I want to finish the Bear Creek Greenway from where it is out. I don't want to create links somewhere else that are not linked together. I think the whole Greenway from Grants Pass to Emigrant Lake is a wonderful thing but we as a community need to do some prioritization. At the State level you wouldn't have a clue which one to pick. Shame on us, and the various greenway committees, for not saying this is the next link we want done. If we did the landscaping, the greenway and the Jacksonville project we are going to be about \$1.4M. I think we have better odds of getting those approved if we said these are the things we would like to do.

I agree that it is probably too late on this round. Next round we ought to calculate the monies and come with an organized plan. From Ashland's standpoint we are willing to say this other project is more important than ours.

Discussion:

Mike Quilty recently attend the Association of MPO's conference in Ft. Lauderdale. There are a huge number of communities that are going out and finding grant money for helping communities. So if any of these bike/pedestrian projects show up, we as a region should seriously start looking at the grant money that comes from nonprofit organizations and the US Department of Health to finish these projects for communities that pushing healthy living. There seems to be a fair amount of money.

Mike Quilty said that TE money is a strange duck. It is not for road projects. It is for walking, pedestrians and museums that have a transportation link. The state can take all \$10M and put it in one project or can dole it out a little bit here and there. They have done a little bit of both in the past. Thinking that we have a percentage of the state budget to go for is a fallacy. We have 100% to go for. To get a 100% is slim because of the size of the projects we are putting in, but that is the way this money is looked at.

Paula Brown asked if the Greenway Foundation prioritized these projects. Art said to his knowledge they haven't.

Project No. 40 Jacksonville, "C" Street Corridor Enhancement.

Comments:

Mike Montero: With the historic presence that Jacksonville has, you cannot say that it just has local significance. Anything that improves the pedestrian facilities arguably has a regional significance to the state highway.

Jo Whitman: Jacksonville's tourism is regional. If you need to go into town, all need to get out of their vehicles. "C" Street is the gateway into the parking facilities and destinations within the community. Connectivity will be enhanced by this project.

Projects No. 50 (Medford, 4th Street & Middleford Park Block Enhancement) and **No. 51** (Medford, Evergreen Mixed-Use Development Streetscapes)

Alex Georgevich: Project No. 50 is a part of the Middleford Common project. This project will revitalize the downtown and will keep businesses from moving out along Highway 62. Project No. 51, Evergreen mixed-us, even though it is outside of the Middleford Commons project the intent of both of these projects is to connect mixed-use development with bicycle/pedestrian/transit enhancements.

Skip Knight: There are livability issues.

Discussion: Paula Brown asked if the city had prioritized these projects.

Project No. 63 ODOT, "Welcome to Oregon". New signs at the California/Oregon border on Interstate 5 and OR 199

Art Anderson: This project ties into the rest area and welcome center that ODOT is planning.

John Vial: This project has been requested for many years.

Break

7. Selection of RVACT Private Representatives

Mike Montero introduced the agenda item, selection of Jackson County private alternate representatives. Mike pointed out that Alan DeBoer has been the only Jackson County private representative for years. At the July RVACT meeting it was decided that committee would receive applications from interested parties. These applications are to be reviewed by the committee today. Earl Woods came up to me before the ACT meeting and said that he had just become aware that there was this opportunity. He has requested that we also entertain him as an applicant.

Art Anderson reviewed the sections of the Bylaws that deal with RVACT member selection. The Bylaws state:

Membership will be comprised of up to 26 members. The committee's membership shall consist of one representative as appointed by the governing body from the following counties and cities: Jackson County, Josephine County, Ashland, Butte Falls, Cave Junction, Central Point, Eagle Point, Gold Hill, Grants Pass, Jacksonville, Medford, Phoenix, Rogue River, Shady Cove and Talent.

Membership shall also include representation from: the Metropolitan Planning Organization (MPO), the Rogue Valley Transportation District (RVTD), the Oregon Department of Transportation (ODOT) and eight community (private sector) members, four from each county. Community members will be appointed by the RVACT membership, and will represent both rural and urban areas in both counties.

The Bylaws do not stipulate that the alternate private members need a recommendation from a governing body.

Gary Leaming said that ODOT solicited names from groups and individuals that represent and are interested in transportation. We had asked them to send a letter to ODOT and the jurisdiction they live in. Letters of concurrence from jurisdictions were received for Kay Harrison (Central Point), John Watt (Medford), Alan DeBoer and Tani Wouters (Jackson County). Wade Six expressed an interest but a letter was not forwarded from Medford.

Ernest Garb asked what are we dealing with in terms of vacancies. Gary went on to say that David Strauss (primary JACO representative) has missed several meetings which creates one vacancy. We will also be talking to Reeve Hennion to see if he wishes to continue. Alan DeBoer is one of the alternates and hypothetically he will be selected to the primary position which would leave us with the need for four alternates.

John Morrison said that it was his understanding that when we set up the guidelines for alternates, the alternates would be first in line to move into a regular position. Art replied that that has been true for voting purposes.

Mike Quilty said that prior participation is something that should be considered in the selection process.

Gary Leaming reviewed the letters with the qualifications and interests of each interested party: Alan DeBoer, Kay Harrison, John Watt, Wade Six and Toni Wouters.

Alan DeBoer stated that there are people presently serving on the RVACT that will not be in their official capacity after January, i.e. Marian Telerski and Skip Knight. He asked them if they would like to continue as a citizen. He hopes that Josephine County will take note of this issue, four alternates and four members. It protects the different counties and gives a quorum. Having a quorum is critical for issues before the RVACT. Alan added that he asked David Strauss to send in his resignation. It came in about three months ago.

Skip Knight said he thinks the city council will be approaching this question as far as whether he will represent the city or whether he will be a city alternate on Thursday. Skip said he would still like to stay involved. He said the city did not endorse Wade Six because of John Watt's application. If John Watt is appointed, Skip could possibly be his alternate.

Marian Telerski thinks it is extremely important for an elected official from the city of Talent to represent the city. However, she would permit her name to be put in the alternate column. She has no idea if anybody on the new city council will be able to fulfill this position. She will put this question before the city council tomorrow night. The mayor appoints representatives to the various bodies. Mike Montero asked Marion, if the city council asks her to represent the city would she be willing to do so. Marion is not sure of her answer. Part of the misery is having to go to all of these meetings. She would like to spread some of that upon the newly elected official. She will permit her name to be put up as an alternate as a private sector representative.

Laurel Samson raised the issue of an alternate being automatically moved into a primary position. She feels this will depend upon whether or not the RVACT requires endorsements for people serving as alternates. If you don't have to have an endorsement you wouldn't automatically appoint an alternate to the primary position. She is hearing two different issues; don't need an endorsement or needing an endorsement.

Alan DeBoer doesn't think the alternate should automatically be made a primary. He thinks the bylaws are exactly the way they should be, you have four alternates that you can choose from. Also, you may want to bring somebody else in. He always thought we should go through Jackson County, not various cities, because we are all a part of Jackson County. He thinks the process being followed is great.

Skip Knight said that when we pick the alternates, we should encourage them to attend with their primary because the learning curve is steep.

John Morrison made a motion to nominate Alan DeBoer as the primary Jackson private representative. Marian Telereski seconded the motion.

Discussion: John Morrison distinctly remembers that when the RVACT talked about alternates and the primary members, one of the things that we discussed is that it would create a pool of people who have a familiarity with the process. John agrees that there is no automatic assumption that they would step in and that we would have a selection process. The experience factor is one of the reasons for selecting primary representative. He thinks Alan has the depth of experience needed.

A vote was called for. The committee unanimously voted in favor of having Alan DeBoer serve as a primary Private Sector Representative for Jackson County.

Discussion on selection of a Jackson County Private Sector Alternate Representative

Mike Montero said John Watt's participation in the RVACT would be a bonus with the upcoming changes in the configuration of the legislature in Oregon.

Skip Knight said he knows that John is a very capable person but is concerned because John is a consultant for a lot of different entities in the valley and may have conflict of interests. This is Skip's only concern. John is a good man. There is no doubt about that.

Mike Montero said that at the last update of Bylaws, the whole conflict of interest issue got raised, re: Craig Stone and myself. We are required to, where there are conflicts of interest, declare it. If there is a direct conflict of interest, we can't vote.

Ernie Garb would like to put off selecting an alternate until the next meeting until we hear from the Medford and Talent city councils.

Art Anderson would like to have at least one alternative selected today because of the status of Reeve. If we had at least one alternate we could at least backfill in to cover the primary position.

Laurel Samson also feels that one alternate should be selected. That would still leave three open positions and will give us flexibility to address any vacancies. I do not see any harm in moving ahead and it would provide us with security. Whoever is elected will have a chance to be a participating member in January.

John Morrison agrees that we do a limited selection. He thinks that we could do two. Leave two vacant for now and appoint two. That would give a back log.

Mike Montero said that at a minimum, given Reeve's position and the fact that we do not have an alternate, there are compelling reason to have at least one alternate.

Alan DeBoer is concerned about having a quorum in January.

Mike Montero made a motion to appoint John Watt as a JACO Private Sector Alternate Representative. John Morrison seconded the motion. The vote was unanimous in favor of John Watt's selection.

The Jackson County Private Sector Alternate Representative list with additions (pending results of city council appointments and any additional applicants) to be considered at the next RVACT meeting include: Kay Harrison, Tani Wouters, Marian Telerski, Skip Knight, Earl Wood and Wade Six.

Jim Lewis nominated Kay Harrison as a JACO Alternate Private Sector Representative. Mike Quilty seconded the motion.

Discussion:

Laurel asked if Kay was still on the Central Point city council. Mike Quilty said Kay is on the city council and was not up for reelection. Kay represents the private citizens as a member of BMTL PAC. Kay is the chair of this group. She would be working as a private citizen, not as a representative of Central Point.

Ernie Garb said that Kay attends all RVTD meetings which is indicative of her interest in transportation problems.

Mike Montero said that Kay and he sit on the MPO PAC. Besides her policy making experience with Central Point he has never seen her do anything but be an independent thinker. She has a perspective on transit which is important.

John Morrison said that he respects Kay Harrison and her integrity. He feels that selecting an elected official to serve as a private sector representative sets a bad precedent. Our membership is set up so that we have representatives of jurisdictions and representatives of the private sector. He fears that this blurs that separation. He feels this is an unwise step to take and may be questioned in the future. Alan DeBoer concurs with John. He feels that an elected official is not a private citizen.

Stacy Kellenbeck said that when selecting alternate positions it is important to have someone who is well versed in transportation issues. The issue being discussed is a separate issue. She thinks Kay would be a good alternate.

Mike Quilty said that Kay does her homework. She shows up at meetings and knows what is going to be talked about.

Mike Montero said that John's comments may have broad implications, not just for this ACT, but setting impacts on the ACT's structure. Mike suggested that this process be arrested for now. He suggested that the RVACT get a reading from the OTC.

8. Draft JJTC Bylaws Art Anderson

At the last RVACT meeting a recommendation was made to keep the JJTC in place with a clear mission statement. Draft Bylaws were drawn up. Art Anderson recommended that the draft Bylaws be given to the JJTC for input. The adoption of the JJTC Bylaws will be on the next meeting's agenda.

9. Local Construction Projects

Gary Leaming and Debbie Reynolds

Gary Leaming updates:

South Medford Interchange: A lot of work at this time is centered on the bridges. The northbound temporary structure is working. The old northbound structure has been removed. The contractor is readying the new northbound structure. The beams have been set for the new Larson Creek structure and the multi-use path.

The Talent project is near completion. There is still some minor work being done on South Valley View, primarily landscaping and driveways.

Seven Oaks Interchange's primary work at this time is centered on the railroad bridges. The large mound of dirt is the surcharge which compacts the soil where the interchange will be located.

Two of the four bridge projects on Highway 199 in the Illinois Valley are complete.

Debbie Timms updates:

The Fern Valley Interchange has been in progress for just over two years. There have been seventeen variations of different alternatives studied. The alternatives have been narrowed down to four. The next CAC/PDT meeting will be held on December 6th where they hope to have 3-D information so that the teams can start making decisions on narrowing the alternatives down further. One of the issues at this time has to do with bicycle/pedestrian facilities on Highway 99. In providing full bicycle/pedestrian facilities on Highway 99 there will be impacts to businesses. The start of construction is planned for 2009/10.

The Highway 199 project extends from Tussey Lane to Midway Avenue. The portion from Dowell Road to Midway (western portion of project) is a part mainly addresses safety. This is where most of the accidents occur. The eastern portion from Dowell Road to the South Y is focused on capacity issues. There were some alternatives that impacted businesses on the eastern portion. These alternatives will not be studied further in this process but will be addressed during the upcoming South Y EIS project.

Highway 62 project has had questions arise regarding a Highway 140 connection. A destination study was done to determine where cars went. 40% of the traffic (from White City to the south) wanted to get through the corridor to other destinations. 60% of the traffic had destinations within the corridor. The modeling and this study did not show that a Highway 140 connection would address the safety and congestion in the Highway 62 Corridor. The Purpose and Need for this project addresses highway capacity, intersection operations and multi-modal issues. Using overhead maps, Debbie explained the operation of the bypass around White City using Agate Road. This alternative does not split the community. A big part of this project is at the southern terminus between I-5 and Vilas. There are two concepts in this area. The regular Bypass (reconnects to the existing Highway 62) and the Bypass with a split diamond interchange (connects to the existing I-5 interchange). The DEIS is scheduled to be published in the spring of 2007.

10. Agenda Build for Next Meeting

1. Oregon Freight Advisory Committee Update
2. Discussion on Transportation Enhancement Program – prioritization issue
3. Vote on JACO private sector alternatives
4. Update from RVTD

11. Adjournment