

South Central Oregon Area Commission on Transportation

Date: September 30, 2005

Time: 10:00 AM

Place: Klamath County Courthouse, 315 Main Street, Klamath Falls, OR

Attendance: Brad Winters, J. W. Stewart, Fred Smith, Frank Villagrana, Debbie Utley, Gary Weldon, John Elliott, Melvin Dick, Mike Stinson, Al Switzer, Janet Brown, Sue Chase, Lani Hickey, Erin McConnell, Ernie Palmer

Staff: Tonya Dowse, Christina Ingram, Debbie Robertson, Trey Senn, Andrew Stuedli

Approve minutes for June 30, 2005 – Tabled for next meeting

Connect Oregon – Julie Rodwell

ConnectOregon is a new funding initiative targeted at multimodal transportation – It is using lottery-bond funds to pay for investments in air, rail, and marine infrastructure and transit improvements – The main focus is for improving the connections between the highways and other transportation. Projects will be approved from all areas of the state - \$15m for each of the ODOT regions - \$25m not allocated by area is available – The funding will be given as both grants and loans – Grants will require at least a 20% match – projects with a larger match will be higher priority – the projects will be recommended by the OR Freight Advisory Comm, State Aviation Board, ODOT Rail and Transit Advisory committees – the projects will ultimately be selected by OR Transportation Commission.

Question about improvements for railroads that are short line that serve our region but also go into Northern CA, would they qualify? – Julie promised to get together with Lake County representatives to exchange contact information and see if that project would qualify

Highway 140 Study – Julie Rodwell & Cary Goodman

Purpose for the new study is to update and expand the research previously conducted – to look at Hwy 140 as a freight route – OR 140 connects Medford to Klamath Falls, continuing to Lakeview, then to OR – NV state line – currently the road between Klamath Falls and Lakeview, & Lakeview and the NV border has problems with narrow lanes, no shoulders, no guardrails for sharp curves and drop-offs. There are existing safety concerns, especially in the sharp corners where long wheel based vehicles can cross the center line into oncoming traffic – Due to continued improvements being made to 140, the viability of it as a freight route is becoming more likely – the study will look at the following objectives:

What improvements need to be made to be able to remove existing length, width restrictions.

What would the change in amount of traffic be if existing restrictions were removed – especially to hubs like Salt Lake
What quantity and kinds of goods are currently being shipped over 140
Estimate the benefits and costs of improving and maintaining 140 if existing restrictions were removed, estimate direct and indirect economic impact
Estimate the changes in amount and types of traffic if existing restrictions were removed
Produce a work plan for improving 140 focusing on benefits, costs, economic impacts, and improvements

Board is in favor of new study as long as something is done with the data – making the needed improvements to 140 to make it a Designated Freight Route will have direct economic impact, especially in Lake County

Area Manager's Report – Mike Stinson

Midland Rest Area is finished
Bonanza Paving is finished
Doak Mountain – is making excellent progress, If weather holds project should finish on schedule
140 – Southside Expressway Left turn improvements – Will start end of October first part of November finishing negotiations with last property owner for right of way
Greensprings Bridge – 97 – on schedule
California Ave – 97 – on schedule

Summer Construction Projects Review – by Mike Stinson

Out to Ritter completed
Doak Mountain – was already discussed
97 Spring Creek Hill – have detours open to work on bridge
South of Hagestein/Algoma to Shady Pine – recommended not to go into the rock hill any more – West side of road is phase 2, rock from removal is going to the contractor
Warner Curves – bid awarded – looking at next year for completion
Chemult passing lanes open
Washburn & 97 – bridge replacement will go November – March
Butte Creek – signs reading slippery when icy or wet will flash when weather bad – using sensors in road and weather stations to turn signal on & off.
Klamath River at Memorial Drive – completed
Spencer Creek Bridge – over estimate
Chemult Rail Road bridge – Old bridge being used for detour, new bridge built in place of detour structure – is progressing

Study Proposal for Truck Stops – Proposal – request use of ACT funds for study of renewable energy for truck stops – Trey Senn

SCOEDD as part of the contract will do a project for the ACT– we would like to do a study on the feasibility of a renewable energy truck stop – currently more monies are being allocated to renewable/sustainable projects than ever before – it makes good sense to help look for ways to use renewable energy in an industry as far reaching as trucking,

we could be a pilot project – Mike did not feel that the project as presented gave enough benefit to the Area as a whole – he declined it

Caledonia Wetland Project – Mike Stinson

ODOT would like to do a wetlands project on Hwy. 140 West at milepost 58 – the opportunity exists to gain land that is currently being used as farm land protected from flooding by two existing dikes – the existing road bed needs to be widened anyway to meet current regulations – the plan is to raise and widen the existing road bed, install culverts, and breach the two existing dikes to create a buffer wetland between the roadway and the Klamath Lake – questions about cost of upgrades and continued maintenance have not been refined yet – there is a possibility of federal and state monies to help with the project – the board decided to support the idea subject to additional review once the project scoping has been refined

Public Comments: None

Adjourn: 2:30