

# SOUTH WEST AREA COMMISSION ON TRANSPORTATION (SWACT)

## Meeting Minutes March 8th, 2019 Coquille, Oregon

### ❖ Roll Call ❖

Chair Gary Milliman called the meeting to order at 10:00 am. Roll was called and quorum confirmed. (17 voting members present. V = voting member for this meeting. Quorum = 10 (50% of filled [currently 20] membership positions.)

### Commission Members and Alternates in Attendance (alphabetical)

- |                                     |   |
|-------------------------------------|---|
| 1. Baglien, Don                     | Douglas County Stakeholder (Primary) V    |
| 2. Bernhardt, Kathryn               | Transit (Alternate)                       |
| 3. Boice, Court                     | Curry County (Primary) V                  |
| 4. Boyer, Brant                     | Douglas County Stakeholder (Primary) V    |
| 5. Callery, Martin                  | OTC Commissioner, Ex-Officio SWACT Member |
| 6. Cheas, Cheryl                    | Douglas County Stakeholder (Alternate)    |
| 7. Colley, Lance                    | Roseburg (Primary) V                      |
| 8. Dolgonas, Dick                   | Bike/Ped (Primary) V                      |
| 9. Hossley, Jim                     | City of Coos Bay (Primary) V              |
| 10. Jensen, Matthew                 | Coquille Indian Tribe (Primary) V         |
| 11. Kerr, Patrick                   | Freight/Rail (Primary) V                  |
| 12. Kutch, Ron                      | Coos County Stakeholder (Alternate) V     |
| 13. Milliman, Gary ( <i>Chair</i> ) | Brookings (Primary) V                     |
| 14. Neavoll, Darrin                 | ODOT District 7 Manager (Alternate)       |
| 15. Poole, Art                      | Coos County Stakeholder (Alternate)       |
| 16. Richards, Terrie                | Curry County Stakeholder (Primary) V      |
| 17. Rowe, John                      | Coos County (Alternate) V                 |
| 18. Skinner, Rick                   | Coos County Stakeholders (Primary) V      |
| 19. Stump, Jeff                     | CTCLUSI (Primary) V                       |
| 20. Vitek, Charmaine                | Port (Primary) V                          |
| 21. Usselman, Mark                  | ODOT SW Area Manager (Primary) V          |
| 22. Wasbauer, Joanne                | Transit (Primary) V                       |

### ODOT Staff in Attendance

- |                       |                                     |
|-----------------------|-------------------------------------|
| 1. Boardman, Jennifer | ODOT Region 3 Transit Coordinator   |
| 2. Haan, Corey        | ODOT Local Agency Liaison           |
| 3. Hunter, Chris      | ODOT Consultant Project Manager     |
| 4. Latham, Dan        | ODOT Project Information Specialist |
| 5. Leedom, Mark       | ODOT Project Leader                 |
| 6. Marmon, Jenna      | ODOT Active Transportation Liaison  |
| 7. Reading, Frank     | ODOT Region 3 Manager               |
| 8. Waldien, Amanda    | ODOT Office Coordinator             |

### Guests in Attendance

- |                      |                               |
|----------------------|-------------------------------|
| 1. Burgmeier, Andrew | Operations Supervisor of CCAT |
|----------------------|-------------------------------|

- 2. Christensen, Richard Curry County Roadmaster (later added as member)
- 3. Cook, Theresa Aviation (later added as member)

❖ **Approval of Minutes** ❖

- **Motion made and seconded to approve the January 11, 2019 SWACT Minutes. (Charmaine Vitek/Joanne Wasbauer)**
- *Motion carried.*

❖ **Membership Updates** ❖

Chair Milliman announced the following membership updates: Lance Colley is retiring from the City of Roseburg and SWACT. Nikki Messenger will replace him as the City of Roseburg Primary Representative and Stuart Cowie as Roseburg's Alternate Representative. Richard Christensen has been appointed as the Curry County Alternate Representative, Don Baglien has reapplied for the Douglas County Stakeholder Primary Representative, Vice Chair Rick Skinner and Mike Murphy have both reapplied for two Coos County Stakeholder Primary Representative positions and finally, there is a new application from Theresa Cook for the Aviation Primary Representative. According to the bylaws, At-Large Cities and Stakeholders will be selected to serve a 3 year term with the ability to reapply at the end of their term and be reappointed. These positions will be advertised in newspapers in their geographic areas.

- **Motion made and seconded to approve all of the membership updates. (Court Boice/Lance Colley)**
- *Motion carried.*

ODOT's SW Area Manager Mark Usselman's upcoming ODOT and SWACT retirement was announced.

- **Motion made and seconded to add to the agenda a "Resolution of Commendation" for his years of service to ODOT. (Chair Milliman/Charmaine Vitek)**
- *Motion carried.*

Chair Milliman read the Resolution of Commendation to Mark Usselman. (See attached, "SWACT Resolution of Commendation.pdf")

- **Motion made and seconded to approve the Resolution of Commendation. (Chair Milliman/Joanne Wasbauer)**
- *Motion carried.*



SWACT Resolution  
of Commendation.p

OTC Chair Martin Callery spoke personally and on behalf of the Oregon Transportation Commission and SWACT, thanking Mark Usselman for his leadership and guidance. He gave a review of his many years of service to ODOT, going back almost 40 years. He particularly mentioned his focus on safety and the positive effect it has had on ODOT. Vice Chair Rick Skinner spoke about his time with the Bay Area Chamber of Commerce Transportation Committee, and how Mark would take the time to correct safety issues and thanked him for his volunteer work with the community. Jim Hossley, City of Coos Bay, spoke about his time working in Oregon and

how in his previous work, state DOT's and municipalities didn't get along, but in this state, the cooperation has been unbelievable. "Mark was the face of what ODOT is and what it could become." They view the state as a partner now, as opposed to a public agency that they have to wrestle with. Frank Reading spoke about how much Mark will be missed. He said that he shaped the region and has been a positive influence in the state and shaped the safety culture. Court Boice spoke about how Mark Usselman and Darrin Neavoll are dedicated problem solvers, especially on the Curry County coastline issues.

-- Break till 10:30 am --

❖ **Public Input** ❖

*None.*

❖ **February Storm Updates** ❖

***Presentation:***

Darrin Neavoll, ODOT's District 7 Manager, gave a report on the Winter Storm Response over the state.

- Region 1: They closed I-84 in the Columbia Gorge.
- Region 2: Snow into Salem on I-5; Santiam Pass, there were avalanche issues; Hwy. 58 was closed due to trees and powerlines; Amtrak train was stuck in the snow.
- Region 4: Typical winter event with crashes.
- Region 5: Closure and chain restrictions on I-84 caused a huge amount of backups. Used a tow-plow to clear more snow.
- Region 3:
  - The snowstorm started off primarily in the Siskiyou's (tallest mountain on I-5); then the snow came to the valley floor, which wasn't expected. North Douglas County was hit the worst. According to NOAA, snow in Roseburg is so rare that they don't track it, but this snow storm would have been in the top 2 snow storms of the last 100 years for the Medford area.
  - Hwy. 138E was closed for 5 days due to downed trees and power lines. OR 38 and OR138W were closed for 4 days due to downed trees and 8-24 inches of heavy snow. 95% of county and state routes were impacted by the storm, mainly because of the heavy snow, downed trees and power lines. All state routes in Douglas County were closed except for Hwy. 42 and Hwy. 101.
  - Approximately 31,000 customers were without power in Douglas County. Pacific Power reported 42,000 customers between Corvallis and Roseburg without power. The most recent figures were that there are still 2,000 without power in Douglas County. Darrin said it was challenging, as they have never experienced an event where there were power lines down across the highway in so many places. They actually had to close I-5 for 6 hours due to downed power lines.
  - 3 ODOT employees were trapped with 40 other cars in the Elkton area for about 30 hours. All state facilities in Douglas County were shut down for 2 days and delayed opening on the 3<sup>rd</sup> day.
  - On a positive note, county and state resources worked well together, having opened up the county EOC. OSP was a huge resource to ODOT. The power companies worked well once they were coordinated (Bonneville, Pacific Power and Douglas

- Electric). Contractors really helped get the roads open (Johnson Rock, Weekly Bros., Jensen Tree Services, Rundell out of Drain.)
- Learning from this snow event: Because of no power, there were no trip check cameras and VMS signs were down so ODOT couldn't communicate with the public. From Cottage Grove to the Green exit, fuel stations were closed. ODOT had to run all trucks to the Love's gas station (exit #119) to get fuel. Fortunately, the Drain gas station owner had a backup generator, so he was able to fuel ODOT vehicles and helped by running a tab and letting them skip to the front of the line to keep them going. Some ODOT facilities still don't have backup power, so they learned that they need to keep working towards resolving that issue. Getting people to work was a real challenge as they had power issues at home and also had to take care of their families. It gave ODOT staff and the public a glimpse of what an earthquake would look like, and opened their eyes to how we would fare in a big earthquake or catastrophic event. The impacts to having no power was huge; they didn't realize or comprehend how bad it would be. Darrin said that they really struggled.
  - Lastly, regarding the snow, he said that using salt in an expanded capacity from what ODOT presently allows would have helped to keep the roads open in those tough, snowy conditions.

Charmaine Vitek commented about how much they appreciated the job that ODOT did and the time and effort. Commissioner Callery asked if they would provide a "lessons learned" report to the OTC. Darrin replied that they were doing their debriefs locally and would be happy to do one there. Commissioner Callery stated that it would be valuable to ODOT. Ron Kutch asked what the issue is with salt. Darrin clarified that it's the environmental concerns and the damage to cars. Commission Callery said that the salt issue was discussed at the legislature and ODOT. The use of salt in Oregon will be watched carefully for environmental issues.

Darrin said that there were also a few slides at the Coast due to the rain. Hwy. 101 near Bandon was shut down due to water over the highway, as there was 8" of rain over a 24 hour period. There is a big slide at Hooskanaden on Hwy. 101. Hwy. 101 (at Hooskanaden) was closed on Monday, 2/25/19, with Carpenterville Road as the detour. Tidewater Contractors were hired to help get the road open. The plan is to get it open this weekend (March 9<sup>th</sup>) with gravel. The next phase is to get two lanes open and the third phase is to get the road re-aligned and to de-water the hillside. ODOT will be meeting with FHWA soon. Initial damage estimates are \$6,000,000. Ron Kutch asked if it was on the radar for a permanent fix. Darrin said that not at this time, but that they'd see where things go. Preliminary estimates are \$45-50 million for fixing it and slowing the slide down, and \$100's of millions for a bridge. The slide plane is a hundred feet deep and goes clear to the ocean. Court Boice said that they're trying to squash any rumors of a bridge. Chair Milliman commented that it's having a significant economic impact on the south coast, including insufficient amounts of fuel, cancelled appointments at Curry General Hospital with ambulances going to Sutter Hospital in California. Chair Milliman has driven the detour twice and said that he commended ODOT for keeping the Carpenterville Road detour open, but said it had its own problems. He asked if improving Carpenterville Road is on anyone's radar especially as it relates to this slide and future earthquake. Darrin said that it hasn't been, but that this raises some good questions to consider. Chair Milliman further asked if there is some action that SWACT can take to shine a light on this problem. Frank Reading said that they were going to put together a letter to Congressman DeFazio. Chair Milliman said that he and Court Boice would craft a letter to present at the next SWACT meeting. He also mentioned the Last Chance Grade in California and

how their 20+ year program of work will strengthen that and he thinks we need to look at this and shine a light on the issue. Commissioner Callery said to put together bullet points and also suggested a letter for the Joint Committee on Transportation. Court Boice said thanks for the great work.

### ❖ Introduction of New Member ❖

Vice Chair Skinner introduced and welcomed Theresa Cook, Executive Director of the Coos County Airport District (CCAD) and new SWACT Aviation Primary Representative. Theresa was then invited to sit at the table with other SWACT members. Chair Milliman also welcomed her.

### ❖ Region 3 Manager / OTC Updates ❖

#### *Presentation:*

- Commissioner Callery spoke about the most recent OTC meeting. 3 Multi-modal Connect Oregon projects were discussed and presentations were made, including: (1) Treasure Valley Reload Center Project (Malheur County Development Corporation) (2) Mid-Willamette Valley Intermodal Center Project - Millersburg (Linn Economic Development Group) and Brooks Intermodal & Transload Facility (Oregon Port of Willamette), which are both competing against each other and the Union Pacific Rail project has been delayed.
- Each project had challenges, including railroad coordination. These projects are important because containers are no longer being shipped out of the Port of Portland and are having to get up to Tacoma and Seattle.
- There was an allocation of \$58,000,000 from the legislature for several projects.
- He has had conversations with Rep. McKeown about the next round of Connect Oregon funding. There is uncertainty about the amount of funds due to the privilege tax on new cars. They won't know until the legislature is done in June.
- They also talked about the Director search for ODOT, which the responsibility now lies with the OTC in consultation with the Governor. They are going to hire a search firm for a national recruitment for the Director. They hope to have someone hired by this summer.
- Climate change and upcoming legislation was discussed (Cap and Invest). This legislation will significantly impact the transportation sector, but since 40% of greenhouse gases in Oregon come from the transportation sector, it needs to be dealt with.
- There was a discussion on the I-205 project from Stafford Road to OR 213, which is just past the Abernethy Bridge. There is \$50,000,000 in planning and there is no funding source for construction yet, which is why tolling is being discussed. Same with I-5.
- The OTC did get a letter back from the Federal Hwy. Administration (FHWA) regarding tolling, stating that they liked what they were doing, where they were going and asked them to answer additional questions.
- The I-5 Interstate Bridge was also discussed, with no funding committed from the Oregon legislature yet. Washington legislature has committed \$475 million. It is no longer called the Columbia River Crossing.
- Frank Reading mentioned the Cap-and-Trade legislature and how the funds would be applied toward transportation projects with a lot of it pointed at projects that would address the substantial congestion up north. There were also questions about whether these funds could be pointed at projects that are the result of climate change, like Hooskanaden. It is

unsure yet how they will address those issues (funds and criteria) of transportation projects that are not in the heavy congestion areas.

- House Bill 2846 directs the ODOT Director to require each Region to conduct a jurisdictional transfer evaluation. This needs to be in place by September 15, 2020. It would also provide a fund to provide for some necessary repairs to those facilities before they're transferred to local jurisdictions. Region 3 has been successful in a number of recent transfers, including 13 miles in Josephine County.
- House Bill 2083 is pointed at State Parks and Rec to work in cooperation with ODOT to allocate funds for Bike/Ped projects.
- Senate Bill 559 is about the fixed photo radar system. This bill actually expands authority to operate a fixed photo radar system in high crash corridors to all cities.
- Senate Bill 561 is about the Safe Routes to School Program and is set up to reduce the cash match that applicants must provide. Today it is at 40%.

***Discussion:***

None.

❖ **Active Transportation / OCBR Updates** ❖

***Presentation:***

Jenna Marmom, ODOT Active Transportation Liaison, reported that her presentation would not discuss the Oregon Coast Bike Routes as the agenda indicated, but instead would be focused on Urban Highways: Finding Balance. This presentation was at the request of SWACT Bike/Ped Member Dick Dolgonas. Jenna started the presentation by explaining about the “Plimsoll” symbol, and spoke about how it was traditionally found painted on the side of ships to indicate the maximum safe load for any ship under varied sea conditions. Taking a quote from a non-profit that she used to work with, Jenna shared that it’s inspired by the Plimsoll “that we use this symbol as a representation of our organization’s goal of finding balance between fish and farm, urban and rural, agriculture and environmentalism, non-profit and private industry. Like the Plimsoll that balances a ship’s draft and freeboard we hope to demonstrate that by being respectful of potentially opposing viewpoints, a better outcome will be achieved for all.” She spoke about ODOT’s historical practices and the new paradigm with shared values. Key Takeaways: Recognize some inherent biases, look for opportunities to meet in the middle; and it’s a marathon, not a sprint. She also gave a Googlemaps presentation showing traveling options, including bike lanes and pedestrian options. See attached presentation: “MarmonSWACTmarch2019.pdf”



MarmonSWACTmar  
ch2019.pdf

***Discussion:***

Patrick Kerr spoke about an option for reducing travel that could include commuting or working from home. Jenna agreed and also mentioned planning for combined trips.

❖ **STIF Discretionary / Statewide Transit Network Grant Application** ❖

***Presentation:***

Jennifer Boardman started her presentation by defining STF, which is the State Transportation Fund, a state funded grant that is provided to transportation districts, and STIF, which is the State Transportation Improvement Fund. STIF are the new funds that came from HB2017. Today she is going over the STIF Discretionary Funds and the ACT comment process and timeline. Each ACT is allowed the opportunity to do one comment per group. All comments are required by April 12<sup>th</sup>. Jennifer also discussed the criteria that the review committee will use to weigh applications including: equity, collaboration between providers, does it improve access and mobility, is it sustainable and supports health, is it a strategic investment, and finally, safety and economic vitality will be looked at. Going forward, the ACT Chair or Representative of SWACT will submit the ACT's comments by completing the Cognito comment form (see presentation for link). Chair Milliman asked if the other ACTs are reviewing the applications. Jennifer said that most ACTs are having the transit agencies come in for presentations.

Some of the applications for the Coos and Douglas County areas were:

- Closing the Coastal Connection, which is connecting Coos, Curry, Douglas and Lane counties, a route that goes from Coos Bay to Florence and then connects in to the Florence to Eugene route.
- The Lifeline Route, going from Coos, Curry and Douglas, will go from Coos Bay to Roseburg
- The Growing Up application would allow CCAT to become a standalone transit district.
- Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians are partnering with Lane Transit to provide help to pay for the Florence to Eugene route. She put this on the list because it impacts us, but not specifically this ACT.

As far as the recent February storm and transit, there were a lot of disruptions on Hwy. 101. The impacts were to the drivers and the passengers. Transit thanked ODOT maintenance for getting the roads opened as quickly as they did.

***Discussion:***

Joanne Wasbauer asked about trying a new service out for evaluation as far as the projects that are proposed. Was there anything to indicate how many people would use the service? Jennifer replied that that's where the transit provider comes in. They have to take a look at the information and look at providing the best service that they can afford. She mentioned the RE-MIX service that will help transit providers determine the cost of new service. Jeff Stump mentioned the Florence-Eugene had a feasibility study. Vice Chair Skinner said that he would donate his time so that they could put together a letter of recommendation. Jennifer said that it is a form that asks about 5 questions, and doesn't have to have a letter, but she wants the comments from SWACT. Jennifer said that she could send us the form, send it out to every SWACT member, with comments at their discretion, then ACT staff would compile them and Chair Milliman and Vice Chair Skinner would submit comments.

See Presentation “Boardman\_STIF Discretionary –Next Steps SWACT.pdf” attached below.



Boardman\_STIF  
Discretionary –Next

### ❖ Scottsburg Bridge ❖

#### ***Presentation:***

Mark Leedom gave a presentation about repairing the Scottsburg Bridge back in 2014. One of the things they wanted to address were the approaches to the bridge, specifically to improve the Westbound approach. In 2014 and 2017 there were serious freight truck accidents on the bridge. The bridge is considered structurally sufficient but functionally obsolete. In 2017, they were asked to stop work on the rehab and focus on a replacement bridge. The location they settled on was just downstream of the existing bridge. They have chosen a steel girder bridge with a width of 44'. The new bridge will reduce the sharp curves. There will also be greater flood tolerance as it will be 4' – 6' and in some spots 9' taller than the old bridge. Design references to Conde McCullough bridges with pylons or monuments will continue that motif. Safety approved rails will be on them. The cost estimate is \$35,000,000 with an October 2019 bid date. The wild card is the Coast Guard permit, which they can't get until all other environmental permits are in. They have 180 days from that time to respond. The bridge is seismically designed for seismic rockfall, including a berm on the South side and a pit on the North side to catch rocks that could come down in an earthquake. There will be some restrictions on traffic to the North Bank side as they build up the new road and do ground strengthening. They have met twice with the citizens of Scottsburg and asked them to bring photos and stories of the bridge. He complimented them for keeping this project going and for their helpfulness.

#### ***Discussion:***

Lance Colley asked about the timeline for construction. Mark replied that 2.5 years is the expectation due to the navigable water issue.

### ❖ Project Updates ❖

#### ***Presentation:***

Dan Latham, ODOT Project Information Specialist, gave a presentation updating members on construction projects in SW Oregon.

1. South Umpqua River “Vets” Bridge
  - a. Completed by the end of September 2019
2. Roberts Mountain Climbing Lanes
  - a. Adds NB & SB climbing lanes on Roberts Mountain
  - b. Paves 5 miles of I-5
  - c. Schedule: 2019-2021
3. County Line Curves Retaining Wall
  - a. Constructs retaining wall, which will allow straightening of highway next year.
  - b. Completed by the end of fall 2018

4. US 101 to Dean Creek Paving (OR 38 and US 101 in Reedsport)
  - a. Completed by the end of September 2019
5. Isthmus Slough Bridge: OR 241 (Coos River Highway)
  - a. Several nighttime bridge closures.
  - b. Completed by Fall 2019
6. Childers Road to Garrison Slough
  - a. Repairs four bridges (Sixes River, Elk Creek, Crystal Creek, Garrison Slough)
  - b. Paves 5 miles of US 101
  - c. Completed by Summer 2019
7. Thomas Creek & Reinhart Creek Bridges: US 101
  - a. Paints the steel trusses of both structures and the towers of Thomas Creek Bridge.
  - b. Scheduled for completion in 2019

See below for attached presentation: Latham-2019-03-08 - SWACT Construction Update.pdf



LATHAM -  
2019-03-08 - SWACT

***Discussion:***

Brant Boyer asked about the color of paint for the bridges.

❖ **Business from the Commission (formerly NOA)** ❖

Chair Milliman attended the dedication to the Crescent City Airport terminal. There is a regular service from Crescent City to Oakland. It's operating at 90% capacity.

The Chair adjourned the meeting at 12:15 pm.

**Next SWACT Meeting: Friday, May 10, 2019, at 10 am in Coquille, OR**