

**SOUTH WEST AREA COMMISSION ON TRANSPORTATION  
(SWACT)  
MEETING MINUTES  
Coquille, Oregon  
March 10, 2006  
10:00 a.m. – 12:00 p.m.**

**Steering Committee Members and Alternates in Attendance**

Baker, Mike	Planner 3, ODOT
Callery, Martin	Citizen
Doran, Gary	Citizen
Earhart, Margaret	Citizen
Gordon, Dave	City Counselor, City of Brookings
LaBonte', Lucie	Commissioner, Curry County
Locke, Jason	Citizen
McClellan, Jim	Citizen
Schmidt, Bud	Citizen
Swanson, Eric	Citizen
Usselman, Mark	Citizen

**Guests and Staff in Attendance**

Anderson, Gary	Port of Port Orford
Bertram, Jim	CORP, Roseburg, Oregon
Denn, Jeanette	Support, ODOT
Deartn, Gena	Port of Umpqua
Dale, Pete	Port of Gold Beach
Frank, Pam	Public Information Rep., ODOT
Hawksworth, Tom	CORP, Roseburg, Oregon
Hefley, Steve	CORP, Roseburg, Oregon
Hopkins, Susan	Crow/Clay & Assoc., Port of Bandon
Hunter, Chris	Interim Area Manager, ODOT
Kimmel, Max	
Knight, David	Murphy Company
Letellier, Gary W.	Coos County Airport District
Mather, Paul	Region 3 Manager, ODOT
Watson, Kelli	Coos County Airport District

**Steering Committee Members and Alternates not in Attendance**

Baglien, Don	Citizen
Brown, Ralph	Commissioner, Curry County
Cubic, Aaron	City Administrator, City of Myrtle Creek
Doty, Steve	Operations Manager, City of Coos Bay
Eskelson, Carl	Citizen
Ireland, Chuck	Citizen
Kelley, Bruce	Citizen
Nasburg, Andy	Citizen
Paul, Robb	Public Works Director, Douglas County
Ross, Gordon	Commissioner, Coos County
Schamehorn, Mary	Citizen
Van Elsberg, Larry	Roadmaster, Coos County
Van Slyke, Dan	Commissioner, Douglas County
Whitty, Matt	Public Works Director, City of North Bend
Wolfe, Joe	Citizen

## Meeting Summary

<b><u>Roll Call:</u></b>	11 members present, quorum present
<b><u>Public Input:</u></b>	None
<b><u>Last Meeting Minutes:</u></b>	Approved

### **CONNECT OREGON APPLICATION**

#### **Kelli Watson & Gary Letellier, Coos County District Airport Runway, Apron, Air Freight facility project for \$640,000.**

This is an air freight project that will serve people of our region all the way from Florence to the California border. We are asking ConnetOregon program for a \$640,000 grant to construct a new air freight and cargo facility. This will include a runway and apron access. Will increase the freight capacity by air to and from the south coast region and global market. Current issues right know are we do not have enough freight volume capacity. Our air freight shipments must arrive one hour before flight departure. We have no pre or post flight storage capability and we have no designated freight areas. Trucking and payroll costs are high due to the uncertainty of getting product on a flight. Many times these businesses will have to return to their business with unshipped product which is very costly. They have no loading or unloading equipment available to assist with the freight. Our needs at this point, are to increase our freight capacity on air craft, we need an extended runway to accommodate the larger air craft and to be able to carry more cargo weight, we need a segregation of the passenger and freight activities, and we need to improve freight handling procedures. This facility will accommodate that, as it will be a designated area. Docking and staging areas, freight handling equipment, we will be able to put in cold and dry storage areas for these businesses, and we would do an improvement in the apron area up to this building. The benefits that we see at this point are business related. We will be able to ship more pounds on each flight with an extended runway. This will help businesses achieve economy of scale and a profit margin through being able to ship volumes of products. We will be able to achieve storage and handling efficiencies because we will have cold and dry storage available for these industries. We would have a designated docking and staging area. We would be able to segregate our freight activities from our passenger activities. Would improve the movement of product. Job creation and retention will be achieved. Approximately 18 new jobs would be created after the completion of this project. New indirect jobs would also be created and approximately 60% construction will be placed during this 12 month project. Total project cost of \$945,000. Of which approximately one third the district will be able to bare. The construction project will be ready to go in 2006.

#### **Gena Deartn – Port of Bandon & Susan Hopkins – Crow/Clay & Assoc. Marine-Air Transportation Upgrades**

Our request is for \$695,000 for 320 feet of concrete flows and a hoist. It is for commercial fleet to bring a product to Bandon. There is a business already in place in Bandon who wants a spot on the high dock next to the hoist to put in a smoker and do gourmet specialty sea food. The idea is perhaps get these products to the Bandon airport if they aren't smoked and sell them to local markets in Oregon. It was already going on last summer by two of the men that live in Bandon. As you know Bandon Dunes is in the area and the port has fielded many phone calls about any where to put a float plane. We would add this to the end of the dock.

## **Peter Dale – Port of Gold Beach**

### **Marine Transportation Improvements**

We have a high dock that is in structural failure. This high dock was built in 1963 and just due to its age and the elements of the sea it has caused the sheet piling around the outside perimeter of the high dock to fail. This high dock supports a number of businesses. This high dock is used to bring product across it and this is the multi-modal connection that we are using as are project basis. We have approximately 28 fishing vessels that bring product across that. We have a fish retail store there we also have fish shipper that ships live fish all over the United States but prominently down to San Francisco. Twenty-eight fishing vessels that employee minimums of at least one person per vessel most of them have at least two crew members. So you are looking at a significant amount of jobs that are dependent on having a port and a high dock facility to bring their product across. We have eight established businesses that are on the high dock. The high dock was originally built under the auspices of a load out facility for the lumber industry. When the timber and lumber industry went out it went into default, the port district was able to pick up this facility, and since then we have developed it with a number of businesses that actually sit on top of the high dock. We have got five other businesses that we are in the present stages of building on this high dock at the present time. On this particular project we are ready to go and we have \$86,000 match that we are able to use. We have already spent \$33,000 of the port districts' money to do the engineering that is necessary for this project to go forward. We are asking ConnectOregon for \$129,000.

### **Gold Beach Municipal Airport**

This second project is an AWOS which is an automatic weather reporting system for are local airport. An AWOS system allows a pilot to get instant information on the actual ground conditions that would be experienced at the airport. This is important because we have a lot of businesses that would like to start using our airport as a business opportunity to fly clients into or to fly particular things like bank statements and other business affairs out. Without knowing the certainty of the conditions at the port airport, which is the municipal airport of Gold Beach, they are hesitant to make any plans to fly in there. An automatic weather reporting station will allow them to instantly now if the conditions are favorable for landing. This project is ready to go. WH Pacific is an engineering firm that we have had in retainer because we have done other airport work there. They will take approximately about 30 days to complete the studies that are necessary to go forward with this project. We can have this project ready to go within six months. The total price of the project is \$160,000. We are asking for \$96,000 from ConnectOregon and we are prepared to make a 40% match of \$64,000.

## **Steve Hefley - Central Oregon and Pacific Railroad**

### **Winchester Freight Rail Yard**

This will be a new yard located adjacent to our present right of way. It is just north of the Winchester Drive between I-5 and Del Rio Road. We are using signings and blocking crossings. People are trying to do work while sitting out in their cars. Our request is for \$7,717,600. We are willing to do a 20% mach from CORP of \$1,929,400. For a total project of \$9,647,000. The benefits are it supports the growth of the business in Oregon, supports the growth of our employment, and supports the growth of tax dollars. The application that we submitted identifies realization of 4,195 new jobs. Which equals about \$743,000,000 of new wages by 2015. We handle about 32,000 cars annually. We expect to handle 52,000 cars and this just seems to continue.

## **Main Track Improvements**

This project is to address some of our main line improvements of the Railroad. Will reduce the delays for trains passing through cities and improve utilization of equipment. This project addresses the issues about velocity. It helps get the cars off of our railroad to those locations in Eugene or Black Butte. The request is for \$7,353,762. We are looking at matching that at 40% which is \$5,025,812. For a total project cost of \$12,379,574.

## **Martin Callery – Oregon International Port of Coos Bay**

### **Southport Barge Slip**

The port built with Federal funds and the State of Oregon funds back in the late 80s a barge slip on the north spit. It was intended to be a heavy lift barge. When that project was completed that barge slip got very little usage. What we are trying to do now is we recently sold that property to Southport Forest Products. They built a brand new state of the art saw mill on that site. We want to convert back the barge slip into an intermodal facility since the rail is terminating right there at the spit. Actually capacity in the north spit gives us the opportunity know that that facility would provide an intermodal hub for the north spit for barge to rail, barge to truck, or vice versus. We will be working as project managers with Southport but Southport will be investing \$140,000 which is a 21.7% match. The funds we are asking for are \$506,000 from ConnectOregon. The north spit really needs an intermodal facility like that. Because right know Southport and others that are bringing commodity into the area by barge have to take it into the upper bay and then it gets transferred to truck and then has to go back to the mill site. This will create eight direct jobs and four induced or indirect jobs. It will likely create two to four new jobs at the Southport Mill facility. Another benefit to that is the fact that all of those shipments through that facility will create additional work opportunities for the long shore. The project is ready to proceed.

### **Phase II Coos Bay Railroad Bridge**

In 1995 the Port of Coos Bay applied for T21 funding for Phase 1 rehabilitation of the Coos Bay Railroad Bridge. In the year 2000 the port acquired the bridge from Union Pacific. It had to be in public ownership in order to utilize State and Federal funding. In 2002 we were able to put together through loans and grants a 20% non-federal cost share required under T21. The first phase of the process we did a lot of steel rehabilitation and we did a support pier reconstruction and some other reconstruction of the approach spans. Phase 2 is a little more extensive. Phase 2 calls for additional construction replacement. We will rehabilitate the center swing span. This will give the bridge eight years of additional life. We are asking ConnectOregon for \$4,000,000 so we are leveraging \$2,000,000 in Federal funding for every ConnectOregon dollar. It is necessary to rehabilitate that bridge because marine terminals in the upper bay are dependent on that. This project is ready to go.

## **David Knight – Murphy Company**

### **New Switch and Railroad Spur**

Sutherlin Murphy Plant burned down July 5<sup>th</sup>. It employed 300 employees. Would like to rebuild Sutherlin plant and extend the White City plant. In need of two rail spurs one for White City and one for the Sutherlin plant. Project will be ready to go in one month. We are asking ConnectOregon for \$830,000. Have a 20 % match.

## **Gary Anderson – Port of Port Orford**

### **Marine TP Improvement Project**

The port is requesting \$400,000 from ConnectOregon and an additional \$100,000 from three other agencies. This is to purchase equipment so that the port can do its own dredging. The Port of Port Orford is one of the oldest ports on the coast. Until 1968 it was a deep-water port. There used to be lumber shipped out of Port Orford. In 1968 the jetty was constructed by core engineers and that caused the problem that we have know which is too much sand in there. It has

had to be dredged every year since 1970. OCOE has budgeted \$760,000 for dredging over the next five years. Funding for that is unlikely. Of the 14 ports on the Oregon Coast that report commercial landings the Port of Port Orford is number sixth in poundage and value of landings. We do commercial and residential vessels on the dock. These are all independently owned businesses. We have 120 jobs that are dependent on both being able to access the water safely. This is in a community of 1,200 people. This project will reduce transportation costs. For the fisherman it will increase productivity. For the fish buyers they get to the port and have to wait for higher tide to load. This project is ready to proceed. There will be roughly seven construction jobs that would include engineering to get the project through. One full time position or two part time positions to operate the equipment.

We need three volunteers to be on the Regional ConnectOregon Act. April 11, 2006 at 1:00 p.m. at the ODOT Regional Office in Roseburg.

**John Whitty, Eric Swanson, Gary Doran, Jim McClellan**

### **2008-2011 MODERNIZATION PROJECT SELECTION – MIKE BAKER**

- Mike discussed the project list and spreadsheet. The projects that were submitted out of the TSP's were scored by one of the other planners based on the adopted criteria. When you see the scores here on the spreadsheet those points are a total out of 80 points that were possible. There are some general modernization goals criteria. There were a number of questions that were asked in each one and those point totals are simply wrapped up encompassing under each of those goals. Each project was also scored high, medium, or low in terms of how they relate to the Oregon Highway Policies and the Oregon Highway Plans. We have a total of \$8.6 m in funding and need to prioritize the projects. We also have the Myrtle Creek Curves project that needs to be canceled. To help facilitate this discussion we came up with about four funding options. Tried to spread the dollars around while still providing some of the greatest benefit to the region as a whole. Mike walked the committee through each of the options.

**Eric Swanson, motioned, John Whitty, seconded, Option #4 -Exit 127 for \$1.3 m, Rolling Hills for \$1 m, DLB/Stephens for #2 m, 42 Curves for \$2 m, Constitution Way for \$500 k, and Isthmus for #1.8 m.**

**Motioned passed unanimously.**

### **NOAs**

Chair Jim McClellan welcomed Mark Usselman back.