

To: City Council
From City Manager, Nathan Cherpeski
Subject: Friday Update
Date: August 5, 2016



Calendar

Here is the calendar as provided to me by the Departments.

Date	Time	Event	Location
August 8, 2016	7:00 P.M.	Planning Commission Work Session - CDO Review	City Hall Annex- Council Chambers
August 11, 2016	8:00 A.M.	Downtown Advisory Committee	City Hall Annex- Council Chambers
August 15, 2016	5:00 P.M.	City Council Work Session - Medical Marijuana Processing Discussion	City Hall Annex - Conference Room
August 15, 2016	6:00 P.M.	City Council Work Session - Mead & Hunt Presentation on recent FAA rule changes	City Hall Annex - Conference Room
August 15, 2016	7:00 P.M.	City Council Meeting	City Hall Annex- Council Chambers

City Manager

Economic Development – I have attached a letter from KCEDA regarding the Swan Lake Pump Storage project. There is a public meeting at OIT on August 9th at 7:00 P.M.

Public Works

With all the concern regarding lead in drinking water, Randy Travis has provided a write up on what the history of the rule is and what steps we take to ensure drinking water is safe.

In 1974 Congress enacted the Safe Drinking Water Act (SDWA) and in 1986 Congress amended the SDWA to include the Lead and Copper Rule (LCR) prohibiting the use of pipes, solder or flux that were not “lead free” in public water systems or plumbing in facilities providing water for human consumption. At the time “lead free” was defined as solder and flux with no more that 0.2% lead and pipes and pipe fittings with no more than 8.0% lead.

The Oregon Health Division prohibited the use of lead-based solders in home plumbing in 1984 and required water utilities to remove lead pipes used in the past to connect homes to water mains.

The 1986 LCR required public water systems to give public notice where construction materials (solder, flux) of a public water system contain lead and/or where the water is sufficiently corrosive to cause lead leaching.

- On June 12, 1988, July 10, 1988 and August 7, 1988 the City of Klamath Falls published in the Herald and News newspaper the required public notice with mandatory language and information for the City water system users.
- In the summer of 1988 informational flyers were also published containing the information required by the EPA and hand delivered to every home and business served by the City of Klamath Falls water system.

In 1991 the US Environmental Protection Agency published final national primary drinking water regulations for lead and copper replacing interim regulations. These new regulations included lead service line identification and replacement, maximum contaminant level goals and action levels. The EPA action level for lead is currently 0.015 parts per million (ppm). Also included are treatment technique requirements triggered by exceedances of lead and/or copper action levels at the customer's tap, sampling, monitoring and analytical methods and requirements were established including monitoring periods, schedules and number of samples to be collected based on number of water system customers. Also monitoring site criteria was established requiring water samples from high risk locations such as homes with lead solder installed after 1982 and before 1986 and homes with lead pipes and/or lead service lines. Statistics suggest about 20% of all public water systems experience high amounts of lead contamination in drinking water due to corrosion of lead solder and brass fixtures and/or lead service lines.

- As early as 1987 City staff began reviewing records in an attempt to identify the existence of lead service lines or piping within the City water system. Reviewing nearly 100 years of the City's water system construction and maintenance records and drawing on over 65 years of accumulated knowledge and verifiable in-field excavation experience City staff concluded there are no lead service lines or piping installed within the water system and no evidence that lead piping exists within the customer's plumbing systems as well.
- Through building records, water service installation records and customer questionnaires City staff identified and selected approximately 100 sample site locations meeting the EPA criteria, including homes with lead solder built and installed after 1982 focusing on homes constructed between 1983 and 1985 also homes constructed in the early 1900s when the possibility of lead pipes may have been used within the plumbing system.
- Based on the criteria established by the EPA, City staff began lead/copper and water quality parameter monitoring in June 1992. Initially 76 monitoring sites were selected and used for sample collection. Samples were collected in each 6 month period for the first 18 months followed by sample collection at the approved sample locations once annually for the next three years. Based on the sample analysis results during these 6 initial monitoring periods the City of Klamath Falls has been allowed to reduce the required number of monitoring sites from 60 to 30 and the tap monitoring period from annually to triennially.

- LCR triennial monitoring periods are for a 3 year duration each with the current period beginning in 2014 through 2016. The next lead and copper monitoring period begins in 2017 through 2019 and samples are scheduled to be collected at approved sample locations within the City water system during the summer of 2017.
- Current monitoring period sample analysis results for the City of Klamath Falls Water System is 0.0006 mg/l or 0.0006 ppm or .6 ppb (parts per billion) for lead and 0.0442 mg/l or 0.0442 ppm or 44.2ppb for copper. USEPA Action Level for lead in drinking water is 0.015mg/l or 0.015ppm (or 15parts per billion) and for copper is 1.3 mg/l or 1.3ppm (or 1300ppb).
- Since 1992 City staff has collected and through certified laboratories, had analyzed nearly 500 drinking water samples for lead contamination and throughout the years analysis results have ranged from N/D or “no detectable amount” to 0.0027ppm of lead detected in the drinking water.

In 1996 Congress further amended the SDWA, requiring plumbing fittings and fixtures (endpoint devices) to be in compliance and prohibited the introduction into commerce of any pipe, pipe fitting or plumbing fitting that is not lead free.

In 2011 Congress passed the Reduction of Lead in Drinking Water Act (RLDWA) revising the definition of lead free by lowering the maximum lead content of the wetted surfaces of plumbing products (pipes, pipe fittings, plumbing fittings and fixtures) from 8.0% to <0.25%. Under the RLDWA as of January 2014 it is illegal in the United States to use pipes, pipe fittings, plumbing fittings or fixtures that come into contact with drinking water that do not meet the new definition of lead free. This includes water meters, pipe saddles and all brass water fittings approved for use in potable water systems as well as any parts that are used for repairs.

- Anticipating the RLDWA January 2014, the City Water Division began transitioning to lead free pipe fittings and meters in late 2012. Brass body water meters, which do not meet the current lead free definition are replaced with plastic composite meters or meters with NFS/ANSI approved epoxy coatings eliminating all brass to water contact.
- Prior to January 2014 the City Water Division removed from inventory all remaining brass water pipe fittings. Over \$12,000 worth of inventory was sold for scrap prices. Only brass and copper pipe and pipe fittings that are NFS/ANSI Standard 61, Annex G certified to meet the lead free requirements of Section 1417 of the Safe Drinking Water Act are kept in stock and used within the City water system.

Congress further revised the LCR in 2007, amended the LCR in 2013. The EPA is currently is working on language to better implement the law and a proposed rule is expected sometime in 2016.

SCOACT – The City participates as a member of the South Central Oregon Area Commission on Transportation. Public Works Director Mark Willrett is our representative on this commission. We are sometimes asked what they do, so I am attaching the latest minutes to give you a feel for the items they are discussing.

Tuesday, August 02, 2016

Dear Member,

I would like to bring you current on a project that has been progressing over last couple of years. The Swan Lake North Pumped Storage Hydro Project is moving forward, and the Federal Energy and Regulatory Commission (FERC) is asking for input from our community. As you are aware, this project represents significant capital investment, jobs, and a valuable energy resource for Klamath County. KCEDA is working alongside EDF Renewable Energy, a KCEDA member, to make sure that our membership and the public understand why this project is so important.

On Tuesday, August 9th at 7:00 PM, FERC is convening a "scoping" meeting at OIT to hear comments about the project from local community members. This meeting is very important toward determining the future of this project. KCEDA is encouraging the business community to show up at this meeting in support, and to provide feedback to FERC about the jobs, investment and renewable energy resources that the project will bring to the Klamath region. Please mark your calendars.

Here are some quick facts you can rely on at the meeting:

- Construction is expected to begin in 2019, and will create more than 3300 Full Year Equivalent jobs through the project development period underway now and the 5 year construction period.
- By 2023, the pumped storage facility will be operational, creating 10-14 full time jobs to support ongoing operations.
- It is expected that construction of the project will create a positive economic impact of \$22 million in revenue for our region and generate \$2.1 million in annual tax revenues for Klamath County.

As Director, I am asking for your help in supporting this effort. We want FERC and local elected officials to know that the community supports the Swan Lake North Pumped Storage Project, and that we want them to help us keep the project on time and on track. Please take a moment to review the additional information about the project I have included, and please contact Ben Ludwig at EDF Renewable Energy (971 930-0634) with any technical questions you may have.

FERC Public Scoping Meeting

Date: Tuesday, August 9, 2016

Time: 7:00 PM

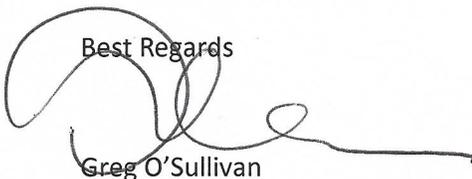
Place: Mt. Mazama Room

Address: College Union, Oregon Institute of Technology

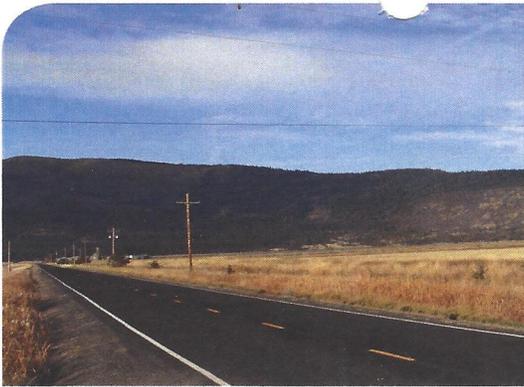
3201 Campus Dr.

Klamath Falls, OR 97601

Best Regards



Greg O'Sullivan



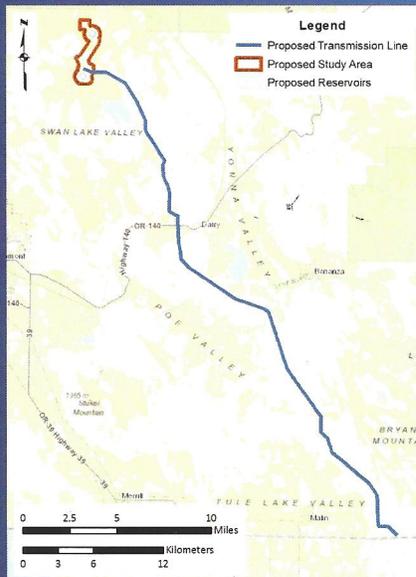
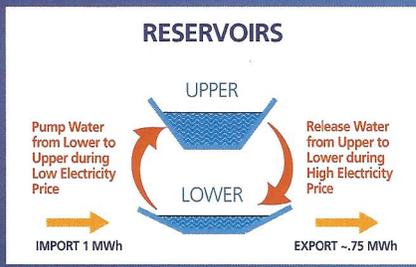
SWAN LAKE NORTH

pumped storage hydro

PROJECT PROFILE

Project Characteristics

Location	Approx. 11 miles NE of Klamath Falls
Capacity	300-400 MWs
Project Head	1,500+ feet
Property	Private & BLM
Water Availability	Leased groundwater rights, preliminary OWRD approval
Transmission Access	South of Malin; near COB; PacifiCorp and CAISO
Closed-Loop System	<ul style="list-style-type: none"> • New upper and lower reservoirs • No impact to existing water ways • Initial fill and evaporation makeup from existing groundwater wells



SWAN LAKE NORTH PUMPED STORAGE HYDRO PROJECT Klamath County, Oregon

Developer:	EDF Renewable Energy
Owner:	EDF Renewable Energy
Capacity:	300-400 MW
Construction Start:	anticipate 2019
Operational Date:	anticipate 2023

SWAN LAKE NORTH

Pumped storage is currently the most efficient method of energy storage available. The system requires two adjacent reservoirs at differing elevations and a reversible pump turbine unit. Energy is used to pump water to the upper reservoir; water is released to the lower reservoir through the turbines when energy is needed. Unlike traditional pumped storage projects, closed-loop pumped storage does not use natural bodies of water. Water is recycled between two man made reservoirs in a closed-loop system and as a result, water resources and environmental impacts are minimal.

Due to the intermittent nature of wind, pumped storage is an ideal tool for wind integration. Renewable electricity can be used to pump water to the upper reservoir; this water can be released when energy is needed to stabilize the grid or meet variable peaks in demand.

Using three reversible pump turbine units, the project will have the capacity to deliver 300-400 megawatts of electricity. Approximately 30 miles of transmission line will be constructed to interconnect to the COI-Round Mountain #2 line on PacifiCorp's system.

The Swan Lake North project will stimulate the local economy in a variety of ways. According to an Economic and Fiscal Impact Analysis conducted by ECONorthwest, 3,363 full-time-equivalent jobs will be created during the 14-year construction period; 30+ jobs will be supported annually during the 45-year operation period. Klamath County will also benefit from substantial property tax payments estimated to be an approximate \$2.1 million increase per year in county tax revenue.

EDF Renewable Energy
West Region – Portland Office
1000 SW Broadway, Suite 1880
Portland, OR 97205

www.edf-re.com



SCOACT
South Central Oregon Area Commission on Transportation

2013-2015 Biennial Report
June 2016

Representing Counties:

Klamath County
Lake County

Representing Cities &
Communities:

Bonanza
Chiloquin
Klamath Falls
Lakeview
Malin
Merrill
Paisley
Beatty
Bly
Chemult
Christmas Valley
Crescent
Fort Rock
Gilchrist
Silver Lake
Summer Lake

Representing Transit
Districts:

Basin Transit Service

Representing ODOT:
Region 4 – Central
Oregon

Representing Others:
South Central Oregon
Regional Partnership
Transportation
Stakeholders
Citizens at Large

803 Main Street, #202
PO Box 1529
Klamath Falls, OR 97601
Ph: (541) 884-5593

email: pam@scoedd.org

Since its last report to OTC, the South Central Oregon Area Commission on Transportation (SCOACT) has continued to establish its role as key participant in addressing Transportation issues in Klamath and Lake County as well as the region and state. SCOACT provides an open forum for discussion and coordination of projects and planning involving common transportation issues and needs.

Geographic Boundaries

The SCOACT serves the Klamath and Lake Counties region of southern Oregon. These boundaries are consistent with the South Central Oregon Regional Solutions Team (SCORST) and the South Central Oregon Economic Development District (SCOEDD). The region is linked economically and by common transportation facilities and the services of highway, bus, rail, and hopefully air.

Major Highway routes include U.S. Route 97, a major north-south highway which runs through the state of Oregon from the California border, south of Klamath Falls, to the Washington border on the Columbia River. With the exception of Interstate 5, US 97 is the most important north-south highway corridor in the state. Oregon Route 140 is the primary connection between Medford, Klamath Falls, and the Town of Lakeview. The stretch of OR 140 between Medford and Klamath Falls is known as the Lake of the Woods Highway. Where the highway runs along the southwestern shore of Upper Klamath Lake, it is part of the Volcanic Legacy Scenic Byway. OR 140 then continues east towards The Town of Lakeview as the Klamath Falls-Lakeview Highway and into Nevada as the Warner Highway.

SCOACT Membership and Voting

The last SCOACT Charter was adopted by the Oregon Transportation Commission (OTC) in 2013. It is broadly based and consists of at least fifty percent elected officials from Counties and Cities. The remainder consists of local Tribal Government, Transit, local citizens, business, education, State agencies, State Representatives, State Senator and other stakeholders within the ACT boundaries. Additional “modal” members were added and a revised Charter was approved by SCOACT August 2012. (A copy was sent to Commissioner Lohman at that time.)

Coordination with adjacent areas and state legislators

The SCOACT sends meeting agendas and minutes to adjoining ACT’s and legislators. The SCOACT chair has made personal contacts with

adjoining ACT chairs to discuss common issues with transportation corridors. During the Connect Oregon I, II, III, IV and V process, SCOACT had representatives attending the Region 4 Super-ACT to prioritize Connect Oregon projects for submittal to the Oregon Transportation Commission. State and federal legislative representatives attend the SCOACT meetings when available and are encouraged to participate.

Work Activities and Initiatives

The SCOACT views safety and economic development as the top two priorities for the ACT, with safety as the primary focus. The SCOACT is bisected by four highways: US 97 running north and south, and OR 140 running east and west, as well as US 395 and OR 31. The ACT sees these highways as necessary to the viability of our communities. Highway 97 receives top priority status with Highway 140 second based on usage.

HB 2001 JTA Funding OR 140 Klamath Falls to Nevada Border Corridor: OR 140 received \$23,000,000 in funding as part of the Jobs in Transportation ACT (JTA). The SCOACT has reviewed with ODOT a prioritized needs list for the corridor. Top priority is to eliminate width and length restrictions between Klamath Falls and Lakeview (recognized freight route). Projects completed are Beatty Curve; MP 21 Warner Curve; Washburn EB Signal. Current Project under construction: OR140: Ritter Rd – Deer Run Rd. (Bly Mtn). Under Development: OR140 Antelope Canyon.

During the past few years, SCOACT has also been involved in a variety of activities and issues that include:

2015-2018 Enhance **Proposals**:

- Brett Way Extension
- Washburn Way Sidewalks – Phase II
- OR 140 & OR 396 sidewalk improvements (Planning Phase)
- Transit Vehicles and ITS Equipment
- Merrill Elementary Safe Routes to Schools – Sidewalk Improvements
- Town of Bonanza Safe Walk through Highway 70 Corridor
- US 97 Passing Lane Extension MP210-212 (Beaver Marsh)

2015-2018 STIP **Projects**:

- OR62: Fort Klamath Sidewalk Improvements (completed).
- Lake Ewauna Trail: Klamath Ave.-Spring St.
- 2016 South Central Chip Seal
- OR140:GreenSprings INTG-K Falls/Malin Hwy
- US 97 Chemult to Spring Creek*
- US97 Diamond Lake Jct – MP221*
- OR39: Klamath Falls/Lakeview Jct – Matney Rd
- OR140: Bret Way Extension (K Falls)
- Dog Lake Lane: MP3.1-7.9 Reconstruct (Lake CNTY)
- OR 140: Bowers Bridge Creek (completed).
- OR140: Quartz Creek Culvert Replacement (completed).

- OR140 Antelope Creek-Odegaard Rd. (Antelope Canyon)
- OR140 Brown Creek (Beatty)
- OR140 Buck Cr Bridge Replacement
- US97 Algoma Rd.-Miller Island Rd.
- US395 Cogswell Creek Culvert
- US395 South Fork Crane Creek

The two projects identified with an * have become:

- US 97 Military Crossing to Spring Creek Hill MP 221-MP241 (completed)
- US97 UPRROXING – Military Crossing & OR 58 Crescent Lake HWY

2018-2021 State Transportation Improvement Program (STIP).

SCOACT participated in the STIP review process to develop the 150% “Fix It” List.

- Link River Bridge NBE Connect – deck overlay.
- US 97: The Dalles - California Hwy culverts – Repair or replace critical and poor culverts on priority routes.
- OR 39 at Washburn Way Communication – Traffic Signal.
- OR 39 at Esplanade – Rebuild signal.
- US 97 at OR 140 – Install signal interconnect.
- US 97 Klamath Falls Signing Upgrades
- US97: Midland – California State Line – Preservation
- US97: N Chiloquin INTCHG – Modoc Point – Preservation – single lift inlay consider adding SWIP/bike-Ped for OR 422.

2018-2021 STIP Enhancement (Non-Highway) Projects:

The SCOACT has reviewed and made recommendation for priority of Transportation Enhancement Projects, Pedestrian and Bike Grant Projects, and other projects requiring ACT review.

- OC & E Woods Line St Trails – Phase 2 Safety Crossing. Construct shared use path bridge & at grade crossing OR 140.

CONNECT OREGON V- projects receiving funding include the following:

- Lake County Rail – Rail Spurs
- Basin Transit Service – 2 Bus Purchase
- Lake County Airport – Runway repaving and improvements
- Christmas Valley Park & Rec District – Parallel taxiway construction and rehabilitation.

CONNECT Oregon VI – Ranking of Projects submitted for funding

- Lake County Airport– Finishing Tarmac & new Beacon Lighting
- Lake County Railroad – Replacement of 5,000 railroad ties
- Juhl Enterprises – 650’ Rail Spur
- Crater Lake Klamath Regional Airport – Maintenance Hangar
- Red Rock Biofuels – Onsite rail, rail infrastructure, and Bridge upgrade
- BNSF – Installation of power switches

ODOT and SCOACT work very hard to have presenters come into the meetings to give expert information regarding ODOT projects and the different modes that are important to SCOACT this includes statewide projects as well.

On 8/8/13 Mark Gallagher from Klamath County Public works addressed the group regarding the Park and Ride Lot Plan final draft to ODOT Region 4. The presentation information was sent to this Board in an electronic format. The Park and Ride lot for Klamath Falls is listed as Klamath County Fire District 4 located at 4041 Balsam Drive in Klamath Falls. The information included cost and access information. There were originally 6 sites for Klamath and Lake County, however, only this Klamath Falls site actually made the list.

On 5/9/14 Hal Gard from ODOT presented an update on Rail Plan as well as some background on the Draft Oregon State Rail Plan that was approved on April 18, 2014 and open for public comment on 5/13/2014. He spoke to the Project Objects which include Passenger Rail Investment and Improvement Act and State Modal plan. The Plan Elements include that it is guided by the Steering Committee; Role of Rail in Statewide Transportation; Rail System Conditions, Issues and Opportunities; Goals, policies and strategies, is linked to passenger rail project, and investment program for the public benefit, proportionality, and priorities. He also spoke about the Importance of the Rail system in Oregon and that it is a conduit for Economic and job activity; is a connection for people and goods; is a transportation options and alleviates congestion on roadways. This opened the conversation regarding any funding sources available for this Plan; the difficulties in working with the Railroad (BNSF & UPRR); Safety concerns around Klamath Lake for any Hazmat spills; and that the Railroad does alleviate freight traffic on the roadways.

On 8/8/14 – Adam Burwell with the Klamath Falls Trails Alliance gave updates to bike trails in Klamath Falls and the potential for Bicycle Safety classes. There was also a discussion around a Bicycle Diversion plan which would be implemented for those bicyclists that do not follow the rules of the road. This Diversion plan has already been implemented in Bend.

On 2/13/15 Joel McCarroll from ODOT went through his presentation on All Roads Transportation Safety Program. MAP-21 required safety focus on all roads, not just state highways. ODOT will help local jurisdictions develop projects to reduce fatal and serious injury crashes. There was a question from Commissioner Mallams regarding rumble strips on 140 E, why were they paved over. This was because the rumble strips were creating a noise problem for a homeowner in the area. There was also discussion regarding the number of fatalities in the State of Oregon just last year (2014) and that 48% of these happened on State Highways and 27% on City Streets. The remainder were on County roads between 2009 - 2013.

Funding levels – the Region will be required to spend 50% of their funds on systemic projects.

Potential Systemic Projects (intersections) are Main Street at Klamath Ave 4th-Wall; Klamath Falls – Malin Hwy Intersection improvements and US97 the Dalles-California Hwy intersection improvements. For Road Departures they include Keno-Worden Rd: Keno to US97 (delineation); Rumble Strip projects; Curve Sign Project; Lower Klamath Lake Rd; Cross Rd to Merrill Rd, centerline rumble strips, 150% list. For Bike/Ped this would be Klamath Falls-Lakeview Hwy; Austin (MP2.51) to Homedale Rd (MP 4.04)

Hot Spots include OR 140 at Homedale Rd, S 6th Street at Madison; S 6th Street at Homedale Rd; Washburn Wy at S 6th Street.

Lake County wanted to know how they fit into the picture. Joel stated that the numbers are low in Lake County and not enough fatalities. If there are roads out there in Lake County, please let him know. Joel's program uses data from DMV crash reports and Law Enforcement response to all types of crashes whether it be motor vehicle vs motor vehicle or motor vehicle vs bike/ped.

Jeff Monson and Kim Curley with Commute Options spoke about the Transportation Options Plan. Transportation Options historically referred to as TDM with a focus on commute trips and system management. The Transportation Options Plan includes these key elements, but expands this definition to also recognize the value of facilitating opportunities to choose different travel options and meet diverse travel needs.

Challenges, Trends and Opportunities include increasing public health concerns; increasing mobile source emissions; continued need for a safe transportation system; growth in personal technology and much more.

Potential adoption of the plan is Spring 2015.

On 5/8/15, Savannah Crawford from the Oregon Bike/Ped Plan that spoke to the group regarding work on the framework for the Bike/Ped Plan and should be completed by Fall of 2015.

Chris Cummings also presented information on ODOT Freight updates. He stated that all modes within Oregon are compromised. The Port of Portland continues to impact freight movement for Agriculture which is very important to this Region. Freight planning includes intermodal connectors, bottlenecks identified, potential of Connect Oregon funding, Freight Performance, STIP, and MAP-21. They are also looking at the cost of movement of freight.

Strategic Plan is adding another corridor possibly Hwy 140 to relieve flow on others such as Hwy 97 and 395. This should be acknowledged in their Plan. It was discussed whether this is population driven and the answer was yes.

Safe Routes to Schools generally will give updates at meetings and at this one Beverly Leigh stated that they will be providing a bicycle maintenance camp for children summer 2016

Public Involvement

Notice of SCOACT meetings and meeting agendas are provided to an extensive list of organizations, elected and appointed officials, and interested individual. This information is also sent to the local news media as well as posted in high traffic areas throughout the two counties. The agenda always includes time for public comment, as well as opportunities for SCOACT members of the legislative delegation or the OTC to provide comments.

It should be noted that the SCOACT does outreach to each Community we serve. We have held meetings at Crater Lake, City of Malin, City of Paisley, and will often switch between Klamath Falls and Lakeview for Board meetings.

Staff Support

SCOACT is an integrated part of the South Central Regional Solutions Team and South Central Oregon Economic Development District (SCOEDD). ODOT has entered into an Intergovernmental Agreement with SCOEDD to provide the necessary staffing for SCOACT.