



# R & E Grant Application 15-17 Biennium

Project #: 15-078

## *Liberation Truck Replacement*

### *Project Information*

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**Requested Cycle:** 15-7  
**R&E Project Request:** \$168,000  
**Other Funding:** \$285,000  
**Total Project:** \$453,000  
**Spending Start Date:** 2/1/2017  
**Spending End Date:** 6/30/2017  
**Project Start Date:** 2/1/2017  
**Project End Date:** 6/30/2017  
**Organization:** ODFW

### *Applicant Information*

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**Name:** Erik Withalm  
**Address:** 90700 Fish Hatchery Rd.  
Leaburg, OR 97489  
**Telephone:** 541-896-3294 x221  
**Email:** erik.j.withalm@odfw.oregon.gov

### *Past Recommended or Completed Projects*

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This applicant has no previous projects that match criteria.

### *Authorized Agent*

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**Name:** Scott Patterson  
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Salem, OR 97302  
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**Fax:** 541-963-6670  
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### *Authorized Agent*

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**Name:** Ryan Couture  
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Alsea, OR 97324  
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**Email:** ryan.b.couture@state.or.us

***Authorized Agent***

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**Name:** Manuel Farinas  
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Salem, OR 97303  
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**Email:** manny.a.farinas@state.or.us

## **Location Information**

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### Where is it?

The project will not occur on any property

## **Project Summary**

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### Project Summary

*Please provide a couple sentence summary of the proposal.*

The purpose of the project is to implement the first step in ODFW's Fleet Management Plan by replacing three liberation trucks, reducing the fleet by one truck, and initiating cooperative truck utilization between facilities.

### Overall Project Goals

*Describe the primary goals or outcomes of the entire project, including elements not requesting funding from R&E.*

Goals of the Fleet Management Plan are to maximize efficiency and use of ODFW's fish liberation truck fleet. This includes reducing the fleet size, sharing trucks among facilities, and identifying trucks for replacement in an ordered way.

The first goal for this request is to replace one truck at Leaburg Hatchery while reusing the existing stainless steel tank, transfer the other Leaburg truck to another facility, and begin sharing McKenzie Hatchery's truck with Leaburg Hatchery.

The second goal is to replace the truck at Roaring River Hatchery while reusing the existing stainless steel tank, flat bed, and hydraulic lift.

The third goal is to replace the truck at Klamath Hatchery while reusing the existing stainless steel tank.

### Primary objectives of R&E funding

*Please describe the measurable objectives for the R&E portion of the funding request.*

Replace the liberation truck at Leaburg Hatchery while reusing the existing stainless steel tank, upgrading the life support system, and installing a back up recirculation pump.

Replace the truck at Roaring River Hatchery while reusing the existing stainless steel tank, flat bed, hydraulic lift, and life support system.

Replace the truck at Klamath Hatchery while reusing the existing stainless steel tank and life support system.

### Current Situation/Justification

*Please describe the current situation and explain why this funding is needed.*

ODFW's current fleet consists of 38 trucks (23 in the west region, 15 in the east region) and are assigned to specific facilities and drivers. Historically, there has been no master plan to manage the fleet with the intent to maximize efficiency of truck use. As such, there's a wide disparity among the trucks in terms of age, mileage, and mechanical condition. Some trucks have high mileage and low years, while others have low mileage and high years, with varying degrees of

mechanical issues. The implementation of ODFW's Fleet Management Plan will reorganize how trucks will be shared between facilities, reduce the fleet size, and replace trucks at a rate of 1-2 per year.

Recreation and Commercial Benefit

*This project will provide benefits to:*

- Recreational fisheries
- Commercial fisheries

*Explain how this project will contribute to current (and/or potential) fishing opportunities, access, or fisheries management.*

Fish liberation trucks are critical to distributing fish throughout the state for recreational and commercial fisheries. The trucks and associated life support systems must be in good repair to maintain fish health and condition during transport and ensure driver safety. Without reliable transportation, entire loads of fish could potentially be lost if a truck breaks down or a life support system does not operate properly.

*Percent benefit split between Commercial and Recreational anglers:*

- 5 % Commercial
- 95 % Recreational

*Please explain, or justify, how the percentage split was determined:*

The majority of fish liberations in terms of poundage are rainbow trout for recreational fisheries. Although large numbers of salmon are transported to support commercial fisheries (as well as recreational fisheries), the fish are generally at a smaller size. The estimated benefit to commercial vs. recreational fisheries is 10:90 when encompassing all fish transport throughout the state. The 5:95 benefit ratio is a consideration among the three facilities whose trucks are initially being replaced: Leaburg, Roaring River, and Klamath. Generally these facilities are 100% recreational through the stocking of trout and steelhead, however, Leaburg periodically raises spring Chinook specifically for Select Area Fisheries Enhancement (SAFE) programs when space is available.

*This project has been identified as an ODFW priority for:*

Statewide

*Does this project directly support implementation of the ODFW Strategic Plan and/or current Fish Division priorities?*

*Please briefly explain when this was identified as a priority and what process or workgroup was used to identify this as an ODFW priority.*

*Identify any plan or other document that identifies this priority.*

ODFW's Fleet Management Plan identifies which trucks to replace.

Recreational trout and steelhead programs throughout the state, including USACE Mitigation Agreements.

Select Area Fisheries Enhancement (SAFE) programs to produce spring Chinook and coho for commercial fisheries.

*Is this project part of an approved Salmon-Trout Enhancement Program (STEP) activity?*

No

*This project is intended to benefit the following species:*

Spring Chinook Salmon

Coho Salmon  
 Winter Steelhead  
 Summer Steelhead  
 Rainbow Trout

*This project will benefit anglers or fishery by providing:*

Angling Opportunity  
 Hatcheries/Propagation/Liberation

Angling Opportunity

*This project will:*

Improve the opportunity for anglers to catch fish (better stocked fish, trapping)

Hatcheries/Propagation/Liberation

*Hatchery Name:*

Leaburg Hatchery, Roaring River Hatchery, Klamath Hatchery

*This is a:*

State hatchery

*As a result of this request hatchery production will:*

Maintain

*This project will:*

Address a need identified on the ODFW Hatchery Maintenance Priority list  
 Restore, rehabilitate, modify, or replace existing liberation equipment  
 Add new or upgrade liberation equipment  
 Improve safety of hatchery operations  
 Improve staff efficiency of hatchery operations  
 Improve energy efficiency of hatchery operations  
 Improve effectiveness of hatchery operations (i.e. improve survival or return to angler)

*Fish produced at this facility are for:*

Sport harvest  
 Commercial harvest  
 Mitigation

***Project Description***

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Schedule

Activity	Date	RE Funding
Purchase new trucks on price agreement.	March 2017	Yes
Transfer tanks from old trucks to new trucks, install/upgrade life support systems as needed.	April 2017	Yes

Permits

Permit	Secured?	Date Expected
None	No	

Project Design and Description

*Please describe in detail the methods or approach that will be used to achieve the project objectives.*

The new trucks will be automatic transmission with at least 330 HP and a minimum gross

vehicle weight rating of 33,000 lbs. The Leaburg and Roaring River trucks will be single rear axle. The Klamath truck will be larger than the other two and will be tandem rear axle. The configuration of the new Leaburg and Klamath trucks will be modeled after the old trucks whereby the stainless steel tank will be directly bolted to the frame. The hydraulic lift and flat bed will be reused on the Roaring River truck. On the new Leaburg truck the life support system will be upgraded to include two recirculation pumps. All work to swap over tanks and life support systems will be performed by ODFW personnel. The old trucks will be offered to other ODFW programs (fish/habitat/wildlife/etc.) for use as a general utility/hauling vehicle. Trucks not used by other programs will be traded in, however, estimated trade-in value is insignificant.

### Engineering

*Does the project involve capital improvement, engineering, site grading or other construction?*

No

### Project Management and Maintenance

*What is the life expectancy of R&E funded construction, structures, equipment, supplies, data or fishery?*

The Fleet Management Plan has assigned an expected life span of approximately 20 years and 300,000 miles for each truck. The replacement plan is to replace 1-2 trucks per year, whereby the entire fleet will have been replaced in a 20-25 year period.

*Who is responsible for long term management, maintenance, and oversight of the project beyond what is funded by R&E.*

Individual facilities will be responsible for conducting or scheduling regular maintenance and repairs to assigned and shared vehicles. Repairs and service will generally be funded by the individual facilities or the USACE fish liberation budget provided by egg and carcass sales. Overall management of the fleet, including identifying trucks for replacement and moving vehicles to high use areas, will be overseen by Fish Propagation, the Hatchery Coordinators, and the Liberation Coordinator.

*Will the project require ongoing maintenance?*

Yes

Expected ongoing truck maintenance includes regularly scheduled oil changes, tire replacement when needed, and annual ODOT safety inspections. Additionally, regular maintenance will be performed on life support systems.

*Is there a plan to collect baseline data and to conduct monitoring efforts to measure the effectiveness of the project?*

Yes

Annual "Cost Per Mile" reports are developed for every truck, so each facility already has baseline data regarding costs associated with transporting fish. Replacing older trucks will drive down the cost per mile of liberation due to reduced maintenance costs and potential fuel economy. See attached document titled "Current Condition of Liberation Trucks" for information regarding repair issues that keep the current trucks costly to operate.

### **Project Funding**

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#### Funding

*Have you applied for OWEB funding for this project?*

No

*Has this proposal, or similar proposal for this project location, previously been denied by OWEB or other funding source?*

[{"source":"ODFW","type":"In-Kind","secured":"Secured","dollarValue":375000,"comments":"Savings realized by utilizing existing stainless steel tanks from old trucks."},{ "source":"ODFW","type":"In-Kind","secured":"Pending","dollarValue":15000,"comments":"ODFW staff time swapping over tank and upgrading/installing life support systems."},{ "source":"ODFW","type":"In-Kind","secured":"Secured","dollarValue":20000,"comments":"Savings realized by utilizing existing flat bed and hydraulic lift on old Roaring River truck."}]

Other Funding Source	Type	Secured	Dollar Value	Comments
ODFW	In-Kind	Secured	375000	Savings realized by utilizing existing stainless steel tanks from old trucks.
ODFW	In-Kind	Pending	15000	ODFW staff time swapping over tank and upgrading/installing life support systems.
ODFW	In-Kind	Secured	20000	Savings realized by utilizing existing flat bed and hydraulic lift on old Roaring River truck.
		Total	410000	

## Budget

Item	Unit Number	Unit Cost	In-kind or non-cash contributions	Funding from other sources	R&E Funds	Total Costs
<b>PROJECT MANAGEMENT</b>						
			0	0	0	0
		SUBTOTAL	0	0	0	0
<b>IN-HOUSE PERSONNEL</b>						
ODFW staff time to swap over tank	500	30.00	15000	0	0	15000
		SUBTOTAL	15000	0	0	15000
<b>CONTRACTED SERVICES</b>						
			0	0	0	0
		SUBTOTAL	0	0	0	0
<b>TRAVEL</b>						
			0	0	0	0
		SUBTOTAL	0	0	0	0
<b>SUPPLIES/MATERIALS</b>						
			0	0	0	0
		SUBTOTAL	0	0	0	0
<b>EDUCATION/OUTREACH</b>						
			0	0	0	0
		SUBTOTAL	0	0	0	0
<b>EQUIPMENT</b>						
Leaburg Truck	1	80000.00	0	0	80000	80000
Recirculation Pump	2	4000.00	0	0	8000	8000
Stainless Steel Tank - reused from old truck	1	125000.00	125000	0	0	125000
Roaring River Truck	1	80000.00	0	0	80000	80000
Flat bed and hydraulic lift - reused from old truck	1	20000.00	20000	0	0	20000
Stainless Steel Tank - reused from old truck	1	125000.00	125000	0	0	125000
		SUBTOTAL	270000	0	168000	438000
<b>FISCAL ADMINISTRATION</b>						
			0	0	0	0
		SUBTOTAL	0	0	0	0
		BUDGET TOTAL	285000	0	168000	453000



## ***Internal Review Results***

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**Review Score:** 2.6 out of 3

(0 = Do Not Fund, 1 = Strengthen Proposal, 2 = Recommend, 3 = Strongly Recommend)

### ***Summary of Review Team Comments***

The review team looked vary favorably on this request. It will proactively address a need and provides a means to spend additional Restoration funds. The team much appreciated the new fleet approach and budget that allows flexibility in fundable amounts. Scores include one 1, one 2, and six 3s.

### ***Specific Review Team Comments***

Minimal description exists regarding the status and condition of each of the three trucks proposed for replacement. A thorough description of why the trucks need replaced, mileage, maintenance costs, mechanical issues would strengthen the need statement. Applicant should attach the fleet comparison.

Liberation trucks are essential for hatchery operations. Given they eventually wear out, it is not surprising some need replacing. Reusing some of the equipment will keep costs down.

The ODFW Fleet Management Plan approach is nice! Strategically determine liberation truck replacement, sharing, etc. instead of just one-by-one replacing them as they start to "give out". Good use of tanks, lifts and other equipment that is still serviceable.

A letter from Patterson supporting these high dollar investments would be reassuring knowing that there is a well thought out and strategic plan in place for Liberation truck replacements.

### ***Specific Review Team Questions***

*Why is Leaburg Hatchery (Erik Witham) the applicant for the Klamath and Roaring River trucks? Seems to make more sense if the application came from Patterson or someone representing the larger Propagation Program.*

The grant application is a bundled request for funds for several trucks to align with ODFW's new approach to manage liberation trucks as a fleet. Leaburg Hatchery's truck is number one on the list for replacement so Erik Withalm was assigned to spearhead the application with input from the other managers. Scott Patterson, the Hatchery Coordinators, and Liberation Coordinator are very much involved with this application and will be available at the R&E Board meeting.

## ***Additional Files***

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### Budget Information

[Quote for Leaburg and Roaring River Truck](#)

### Maps

### Photos

[Klamath Truck](#)

[LeaburgTruck](#)

[Roaring River Truck](#)

### Design Information

### Management Plans and Supporting Documents

[Current Condition of Liberation Trucks](#)

[Racial & Ethnic Impact](#)

### Permits and Reviews

### Partnerships

### Public Comment

### Administrative Documents

[Signature Page](#)

***Completion Report***

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A completion report has not been submitted for this project.