

# MINUTES

## Cascades West Area Commission on Transportation December 9, 2004 Videoconference

Cascades West Center  
Albany, OR

CWCOG Offices  
Toledo, OR

**Members Present:** Linda Modrell, Benton County; Roger Nyquist, Linn County; Wes Ryan, City of Lincoln City; Cody Gray, Port of Toledo; Pat Kearney, Georgia Pacific; Bob Elliott, City of Lebanon; Ralph Reid Jr., City of Albany; Mal Miner, Benton County Private Sector; Vivian Payne, ODOT Area 4 Manager; Alan Rowe, City of Adair Village; Wade Doerfler, City of Halsey; Ken Schaudt, City of Philomath; Tim McQueary, City of Sweet Home; Mark Jones, City of Newport; Jim Chambers, City of Toledo.

**Alternates Present:** Ron Irish, City of Albany; Jim Reuf, City of Lebanon; Pam Barlow-Lind, Confederated Tribes of Siletz Indians; David Clyne, City of Brownsville; Steve Rogers, City of Corvallis; Larry Nelsen, City of Halsey; Stan Lathrom, City of Tangent.

**Ex Officio Present:** Onno Husing, OR Coastal Zone Management Association

**Guests:** Gail Curtis, ODOT; Carolyn Gassaway, ODOT; Pat Fisher, ODOT

**Staff Present:** Bill Wagner, OCWCOG; Scott Wilson, OCWCOG; Ali Bonakdar, Corvallis Area MPO; John deTar, ODOT Area 4; Kindra Martinenko, OCWCOG.

Meeting opened at 5:05 p.m. by Linda Modrell, Chair, with a quorum present.

There were no public comments submitted.

The review of the 10-28-04 minutes was moved to item III on the agenda to accommodate presentations by ODOT staff.

Item IX on the agenda, Transportation Enhancement Projects was moved to item II.

### **I. OTP Update—Gail Curtis and Carolyn Gassaway; ODOT**

Gail Curtis and Carolyn Gassaway from ODOT presented to the CWACT an update on the development and progress of the Oregon Transportation Plan (OTP). The goals of the OTP are to focus on operations, partnerships, and sustainability so that Oregon's transportation system's ownership is not a question. Curtis and Gassaway noted recent trends in Oregon's population and how this has affected the way Oregonians travel within the State. They said that while traffic congestion has increased, more people utilize mass transit than the national average. Therefore, the OTP will focus on mobility, safety, and security priorities that will help move Oregon more efficiently and effectively. For example, there will be a focus on multi-modal transportation policies, rail system improvements, and using technology to increase effectiveness. Rather than "reinvent the

wheel”, the OTP will focus on effective management and improvement of the existing system.

**Discussion:**

Roger Nyquist said that he did not see anything in the plan with regard to the health of our Interstate system. While there are a lot of priorities written into the OTP that focus on alternative transportation, he felt that there was not enough focus on working with what we have now. Curtis said that the OTP’s focus is on operations.

Another concern Nyquist expressed was that the OTP has a section for transportation funding. Nyquist told Gassaway and Curtis that he hopes this document has a plan to fund these priorities. He asked them if they have done a fiscal impact for each policy. Ms. Gassaway stated that they are looking at potential scenarios based upon a flat funding level. Nyquist replied by saying that this represents how transportation works in Oregon. There are all these competing needs and interests and there is no plan on how to pay for it.

Steve Rogers stated that the OTP seems to make the need for local and MPO policy a moot point. He asked what if a community says they want to do something different than the State’s highway plan. Ms. Gassaway replied that according to the Transportation Planning Rule, they have to be consistent. However, the State does try to recognize regional and local differences and take those facts into consideration.

Ms. Curtis added that there is still a tremendous amount of work to be done because there are a lot of decisions to be made at the regional and local levels. So there is a great need for MPO and local input. Steve Rogers replied by saying he doesn’t see that in the Plan.

Onno Husing contributed his experience with being on the OTP steering committee and the process of using the OTP to direct policy. Everyone is painfully aware of the funding process. He said he asked Gail Achterman, the Chair of the steering committee, “how do you use the 1992 OTP now to guide recommendations for today and for the future?” The response was that the 1992 plan gives the instructions to the ACTs for what projects are to be fit into that structure. In essence, the OTP provides a framework or instructions for which the State can manage the system differently to utilize what we have now. When you look at the plan, it will always be based upon what is appropriate, and hopefully that is left up to local communities and regional area commissions.

Pam Barlow-Lind said that even in rural areas, Transportation Demand Management can be of value. She likened TDM to a natural resource, it is a limited resource that we must conserve and maintain. TDM strategies can be applied to rural communities through collaboration with businesses and academic institutions that impact a region. Ms. Curtis said that we are seeing an increase in partnerships and interaction between private companies and their employees, and a concern about how employees get to the workplace.

Ralph Reid Jr. asked, with regard to safety, if ODOT has brought the Department of Justices and the Department of Corrections into the conversation on the leniency of drunk

driving and fixing that problem. Ms. Gassaway said that there was a member of the State Police on the Safety and Security section of the OTP. There should be a strategic coordinating effort that addresses this issue.

Bill Wagner asked if there would be an easy “capsulization” of what the 2005 plan will try to accomplish as there was for the 1992 OTP? Ms. Gassaway said that yes, it will be the 4 points (mobility, safety, security, and operations) that Ms. Curtis spoke of as well as economic development.

Onno Husing added that this time the economy would be a major part of this plan. Freight mobility and being economically competitive are major focal points in Oregon’s Transportation plan.

Roger Nyquist commented that if this is a document you were to have a conversation about with voters in Oregon, it has to include the efficient use of taxpayer’s dollars. He said that he doesn’t see that in any of the goals within the OTP. Gassaway replied by saying that there are performance measures that the State uses, and one of them is public support.

Public review will be available in the Fall of 2005. Adoption of the plan will occur sometime in June 2006. The OTP website has a wealth of information. The website is: <http://egov.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>.

Commission members may submit comments on the Plan to Scott Wilson by March 1<sup>st</sup>.

## **II. Transportation Enhancement Projects—Pat Fisher, ODOT**

Pat Fisher updated the CWACT on the progress of the Transportation Enhancement Projects (TEP) selection cycle. TEP’s are designed to strengthen the existing transportation system, benefiting State highways and State owned transportation facilities. There are 12 project categories, including:

- ❑ Bicycle/Pedestrian facilities
- ❑ Repair and operation of historic transportation buildings
- ❑ Landscaping and scenic preservation
- ❑ Main streets and streetscape projects.

Several projects from the CWACT region have benefited from this program in the past, including a few from Corvallis for bike lanes and bike paths, a project from Lincoln County for interpretive signs at Yaquina Head, in Linn County, bike lane projects and in Lebanon, the depot restoration project.

Funding comes from the State through a formula. Projects are selected based upon a statewide selection process. The first step is compliance, then a technical review, followed by a public comment process. The public comment process ends by December 15<sup>th</sup>. The pool of applicants will be cut in half in January (there are currently 66, but that

will be reduced to around 30-35). There will be between \$7.5 and \$8 million to fund 10 to 15 projects.

More information can be found on ODOT's website.

Two projects from Benton County, one from Oregon State University, and one from the City of Corvallis were submitted and have made it through the initial review.

Linda Modrell said that the list of projects for the CWACT region went through the Corvallis MPO and they already prioritized them.

Roger Nyquist asked if the funds are available to just MPOs. Pat Fisher replied that any tax-funded agency can apply. In the CWACT region, 4 projects could be selected, and they all just happened to be from the MPO area. Other counties have their own applications and can apply separately.

### **III. Approval of Minutes from 10-28-04 Meeting**

David Hawker's written statement with regard to the Freight Route Advisory Plan's proposed designation of Highway 101 as a freight route was incorrectly recorded as Lincoln County. The statement was directly associated with Lincoln City. The 10-28-04 meeting minutes were revised to reflect the correct location stated by Mr. Hawker.

**Minutes approved unanimously as amended.**

### **IV. Freight Route Analysis Project—Scott Wilson**

Scott Wilson reviewed the recommendations from the Technical Committee and Executive Committee. There was a recommendation that 99W from McMinnville to Eugene should not be designated as a freight route. Another recommendation was to consider Highway 228 from I-5 to Hwy 99E for designation as a freight route because it carries a large number of trucks to and from mills near Halsey. A third recommendation was to have the OTC wait on all of these decisions until there are some guidelines written that can direct communities on how to do the planning if there is a special transportation area that is already in place on a designated freight route, as well as the appropriate amount of funding put in place to have this planning. The City of Lebanon and the City of Sweet Home recommended designating Highway 20 from Lebanon to Sweet Home as well as Hwy 34 from Lebanon to I-5. During the discussion, it was requested that the views from Lane County and the Mid-Willamette ACT. The Mid-Willamette ACT supported 99W as a designated freight route. In particular, the Commissioner from Polk County was supportive of that designation. In Lane County, it is still unclear as to what their views are. The Lane County Commissioners have discussed the issue and are still reviewing. They plan to take action on it in a mid-January meeting and may hold public meetings.

Junction City did not express opinion one way or another, however, some of the industries have reservations about meeting the guidelines. Bill Wagner commented that Junction City is leaning toward opposing the designation.

**Motion by Roger Nyquist to approve recommendations as submitted, Steve Rogers seconded the motion.**

Onno Husing stated that the affects and benefits of freight designation are overstated.

Cody Gray asked why this has to be such a big issue. Things are going to be shipped regardless. Onno Husing added that if you are a designated freight corridor, there are some incentives as far as trying to get funding for certain projects. There are also some access limitations that promote through-traffic for the freight.

Ralph Reid Jr. asked if anyone has heard from the City of Halsey as to whether they approve the designation of Hwy 228 as freight route. Wade Doerfler said that the City doesn't see it making much of a difference one way or another.

Tim McQuery asked that the motion be amended so that the designation of US 20 between Lebanon and Sweet Home end at the city limits.

**Roger Nyquist made a motion to approve the recommendations as amended.**

Steve Rogers commented that he thinks the State is about to make a huge mistake with these designations. We already don't have enough money to take care of the freight routes we have. It's not about how many trucks will be on these routes, it is about allocating dollars to projects. From the Statewide perspective it's a mistake to add almost all of those new designations.

**Motion to approve and send the recommendations as amended was approved unanimously.**

## **V. STIP Priorities for Region 2—Linda Modrell**

The CWACT briefly reviewed the 07-09 STIP priority list for Region 2. The Commission agreed by consensus to send a letter to ODOT recommending the STIP priorities proposed.

## **VI. Bylaws Revisions—Scott Wilson**

ODOT staff reviewed the CWACT bylaws and made recommendations about revisions that should be made before submitting the bylaws to the OTC. The CWACT reviewed the recommended revisions

Discussion and Summary:

- Article 2D will be eliminated
- Under 2H, the MPO Director will be designated as an ex officio member

- Under article 4B(4), the line referring to term limits for the Technical Committee will be eliminated .

**Motion by Wade Doerfler to approve the Bylaws, as amended. Tim McQuery seconded the motion.**

**Motion passed unanimously.**

## **VII. Area Managers Report—Vivian Payne, ODOT**

The Pioneer Mt.-Eddyville project request for proposals are out and due back toward the end of February. Three firms are being solicited for proposals. There will be several selection committees and then a final selection committee that will be doing the evaluation process. A contract will be awarded in April with groundbreaking no later than June.

The Van Buren St. Bridge project has started. Participation in the steering committee will happen sometime after the first of the year. The next step will be to gather more technical data on the bridge as far as structural integrity, etc. The bridge painting will be dependent on this process.

Several OTIA projects are underway, including two in Albany (the US 20/99 project and the Albany Train Depot restoration). Also, projects in Lebanon and Sweet Home are underway.

A few preservation projects will be beginning in Newport and Lincoln City this summer. Peoria Rd. to Wolcott—operational improvements (signaling, etc.) will also begin.

ODOT is working with the Oregon Bridge Delivery Unit for Region 2 “stage 2” bundles. Bundle 213 for the Halsey Interchange on I-5 and a couple of overflow bridges on OR 34 will be repaired in the summer of 2005. Two other bundles were delivered on I-5.

A Freight Mobility Manager will be hired. It’s a new position that will oversee freight movements, traffic mobility, and coordinate the OTIA 3 bridge projects and other projects that might affect traffic in designated corridors. Dick Fenske is the Region 2 manager for freight mobility. The goal will be to maintain unrestricted freight movements.

Jim Chambers asked if the signalization update for the City of Toledo is scheduled for 2005. Vivian responded by saying that the Toledo signalization has been dropped. There are signal updates scheduled for the City of Newport. Updates and repairs for the City of Toledo will be covered through the IGA that was signed. Jim stated that he will have staff get a hold of Vivian to discuss this issue further.

Roger Nyquist asked if there was anything new for the City of Albany. Vivian said that the Knox Butte Interchange was an OTIA 3 project scheduled as a replacement to accommodate facilities for future widening. That did not occur. Now the focus will be

on rebuilding the interchange. ODOT worked with the City of Albany to map out the project and get additional planning and approximate funding. John deTar stated that the goal will be to define a purpose and need for a new interchange before moving forward with the project.

### **VIII. Other Business**

Scott Wilson stated that some members' terms will be expiring at the end of the year. About half of the communities on the ACT will have to reappoint or appoint a new representative for the ACT. Scott will be sending out nomination forms with additional information soon.

No other business was reported. The next CWACT meeting will be held on Thursday, February 24<sup>th</sup>.

Recorded by Kindra Martinenko