

# MINUTES

## Cascades West Area Commission on Transportation

Thursday, July 22, 2004

Siletz Tribal Community Center

Siletz, Oregon

**Members Present:** Wade Doerfler, City of Halsey; Mike Laverty, City of Depoe Bay; Ralph Reid Jr., City of Albany; Rob Halvorson, Port of Newport; Cody Gray, Port of Toledo; David Miller, City of Newport; Herman Welch, City of Waldport; Wes Ryan, City of Lincoln City; Liz Bynum, City of Siletz; Malcom Miner, Benton County Private Sector Representative; David Hatch, Confederated Tribes of Siletz Indians; Bob Elliott, City of Lebanon; Tim McQuery, City of Sweet Home; Linda Modrell, Benton County.

**Alternates Present:** Ron Irish, City of Albany; Jim Reuf, City of Lebanon; Pam Barlow-Lind, Confederated Tribes of Siletz Indians; Steve Rogers, City of Corvallis.

**Guests:** Duane Liner, ODOT Area 4; Erik Havig, ODOT Region 2

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

Meeting opened at 5:08 p.m. by Linda Modrell, Chair, with a quorum present.

### Introductions and Welcome

**Public Comment:** There was no public comment.

**Approval of Minutes from the 04/22/04 CWACTION meeting:** Linda Modrell

**Motion made by Wade Doerfler to approve minutes as submitted. Seconded by Mike Laverty.** Motion passed unanimously by voice vote.

**Highway 20 Project Update:** Duane Liner, Project Consultant Manager, ODOT Area 4  
Duane Liner from ODOT gave the Committee a presentation on the Highway 20 project. The project begins at Sams Creek Road and ends near Eddyville. There is a new alignment with a 6% grade in the Crystal Creek Canyon area.

The Environmental Impact Study draft was completed in December 2003. The final draft is out for comments and a decision is expected sometime in August 2004. No comments have been received at this point in time.

The Design/Build process will be put out for bid. A Request for Qualification (RFQ) is due by the end of July or August of 2004. A shortlist of Statement of Qualifications (SOQ's) will be developed in late August or early September of 2004.

An RFP will be issued to a shortlist of firms in October 2004. The selection of a proposal will be made in January of 2005, a letter of intent will be issued to the board, and a notice to proceed will be given by February of 2005.

Construction is expected to be completed no later than October 31<sup>st</sup> 2009.

An assessment of public input was made and it was determined that the project holds favorable opinion from the general public. There is no apparent opposition.

The project itself is very complex and involves the moving of 5.5 million cubic yards of earth.

Liner compared the Cline Hill Project with the Pioneer Mt. To Eddyville project:

**Cline Hill Project:**

- Cline Hill project completed in 2001(started in 1997)
- Realigned 4.2 miles of highway
- 700,000 cubic yards of excavation
- Originally awarded 18 million
- 10 bridges
- ECH cost \$25 million for design and construction

**Pioneer Mt. To Eddyville:**

- 8 bridges
- 3000 feet
- \$24 million for design/build
- 13 culverts at \$9.3 million
- Excavation costs \$45 million

**Budget:**

Subsurface geological data has been contributed which gives a more realistic estimate of the project's costs. In January of 2003 the estimated cost was \$109 million. In October 2003 the project cost increased to an estimated \$113 million. In May 2004, the project cost was up to \$146 million, but lacked some geological data to give an accurate estimate in the cost of rock excavation. In June 2004, the cost was significantly increased to \$165 million due to rock excavation issues. Currently the project budget is at \$133 million. The project team is now tasked with developing solutions to reduce the cost to \$133 million.

Duane was asked at what point would the ROW be acquired and how much would that cost? Duane said that most of the ROW is on private land and is going through the steps of being acquired.

Linda Modrell said she was under the impression from Dick Upton that most of the ROW was taken care of. Liner said that the private land is still in the process of being acquired and ODOT is working at compensating landowners through funds to build a new home or relocate to another property. At this point the ROW is still dependent on acquiring private lands. Modrell asked if something has changed about the ROW...and how much is it going to cost?

The ROW will cost \$4 to \$5 million.

**Cost Reduction:**

Consultant team Parsons-Brinkerhoff will be assisting ODOT with a cost-reduction exercise.

**Discussion:**

Cody Gray asked if ODOT is going to do anything to make the expansion easier as far building the bridges to accommodate widening? Duane said that the bridges would be most likely accommodate future widening, although the question must be asked as to if this would add substantial costs to the design-build aspect of the project for future planning.

Wilson asked Liner to where he thinks the potential cost savings would come from. Liner said that they are look as many ideas as they can think of, but ideally it would be the Highway 20 project.

The question was asked as to how much flexibility in the EIS is there for moving the alignment? Liner said they would be looking at a number of factors that would impact moving the alignment. The critical factor is will there be an impact on a particular resource.

Liner was asked at to what extent is there boring being done and the excavation of rock because this could affect the amount of grading and change the alignment of the highway. Liner said that ODOT is going to take into consideration the percentage of the costs associated to the excavation of rock compared to general excavation. Currently the cost for rock excavation is at \$1.8 million (18% of overall project cost) compared to \$3.4 million for general excavation.

Cody asked what was currently being done to get more funding. Erik Havig said that currently the money is coming from the OITA 3 funds. The Federal government has an earmark in House bill for \$7 million. There is a lobbying effort to get more funding from the Senate version of the bill.

Wilson asked that in relation to the funding, how does this affect the Design-Build aspect of the project? What would most likely occur is that the current Design-Build plan would move forward based upon current funding. If funding is increased, then aspects of the design-build project would be incorporated back into the project.

Letters from the City of Corvallis have been sent to Senators and Representative DeFazio. Dave Miller said that it would be appropriate to ask all cities within Lincoln County to submit letters of support for funding for the Highway 20 project.

Wagner urged the Committee's representatives to encourage the \$30 million increase in funding in their letters of support.

**Draft 06-09 STIP Review:** Scott Wilson

Linda first told the Committee that the Executive Committee made a couple of recommendations, one being that the CWACT support and approve the draft project list and that should be conveyed to the OTC. The second recommendation was for ODOT to increase the current funding level (which is lower than 2004) for the Transportation Demand Management (TDM) program to its level of funding for FY 2004. The reason for this is because there has been success with TDM activities.

Wilson reviewed the process for the development of the draft 06-09 STIP. The last recommendation to ODOT was in April...the ACT approved some projects that they wanted to see on the STIP and approved two strategies for getting projects on the STIP.

Wes Ryan and Linda Modrell attended a Region 2 ACT meeting in Salem where they came in with a number of projects such as the Van Buren Street Bridge project, Newton-Neer, completion of the Sweet Home project, etc. Region 2 had decided that they wanted to complete the big projects, which included the Pioneer Mt. Project, but they thought they were done with that project. ODOT said that they would put more money into the Pioneer Mt. Project if the ACT would take smaller projects in the 06-09 STIP. Modrell and Ryan requested and received in writing from the Region 2 Manager that the Tangent and Sweet Home projects would be completed unless the price for the project got significantly higher.

The next step in the process is that ODOT will take this draft STIP based on the comments stated on the draft and they will develop another draft STIP that will be put out for public comment. This is the chance for ACTs and MPOs to have a preview of what will be in the draft STIP. The draft for public review will be distributed later in the Fall of 2004.

Wilson suggested that the public should be invited to one of the fall CWACT meetings to obtain public comment on STIP projects being reviewed by the ACT. Eventually the Executive Committee will review the STIP, and a recommendation to the CWACT will be made by the Executive Committee.

Mal Miner asked if there is a grassroots process for projects to get on the STIP. Wilson said that the ACT is a door for projects to come into the system.

Steve Rogers commented that the recommendation on the TDM is consistent with past recommendations by the CWACT. deTar said that the way TDM funds are allocated by ODOT is through the operations budget.

**There was consensus on the recommendation to ODOT for the increase in funding to 2004 levels for Transportation Demand Management activities.**

**Bylaws Revisions:** Scott Wilson

The Executive Committee reviewed the Bylaws revisions and recommended to the CWACT to approve these revisions.

Bylaws have to go to the COG Board for approval. John deTar commented that once the Bylaws have been adopted they have to be submitted to the OTC to review. Scott asked John to keep him informed as to how long this process would take.

**Motion to approve the bylaws revisions as submitted made by Wade Doerfler.**

**Motion seconded by Mike Laverty.** The motion passed unanimously by voice vote.

**September OTC Meeting:** Scott Wilson

Wilson noted that the September meeting of the OTC would be held in Lincoln County.

Modrell asked the members if it would be appropriate to sponsor something for the OTC meeting or at least have a representative there to attend.

Wilson reported that the OTC schedule is pretty full and there is little room to conduct an activity. There may be room to have a short presentation. Wagner suggested that there could be a presentation made related to the activities of the Ports, the CTSI involvement on Highway 229, the rail corridor study, etc.

Ralph Reid suggested discussing the new OMAP Brokerage program.

Rob Halvorson suggested that it might be a good idea to highlight the importance of the Port of Newport because of the impact of the barge system and transportation of goods in and out of the area; as well as strong opportunities for the import and export of goods for our region.

Wes Ryan suggested that there be discussion about the difficult time that rural communities are experiencing with regard to transit (e.g. the pull-out of Greyhound Bus services from Coastal communities).

**ODOT Area Manager's Report:** John deTar

The Spencer Creek Bridge now has an Environmental Impact Statement ready to publish. A public hearing will be held in September. There are alternatives for new alignments: 1) 50 feet inland from the existing highway. 2) a major re-alignment. They are also looking at shoreline erosion and the impact that would have on upgrading the bridge structure.

The interjurisdiction transfer of the Highway 20 Loop in Lincoln County (city of Toledo) agreement is nearly finalized. The transfer will include resurfacing.

Cody asked about the Philomath Couplet project and what the status was. There was an alternative contracting process being utilized. At this time they are in the process of design, and they are on track.

Downtown Albany Transit Station: ODOT and City working on solutions—the State traffic engineer would not approve the plan just as they were ready to go to contract, so they are working on an alternative solution. Project will still be under construction this year. There was an issue with two-way traffic being diverted in to one middle lane, and it would take a long time for traffic to clear in that middle lane. The acceptable design would be two lanes going out to the freeway and one lane going back into town.

Cody asked what was being done on the Highway 229 project. Pam Barlow-Lind said that ODOT just started working on the slump at milepost 20; project costs for repaving would be re-bid.

I-5 section: Current work is rebuilding bridge; which will be widened. Some discussion is currently being made over widening to 3 lanes, but currently it will remain at 2 lanes.

**Updates:** All

CAMPO: Currently prioritizing Transportation Enhancement Program proposals. After prioritization, they will bring the list of proposals to the ACT for review and comments.

Wes Ryan asked why does the truck lane disappear before it gets to the top of Ottercrest? John said that it's related to the left turning movement requirements for private properties at the top of the hill.

Cody commented that the same lane issues occur on Buford Hill approaching Newport. John said that the same rationale applies to Buford Hill as Ottercrest (turning movement issues).

Ralph Reid wanted to thank the Confederated Tribe of Siletz Indians for their hospitality in hosting the CWACT meeting. The rest of the Committee expressed its thanks along with Reid.

**Other Business:**

No other business was reported.

**Meeting adjourned at 7:10 pm.**

Recorded by Kindra Martinenko