

MINUTES

Cascades West Area Commission on Transportation

October 28, 2004

Videoconference

Cascades West Center
Albany, OR

CWCOG Offices
Toledo, OR

Members Present: Linda Modrell, Benton County; Roger Nyquist, Linn County; Don Lindly, Lincoln County; Wes Ryan, City of Lincoln City; Herman Welch, City of Waldport; Liz Bynum, City of Siletz; Cody Gray, Port of Toledo; Pat Kearney, Georgia Pacific; Bob Elliott, City of Lebanon; Earl Wilson, City of Scio; Ralph Reid Jr., City of Albany; Malcom 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.

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;

Guests: Jeff Schieck, ODOT Region 2 Manager; Debby Cory, ODOT; Marta Eriksen, ODOT/Region 2; Robert Lowry, Corvallis; Wanda S.; Albany.

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

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

I. Review of Draft 06-09 STIP: Jeff Schieck, ODOT Region 2 Manager

Jeff Schieck gave an overview of the draft STIP Process. This public meeting is part of requirements of the Oregon Transportation Commission as well as fulfilling Federal requirements on public involvement. These public comment periods will be closing in December. Any comments submitted will be on record for the approval of the STIP in Fall of 2005.

Vivian Payne, ODOT Area 4 Manager reviewed projects on the draft '06-'09 STIP that are specific to the Cascades West ACT region:

- The Pioneer Mt. To Eddyville modernization project---the OTC approved the STIP amendment request to start moving this project forward. The funding comes from Federal and State monies. It is a statewide priority, proceeding this year.
- US 20 through Philomath---currently scheduled for construction in 2006 and is being designed right now.

- \$100,000 will be given to the Transportation Demand Management efforts that are administered by the City of Corvallis and Cascades West COG. The funds will be going toward carpooling and ridesharing.
- Over \$50 million dollars in bridgework are planned for Linn, Benton, and Lincoln Counties.
- Van Buren Street Bridge in Corvallis will move forward and is currently undergoing an environmental impact study and there is money programmed for the design and right-of-way acquisition.

The meeting was opened for public comment. No public comment was submitted.

'06-'09 Draft STIP Process Discussion:

Wes Ryan thanked the OTC, ODOT, and Cascades West for their work on moving the Pioneer Mt. To Eddyville project forward. No other public comment was submitted.

Roger Nyquist asked if it was really necessary to paint the Van Buren St. Bridge when it is scheduled to be re-built. Vivian Payne, ODOT responded by saying that the bridge currently has lead paint flaking off and falling into the Willamette River. The bridge thereby needs to be repainted with environmentally safe paint.

Roger Nyquist asked if the \$18 million for the I-5-Knox Butte-Santiam interchange is accurately reflected in the STIP. Jeff Schieck said that ODOT has been engaged with the City of Albany for a couple of months. Originally, the strategy for those bridges was a replacement strategy as they were part of the OTIA 3 Bridge Program. Recently, ODOT launched a study with Oregon State University to analyze the cracks in the bridges and estimate the service life of those bridges. The end result is a reassessment of the strategies for the bridges in stages 2, 3, 4 and 5. It was determined that bridges along I-5 were to be assessed using a replacement strategy. Consequently, the dollar amount of \$18.7 million for the project is now reduced to around \$3 million.

Linda Modrell asked if it was then possible to have \$15.7 million on another project in the CWACT area. Jeff Scheick said that the money should be used toward completing bridge projects around the State...the funds are not dedicated to the CWACT region.

Ralph Reid expressed concern over ODOT moving forward with the Santiam-Knox Butte project without discussing the matter with the City of Albany beforehand. Vivian Payne said there is an OTIA III program initiated to take care of some of the Knox Butte-Santiam Interchange issues. What probably occurred is that portions of the OTIA III process and ODOT's process for informing the City of Albany about the project overlapped and there was a gap in communication.

Roger Nyquist stated that he did not fault ODOT for trying to complete a project with 3 million rather than 18.7 million. However, it hurts our region when those extra funds leave to be applied to another project not in our region.

Scott Wilson added that a project pertaining to OR 99E is incorrectly listed under Benton County. It should be listed under Linn County.

Written comments on the '06-'09 draft STIP can be submitted to ODOT by December 7th.

II. Approval of Minutes from 7-22-04 Meeting

Motion by Cody Gray to approve the minutes as submitted. Motion seconded by Wade Doerfler.

Minutes approved as submitted.

III. Freight Route Analysis Project: Scott Wilson

Scott Wilson gave a presentation to the CWACT on the Freight Route Analysis Project (FRAP). The FRAP was authorized by the Oregon Transportation Commission (OTC) in January. During the project, the entire Oregon State Highway system was analyzed. 875 additional miles of highway have been proposed to be designated as freight routes by the FRAP. Proposed highways within the Cascades West ACT region to be designated as freight routes are:

- OR 99W McMinnville (OR 18) to Eugene Beltline
- OR 34: Corvallis
- OR 126 (McKenzie Hwy: Springfield (I-5) to US 20

Wilson discussed the implications of these proposed freight route designations:

- Mobility standards may need to be altered
- Freight Route designation may undermine highway system hierarchy
- Expanded freight system might have a negative impact on investment strategies
- Conflicts with objectives of special transportation areas (STAs) and urban business areas (UBAs).
- Adds planning requirements for STAs and UBAs.

Recommendations made by the CWACT Technical Committee were:

- Do not consider Highway 99 McMinnville to Eugene
- Do designate OR 228 because of the high number of trucks using that route
- The OTC should delay action until management plan guidelines are completed
- Provide funding for local jurisdictions to do the planning required.

Recommendations made by the CWACT Executive Committee:

- Agreed with all of Technical Committee's recommendations

- Expressed a deep concern that there was limited time for decision-making, and there was a lack of information about the State’s freight master plan.
- Recommended consulting with MWACT and Lane County regarding designation of 99W.

Additional Comments:

- Designation of US 20: Lebanon (OR 34) to Sweet Home (OR 228)—Sweet Home has concerns about local access, control, design, etc.
- Lebanon supports designation of US 20 to I-5 East-West.

Discussion:

Wes Ryan read a statement written by David Hawker, Lincoln City with regard to the Freight Advisory Committee’s recommendation to designate US Highway 101 as a freight route. Lincoln City opposes the designation of US 101 as a freight route because it would impede the flow of traffic to highway-side businesses, which are vital to Lincoln City’s economy.

Linda Modrell said that the issue of the Freight Route Analysis Project would be revisited and discussed at the next CWACT meeting on December 9th.

Joel Evans asked if it would be safe to say that before US 101 is considered for designation as a freight route, that the coastal communities will have chances for input. Randy Pape replied by saying that while he could not make any guarantees, but that there would be plenty of time for public input. So far the consensus from comments thus far is that US 101 should not be designated.

IV. OTIA 3 Report: Jeff Schieck, ODOT

Jeff Schieck gave a presentation to the CWACT on OTIA 3 modernization projects and actions recently taken by the OTC. \$500 million dollars is in the funding pot for modernization projects in the OTIA 3 package approved by the 2003 Oregon Legislature.

- There are four different pots of money within the \$500 million package. \$100 million is designated toward freight mobility, industrial access, and job creation; \$100 million for modernization equity split that is shared amongst the 5 regions to prioritize project opportunities; \$100 million set aside for projects of statewide significance; and \$200 million set aside for ODOT Federal earmarked requests.
- There is a heavy concentration of projects in the Portland area.
- The OTIA 3 modernization project is the largest transportation/economic recovery project, even larger than the I-5 project.
- \$155 million of the \$500 million will be used for projects in Region 2. Of the \$155 million, \$100 million will be used on the Pioneer Mt.-Eddyville

project. The \$155 is the second largest pot for a single region (Portland area is the largest).

- Focus on projects that will enhance economic and community development.

V. ODOT Area 4 Manager's Report: Vivian Payne, ODOT

Vivian Payne gave a brief report to the ACT on recent activities within Area 4.

The Oregon Highway Plan is undergoing updates. ODOT will be working to get pertinent information to the ACT in a timely manner to give ACTs time to make informed decisions and recommendations.

ODOT is working with City of Albany staff to formalize the addition of a southbound ramp at Knox Butte.

Pioneer Mt.-Eddyville project funding has been approved by the OTC.

Many communities had applied for transportation enhancement grants and Bike/Pedestrian grants. The City of Corvallis will receive a grant for shoulder widening and bike lane striping on Brooklane. In Lincoln City, \$200,000 was awarded for the SW 32nd/US 101 project. For Transportation Enhancement grants, awards will be announced in March of 2005. Benton County and the Rails to Trails project made it through the technical evaluation section of the award process as well as the City of Corvallis's 14th St. sidewalk/bike lanes project, and the 35 St./Western Blvd.-Washington St. project.

VI. MPO Summit Report: Linda Modrell

The MPOs met for the second time in Eugene. There are six MPOs in Oregon: Portland metro, Eugene, Medford, Salem, Corvallis, and Bend. They talked about common interests from an urban perspective. All of the representatives agreed that there is utility for working together on common interests. There was a concern expressed by some of the MPOs with regard to the Governor's proposed multi-modal package in the OTIA 4. The questions about that package had to do with the content of the package and the way the funds may be used, specifically with regard to the modernization and preservation projects.

There was discussion over having a coalition formed between the MPOs and how the ACTs would interface with a newly formed coalition of regional MPOs.

Alan Rowe commented that some of the ACTs feel like there is competition for funding between the ACTs and MPOs. Hopefully CWACT and the Corvallis MPO can set an example for how MPOs and ACTs can work together toward common goals.

VII. Other Business

No other business was reported. The next CWACT meeting will be held on Thursday, December 9th.

Recorded by Kindra Martinenko