



Resolution of Evaluation Framework/Threshold Criteria

TO: Salem Willamette River Crossing Project Management Team

FROM: Dan Fricke, Project Manager

DATE: April 16, 2007

As discussed at the Task Force and Oversight Team meetings of March 21, 2007, and April 2, 2007, respectively, representatives of ODOT, DCLD, City of Salem, and Oregon Department of Justice met on April 13, 2007 to resolve the outstanding issue regarding a threshold measure for mobility. Attendees included:

- Dan Fricke, ODOT Region 2, River Crossing Project Manager
- Terry Cole, ODOT Region 2
- Julie Warncke, City of Salem, River Crossing Project Manager
- Rob Hallyburton, DLCD
- Bob Cortright, DLCD, River Crossing Task Force Member
- Bonnie Heitsch, Department of Justice

The issue for discussion was selection of a threshold measure for mobility. Two proposals have been under consideration, one developed by the Task Force through its Fall meetings, and a second recommended by the Project Management Team at the March Task Force meeting. DLCD supports adoption of the proposal prepared by the Task Force, while ODOT supports adoption of a measure based on the mobility standards contained in the Oregon Highway Plan (OHP) or locally adopted transportation system plans. This includes the volume/capacity ratio used in the OHP.

After significant discussion, it was decided that a threshold measure for mobility will be established but will be deferred until we have more information. As concept packages are created, information will be developed to evaluate the packages against all of the other thresholds to establish the "range of alternatives". At that point, the Project Management Team will use the additional information to propose a mobility threshold measure. This measure will ensure that we meet the NEPA requirement for analyzing a reasonable range of alternatives while assuring that any alternative package that is forwarded into the EIS for analysis meets the adopted purpose and need statement.

ODOT, DLCD, and Project staff are satisfied that this approach will allow the process to move forward in a manner that meets our mutual goals of evaluating a wide range of alternative concepts while assuring that any alternatives advanced into the EIS will meet the project purpose and need.

A related issue was raised at this meeting regarding how this deferral of threshold measure development may impact the refined study area. The concern is what happens if an

alternative concept is proposed that meets the threshold and falls outside the “box” that defines the refined study area. The following points were raised in this discussion:

- The Study Area Refinement memo documents the methodology that was used to create the “box” which defines the area where potential river crossings best meet the adopted purpose and need for the project.
- The study area refinement analysis validated the results of the SKATS Willamette River Crossing Capacity Study General Corridor Evaluation that resulted in the designation of the Tryon/Pine alignment as the locally preferred alternative.
- The results of the Corridor Evaluation have been incorporated into the various local agency comprehensive plans and the SKATS Regional Transportation System Plan. This is strong validation of the “box” – the practical result being we can limit our development of alternative concepts to the area identified in the study area refinement memo.

DLF:

cc: Salem Willamette River Crossing Task Force
Salem Willamette River Crossing Oversight Team