



Salem River Crossing Oversight Team/Task Force Meeting

DATE: April 26, 2012

Meeting Procedures

Ground Rules

- ◆ Be respectful
- ◆ Focus questions and comments on the subject
- ◆ Listen with the intent of hearing
- ◆ Wait for individuals to finish before you respond
- ◆ When discussing the past, link the past to this discussion constructively
- ◆ Share the air! Give others the opportunity to speak once before you speak twice
- ◆ Put cell phones on silent mode and go outside the room to use them
- ◆ Be responsible for the group's success
- ◆ Brevity is good

Task Force

The Task Force (TF) will provide a balanced representation of stakeholder interests, affected communities, and geographic areas as well as a communication link with those interests and communities. Responsibilities of the TF members include:

- ◆ Represent their constituents' perspectives during group deliberations.
- ◆ Communicate project progress with their constituents.
- ◆ Attend all meetings or send an alternate and brief that person prior to the meeting.

Operating Protocols

The TF will follow these Operating Protocols to develop recommendations to the Oversight Team (OT) at each step of the decision process.

- ◆ Meeting materials will be distributed to team members in advance of meetings and are expected to be read by team members prior to meetings.
- ◆ Decisions will be made by consensus. If consensus is not possible a majority vote will determine the decision.
- ◆ Once a decision is made, it is "frozen" and cannot be revisited later in the process unless there is new information.

- ◆ If a member cannot attend a meeting he/she will be responsible for sending an alternate and briefing that person prior to the meeting.
- ◆ Half the Task Force members plus one will constitute a quorum. Appointed alternates will count toward the quorum.
- ◆ Official communications about the project to the media will be directed through Dan Fricke (ODOT) or Julie Warncke (Salem). Task Force members can discuss their own perspectives with the media but cannot represent the entire group.
- ◆ There will be a public comment period at the beginning and end of each meeting. If specific groups need special attention, project team members will go to them. The project team would appreciate input from task force members about interest groups they should reach out to.

Oversight Team

The Oversight Team (OT) includes elected or appointed officials of local agencies and jurisdictions with regulatory responsibility for or strong interest in the project.

Responsibilities of the OT include:

- ◆ Set the policy framework for the project.
- ◆ Represent the interests of their agencies or jurisdictions in group deliberations.
- ◆ Communicate project progress to their fellow elected or appointed officials, and to their constituents.
- ◆ Prepare for and participate in approximately four 2-hour meetings between April and November 2012.
- ◆ Review recommendations from the Task Force and other background materials and make decisions at the remaining decision points in the project.

Members of the OT have represented their organizations in making the first five of these decisions. For the sixth decision point (Preferred Alternative), the OT will recommend a preferred alternative to the Polk and Marion County Commissions, Salem City Council, SKATS, and CETAS for a subsequent final recommendation to ODOT and FHWA.

Operating Protocols

The group adopted the following operating protocols:

- ◆ Efforts will be made to keep meetings to two hours. Opportunities will be provided for participation by phone, but attendance in person is highly recommended.
- ◆ Meeting materials will be distributed to team members in advance of meetings and are expected to be read by team members prior to meetings. Staff will provide executive summaries of technical documents.
- ◆ Notes summarizing discussion and actions taken will be prepared by staff for all meetings.

- ◆ Decisions will be made by consensus. If consensus is not possible a majority vote will determine the decision outcome.
- ◆ A majority of Oversight Team members will constitute a quorum. Substitutions of persons of equal role in the elected official organizations (City Councils, County Commissions, Transit District Board of Directors) or a direct report in the Oregon Department of Transportation (ODOT) will count toward the quorum.
- ◆ Honest and candid communication is desired and expected.
- ◆ ODOT public information staff is responsible for official communications about the project to the media. Oversight Team members can discuss their own perspectives with the media, but cannot represent the entire group. Media requests for information and responses provided by staff or any team members will be circulated to the entire group.

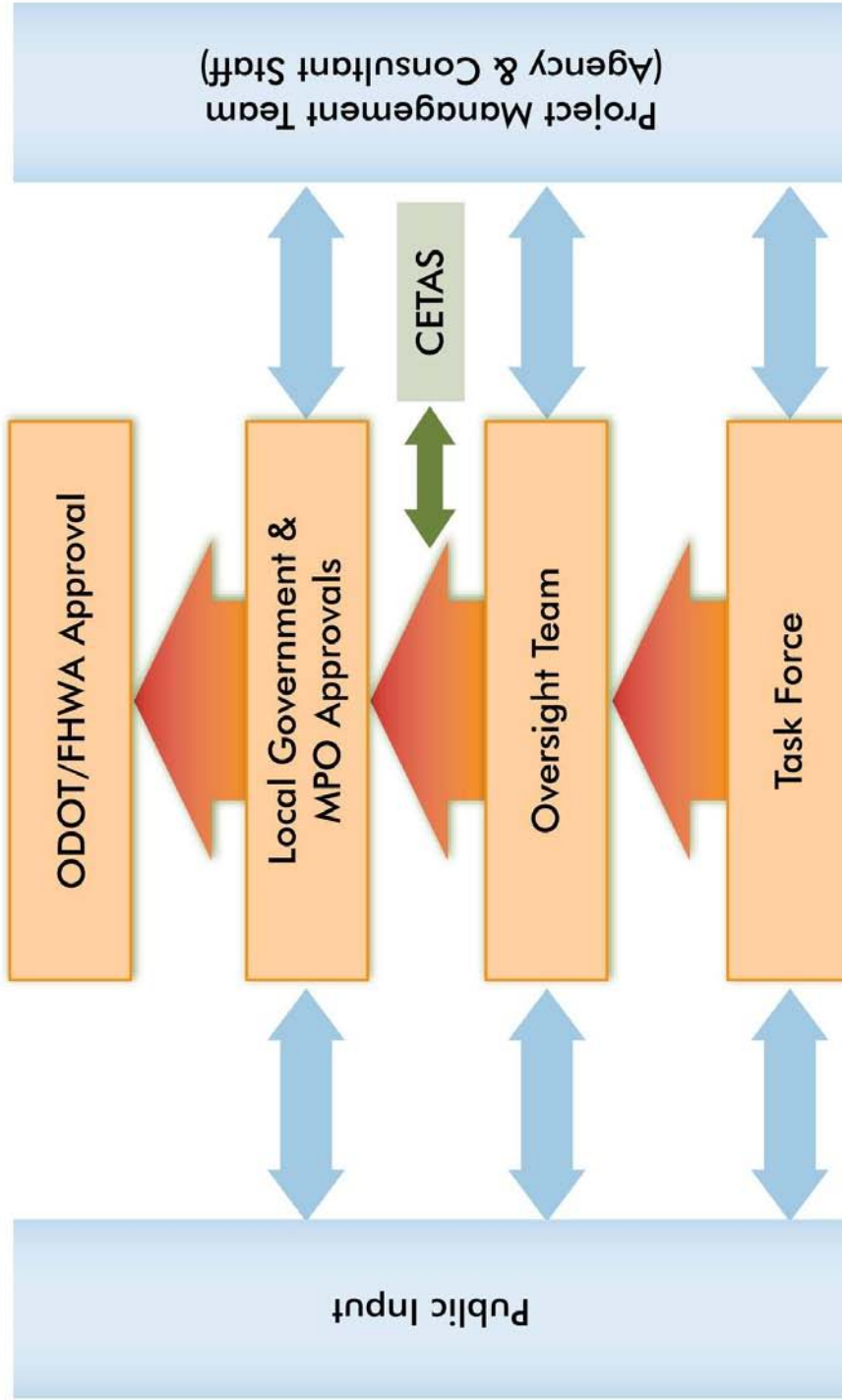
Purpose of the Project

The purpose of the Salem River Crossing Project is to improve mobility and safety for people and freight for local, regional, and through travel across the Willamette River in the Salem-Keizer metropolitan area while alleviating congestion on the Center Street and Marion Street Bridges and on the connecting highway and arterial street system.

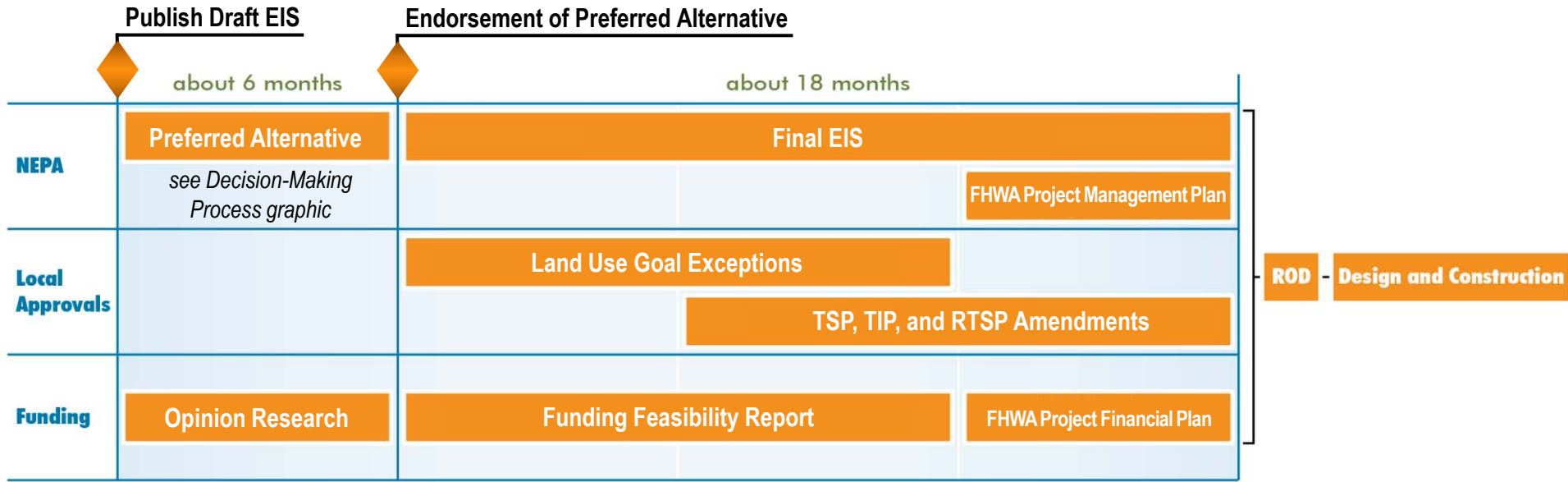
Need Statements

- ◆ Based on available data, the existing river crossing facilities and local bridge system in Salem are inadequate for current and future traffic demand, resulting in a need to improve traffic operations in the study area over the No Build Alternative conditions.
- ◆ Based on available data, the existing river crossing facilities and local bridge connections in Salem are inadequate for current and future users (vehicles, freight, bicycles, and pedestrians) with regard to safety conditions, resulting in a need to improve traffic safety for all these users.
- ◆ Based on available data, the existing river crossing facilities and local bridge system in Salem are inadequate for current and future freight-vehicle capacity, resulting in a need to improve freight mobility in the area of the Center Street and Marion Street Bridges.
- ◆ Congestion levels on the existing river crossing facilities result in unreliable public transportation service, thereby necessitating an improvement in transit travel time and reliability from/to West Salem.
- ◆ The existing river crossing options in Salem are inadequate to accommodate emergency response vehicles in the event of restricted access to and/or closure of the existing bridges because of an emergency or other incident, resulting in the need to provide improved crossings or an additional crossing in case the Center Street and Marion Street Bridges are closed or limited because of an incident.

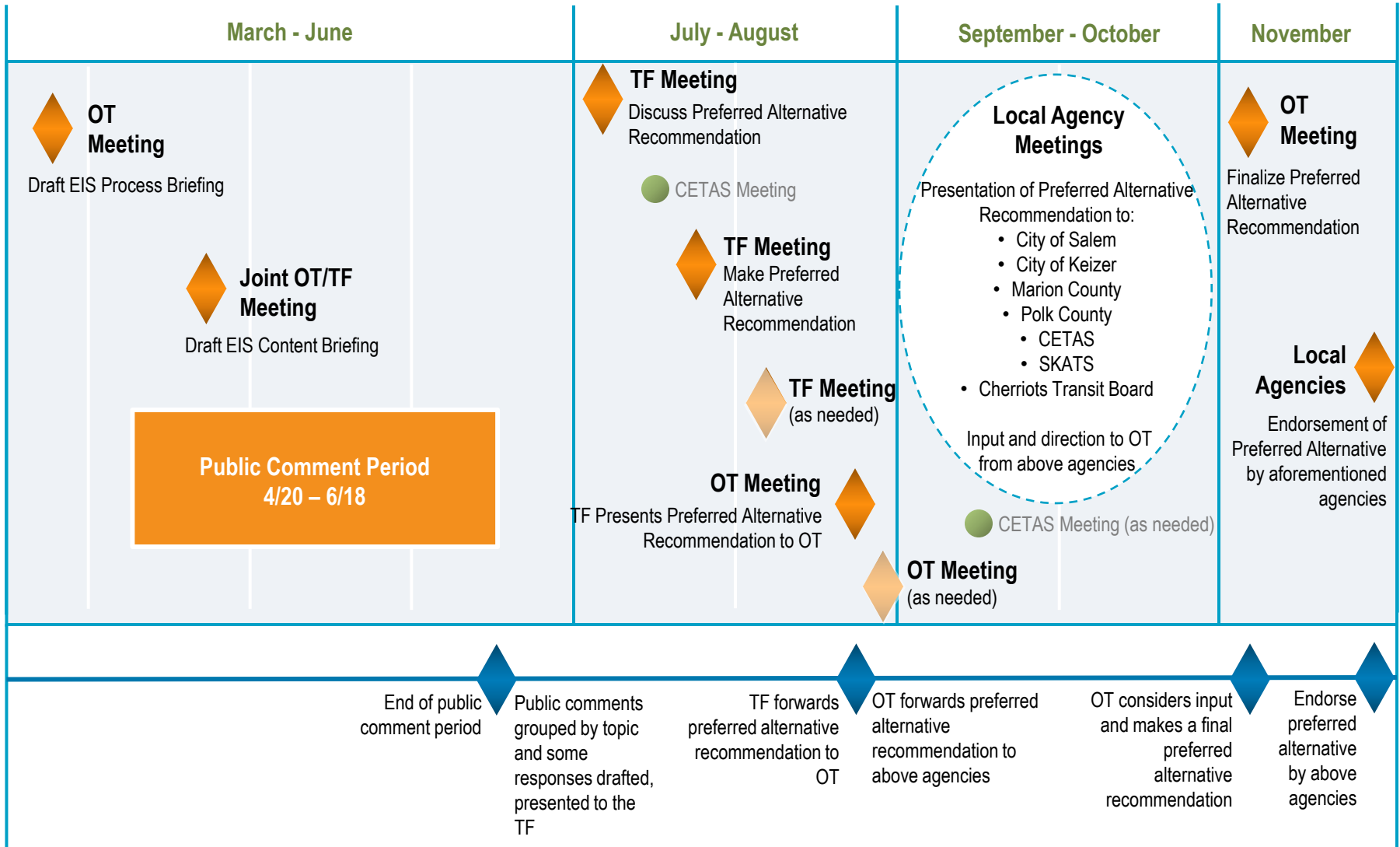
DECISION-MAKING STRUCTURE



- CETAS - Collaborative Environmental and Transportation Agreement for Streamlining
- FHWA - Federal Highway Administration
- MPO - Metropolitan Planning Organization
- ODOT - Oregon Department of Transportation



EIS = Environmental Impact Statement
 FHWA = Federal Highway Administration
 NEPA = National Environmental Policy Act
 ROD = Record of Decision
 TIP = Transportation Improvement Program
 TSP = Transportation System Plan (for Cities and Counties)
 RTSP = Regional Transportation System Plan (for the SKATS MPO)



Final EIS analysis of Preferred Alternative Design

Oversight Team (OT) and Task Force (TF)

CETAS = Collaborative Environmental and Transportation Agreement for Streamlining, SKATS = Salem-Keizer Area Transportation Study (part of the Mid-Willamette Valley Council of Governments (MWVCOG), NEPA = National Environmental Policy Act, EIS = Environmental Impact Statement