



Oversight Team

ATTENDEES:	Sam Brentano/Marion County, Lloyd Chapman/Salem-Keizer Transit District, Cathy Clark/City of Keizer, Dan Clem/City of Salem, Dave Cox/FHWA, Tom Ritchey/Polk County, Jeff Scheick /ODOT
UNABLE TO PARTICIPATE:	None
STAFF PARTICIPANTS:	Dan Fricke/ODOT, Julie Warncke/City of Salem, Rod Thompson, ODOT/Dave Simmons/CH2M HILL, Marcy Schwartz/CH2M HILL
GUESTS:	Richard Schmid/SKATS, Mike Jaffe/SKATS
DATE:	November 21, 2006

Introductions and Agenda Review

Following self-introductions, Marcy Schwartz reviewed the meeting agenda and meeting objectives:

- Understand basis for study area refinement
- Approve a Purpose and Need Statement for review at public open houses and agency scoping meeting

Project Update

Marcy indicated the Task Force has spent two meetings discussing the Purpose and Need Statement and recommended the version to be discussed by the Oversight Team (OT) today. The Project Management Team also introduced discussion of the Evaluation Framework that they will discuss over the next two Task Force meetings. It will include threshold criteria to determine if concepts meet the Purpose and Need of the project and screen out those concepts that don't. It will also include a set of goals, objectives and performance measures that will be used to evaluate alternatives. We anticipate they will complete their discussion and prepare a recommendation for OT consideration in mid-December.

Dan Clem stated that he has spoken with several Task Force members who reported the process was going well and that the group was working together successfully.

Study Area Refinement Analysis

Dave Simmons delivered a PowerPoint presentation summarizing the Study Area Refinement memorandum provided to OT members. It highlighted the volume-to-capacity and vehicle hours of delay measures used to evaluate the performance of various corridor

locations in relieving future projected congestion on the bridge and in the adjacent highway and arterial system. The memorandum recommended a study area extending from the existing bridges on the south to Tryon on the north, and from Highway 221 (Wallace Road) on the east to Highway 99E (Liberty/Commercial St. couplet) on the west. This area encompasses the potential new bridge locations that best remove congestion from the existing bridges and the highway/arterial system in 2030.

The group offered the following questions and comments:

- **FHWA requires a 20-year period of analysis from the year of project construction. A 2030 design year suggests the bridge will be constructed in 2010. This may be too optimistic; 2035 might need to be considered as the project design year.** Staff had discussed this with FHWA staff when the 2030 was selected as the design year, but will revisit it.
- **Will the project consider alternatives that remove truck traffic from downtown by providing an alternate route linking Highway 22 to the Salem Parkway and I-5?** The purpose of the project includes consideration of local, regional and through trips, some of which are connecting to the Parkway and I-5, although the traffic analysis indicated a relatively small percentage of trips were regional or through trips connecting to the Salem Parkway and I-5.
- **Will the project consider alternatives that improve traffic movement on Mission Street coming into downtown from the east?** Data in this analysis shows that increasing capacity across the Willamette in any location will not be effective in addressing congestion problems on the east side of Salem. Additional capacity across the river will primarily reduce congestion in downtown and west Salem areas.
- **It is important to define the study area to include potential new corridors outside the downtown area as well as inside the downtown area.** The proposed study area includes both.
- **How will the No-Build Alternative be defined?** It will include all of the projects included in the financially constrained regional transportation plan from now through the design year. So it is not strictly “no build” because it incorporates planned projects.

Purpose and Need Statement

The group discussed the Draft Purpose and Need Statement recommended by the Task Force and adopted the version attached below (with underlined text indicating additions and crossed out text indicating deletions). Discussion included the following points:

- Does the purpose statement refer to the highway and arterial system connecting to the existing bridges or to the new bridges? The street system in either case would include Highway 22, Highway 221, and Highway 99E as well as many downtown streets. The intent is to include both.
- “...to and across the Willamette River...” conveyed the impression to the OT that part of the purpose was to get people to the River’s edge. The OT decided to revise this phrase as follows: “...~~to and~~ across the Willamette River...”

- The term “minimize” in the purpose statement may be too constraining, requiring selection of the alternative that provides the greatest congestion relief even if another alternative provides greater total benefits. The group preferred the term “alleviate.”
- Does the purpose statement prioritize local, regional or through trips for attention? No, the intent is to address all of them in the solution.
- Changes to improve the grammar and language consistency were incorporated in the first five need statements.
- The final need statement refers to a financially feasible solution, but the need is to develop a financial strategy for implementation that can meet the financial constraint requirements of the Regional Transportation Systems Plan.

Following are the revisions that the OT made to the Purpose and Need Statement.

Project Purpose

The proposed action would improve mobility and safety for people and freight for local, regional, and through travel ~~to and~~ across the Willamette River in the Salem-Keizer metropolitan area while ~~alleviating minimizing~~ congestion on the Marion and Center Street bridges and on the connecting highway and arterial street systems.

Project Need Statements

- Improve existing and future ~~vehicle~~ mobility and safety of passenger vehicles
- Improve existing and future ~~freight~~ mobility and safety of freight vehicles
- Improve existing and future ~~public transportation~~ reliability of public transportation
- Improve existing and future ~~pedestrian and bicycle~~ mobility and safety of pedestrians and bicyclists
- Minimize traffic disruptions and enable emergency vehicle response in the event of restricted access to and/or closure of the existing bridges ~~is restricted or closed~~ due to an emergency or other incident
- Develop a financially ~~feasible strategy solution~~ for implementation

Next Steps

The next meeting of the Oversight Team is scheduled for December 15 from 12:00-2:00.