

Cascade Locks Town Hall Meeting

March 11, 2010
Meeting Summary

Prepared by:



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I. Introduction and Overview

On March 11, 2010, Nestlé Waters North America (Nestlé Waters) hosted a second town-hall-style meeting at the City of Cascade Locks Port Pavilion in Cascade Locks, Oregon. Nestlé Waters has proposed building a water bottling facility in Cascade Locks. The project was described at the first town-hall-style meeting Nestlé Waters, hosted on September 9, 2009, to provide information to the community and hear their questions and concerns. At the conclusion of that meeting, Nestlé Waters offered to host additional meetings to share information on focused topics of discussion.

Because a majority of the comments and questions received at the September meeting were related to transportation and trucking, Nestlé Waters determined this would be the focus of the next meeting. Following the September meeting, Nestlé Waters hired the engineering firm of Kittelson and Associates, Inc. (Kittelson) to conduct a preliminary transportation assessment so that Nestlé Waters could begin to respond to the questions asked at the September meeting.

More than 35 participants attended the meeting on the evening of March 11th, 2010. Participants included local residents as well as interested citizens and representatives of advocacy organizations from nearby communities in Oregon and Washington. Of the 35 participants who provided information on the sign-in sheet, 25 participants were from Cascade Locks and 4 participants were from Portland. There were also attendees from Salem, Hood River and Multnomah County, Oregon, as well as Bingen, Washington.

Representatives from organizations and local government were also in attendance, including:

- Suzanne Van Orman, Rep. for Oregon State Legislature, D-Hood River, District 52
- Brock Howell, State Policy Advocate with Environment Oregon
- Terry Cole, Oregon Department of Transportation
- Julia DeGraw, Organizer, Food and Water Watch
- Brad Lorang, Mayor, Cascade Locks
- Tom Cramblett, Cascade Locks City Council member
- Randy Holstrom, Cascade Locks City Council member
- Kerry Osborn, Cascade Locks City Council President
- Tiffany Pruitt, Cascade Locks City Council member
- Bernard Seeger, Cascade Locks City Administrator
- Jess Groves, Commissioner, Port of Cascade Locks
- Chuck Daughtry, General Manager, Port of Cascade Locks
- Chuck Thomsen, Hood River County Commissioner

Joan Chaplick, Facilitator, MIG, Inc. (MIG), began the meeting with welcoming remarks to participants. She provided an overview of the agenda, described the meeting goals and reviewed the general meeting format. Ms. Chaplick then introduced Dave Palais, Natural Resource Manager, with Nestlé Waters; Aaron Abrams, Recorder, MIG; Rachael Husted, Video Recorder, MIG; as well as Scott Beard and Hermanus Steyn from Kittelson. After introductions and the agenda overview, Ms. Chaplick turned the meeting over to Scott Beard from Kittelson for an informational presentation on the results of the preliminary transportation assessment. Participants were asked to hold their questions until the presentation was completed.

This document summarizes individual comments and concerns expressed during the meeting or through written comment cards submitted to MIG. Data or information sources referenced by the commenters have not been verified by MIG.

II. Presentation

Mr. Beard provided a presentation on the preliminary data collected for the transportation system assessment. He opened his presentation by describing what transportation assessments are and the standard methods for analysis and preparation. He then shared preliminary findings from the current assessment. Key topics discussed during the presentation included: potential truck routing; currently estimated maximum trip generation and distribution; truck-turning movement modeling; and preliminary key-intersection capacity assessment.

The following is a brief summary of the presentation: the assessment examined a variety of routes into and out of the proposed facility. Potential routes analyzed in the assessment were evaluated using nationally and locally accepted standard methods. Based on the currently-anticipated operational parameters provided from Nestlé Waters, Kittelson's assessment evaluated the transportation aspects related to having 85% of all trips coming from and going to the west of Cascade Locks and 15% of the trips coming from and going to the east in the direction of Hood River.

In the routes that were assessed, trucks arriving from the west would exit the interstate at the Oregon Department of Transportation (ODOT) truck weigh station located just east of exit 44 on Interstate 84, and then proceed to the bottling plant via Frontage Road, thereby bypassing downtown Cascade Locks. The route assessed for trucks heading out from the plant to the west follows Frontage Road back towards the ODOT weigh station and then continues through Cascade Locks on WaNaPa Street. Estimates for peak season and peak hour travel show that about 10 trucks (20 total trips) may come in and out of the plant during the peak hour of operation. According to estimates, approximately 9 of those trips may travel through downtown Cascade Locks during this peak period. The transportation assessment conducted by Kittelson found the key intersections on WaNaPa Street in Downtown Cascade Locks to have adequate capacity assuming these truck trips.

Based on initial modeling, intersections and turning radii were generally found to be adequate for the routing envisioned; however, the turns coming out of the ODOT weigh

station may require additional analysis, as they appear particularly tight or narrow for conventional truck/trailer configurations. A new interchange that is proposed to be constructed as part of the Cascade Locks Resort and Casino project was not considered in this analysis; however, Nestlé Waters is aware of this potential interchange and, if constructed in the future, the interchange would allow Nestlé Waters trucks to bypass downtown Cascade Locks as well as the above described turns associated with the potential route from the weigh station to the proposed bottling plant.

Additional analysis and consultation with the City and ODOT will be needed before this route is confirmed as adequate. Community members are encouraged to provide their suggestions and share their local knowledge to help inform and strengthen the analysis.

III. Community Comments

Following the presentation, Ms. Chaplick invited meeting participants to ask questions about the preliminary transportation assessment. She requested that questions be focused on the presentation and, following that, participants would be able to ask questions or make comments on other aspects of the project, time permitting. She requested that participants speak one at a time and use the microphone. She asked that they also provide their names and identify where they were from. Meeting participants were also provided comment cards so they could provide their comments in writing. Ms. Chaplick facilitated the discussion while Mr. Abrams graphically recorded the comments. Scott Beard and Hermanus Steyn, from Kittelson, and Mr. Palais, from Nestlé Waters, responded to questions and comments.

Questions and issues identified by participants during the meeting and on comment cards have been summarized and grouped by category. A wall graphic documenting the results of the meeting is included on the last pages of this document. Comment cards were also received and transcribed and are included as an appendix to this meeting summary.

Trucks: Turn Paths / Potential Impacts on Roads

There were several questions asked and comments made about the type and size of trucks that would be used to transport raw materials to and water from the proposed bottling facility. Some comments focused on the size of the trucks. Typical tractor/trailer combinations servicing other Nwana facilities typically include a trailer of 53ft in length. Some participants had questions about and whether the trucks could safely make the turns on the routes and without damaging any property or sidewalks in the process. The presentation by Kittelson showed a diagram generated by a computer model of the expected turn path of the vehicles coming out of the ODOT weigh station. The diagram was intended to provide preliminary data about the pathway needed for trucks to make the turn. The Kittelson representatives explained that more detailed information would be needed and they would likely conduct physical tests and drive the route or collect survey data in order to refine the computer simulations to get a more precise determination of the size and type of trucks that could adequately navigate these turns.

Some comments were expressed about the need for the road to be widened and the potential damage to the road from the additional usage from the trucks. There were questions about who would pay for any needed repairs, pavement improvements or for widening the road. Mr. Palais responded that these items would be discussed with the City and ODOT through the project permitting process.

Questions arose about the effect of the trucks related to their weight rating and potential degradation to the pavement. The response was that this data, such as pavement core samples, had not yet been collected. A participant also wanted to know whether future studies would examine road deterioration on ODOT/City roads. The need for additional studies has yet been determined.

Several participants expressed comments about the potential number of trucks. There was a comment that trucks turning onto Frontage Road may create blockage for non-project trucks coming out of the ODOT weigh station going back on to eastbound Interstate 84. This comment was noted and further investigation of the turning movements out of the weigh station will be taken into consideration.

Another participant commented that if the casino project that is currently under review were built, a new interchange will be constructed and render many of these issues moot. It was noted that the intersection is identified as a priority in the City's transportation systems plan.

Trucks: Volume

It was established that while studies for the proposed casino project used for the current assessment had collected total vehicular counts, no daily counts had been made to distinguish between trucks and automobiles and that a more current vehicle count needed to be made. A count was not conducted as part of this assessment because the traffic counts are typically lower during the autumn and winter months when this preliminary assessment was being completed. A count is anticipated to be performed during the busier summer months. Participants also commented about drivers staying on a designated route, as they did not want the vehicles traveling through nearby neighborhood roadways such as Forest Lane. One participant commented that Nestlé Waters should be commended for exploring alternate transportation routes that avoided having trucks going west down Forest Lane through the residential portion of the road, as compared to a different, current industrial user. Mr. Palais responded that Nestlé Waters utilizes almost exclusively contracted independent drivers and that the Company can therefore be very specific in its contracts with those drivers as to what are acceptable routes to and from the proposed facility.

One participant asked if the possibility were being evaluated of having all inbound trucks from the west going beyond Cascade Locks on I-84 to the Wyeth Road exit and then turning around to approach the proposed facility on I-84 from the east in order to avoid any complications that may be associated with exiting at the ODOT weigh station. Additionally, it was suggested that all outbound trucks to the west could initially go east on Frontage Road and I-84 to the Wyeth Road exit and then return westbound on I-84, thus avoiding sending trucks through the downtown area of Cascade Locks. Mr. Palais confirmed that this route was being evaluated as a possible option for trucks. Some

participants suggested that ODOT may have data that would be helpful to the assessment. However, it was clarified that the data isn't as "rich" or as developed as that which maybe needed. Finally, a question was asked regarding the train crossing north of the Forest Lane/Herman Creek Lane intersection on the approach to the proposed facility and the potential for trucks backing up while waiting for trains to pass. Participants were informed that some preliminary studies had been done that indicate there is adequate distance and crossing time for the trucks.

There was a comment about how trucks would move during bad weather and snowy conditions during the winter months. Mr. Palais responded that Nestlé Waters trucks will experience the same travel restrictions during bad weather as other vehicles. It was unlikely trucks would use Highway 14 on the north side of the Columbia River as that route is not perceived to be as safe as the proposed route, nor is it necessarily an easier route during rainy or snowy weather.

Other Comments

Following the questions and comments on the preliminary transportation assessment, there were several comments on other topics. Some participants asked questions and expressed comments related to potential environmental damage and pollution as a result of construction and runoff from the plant parking lot. Mr. Palais noted that managing construction and storm-water runoff will be thoroughly evaluated with the City as part of the project planning and permitting process.

The possibility for negative visual impacts due to truck exhaust was another point of discussion. It was noted that the truck trips generated by the project would be a very small percentage of the overall vehicular volume in the area. However, Nestlé Waters would consider these and other potential concerns as they move through the project planning process.

One individual questioned whether Nestlé Waters would abandon its facility if the water supply became exhausted some time in the future. Mr. Palais responded that the proposed water bottling plant would be a significant investment and therefore it is and would remain in Nestlé Waters' best interest to protect the water quality and water supply for the long-term.

IV. Closing Remarks and Next Steps

Joan Chaplick and Mr. Palais made closing remarks and thanked all of the participants for coming to the meeting. Ms. Chaplick noted that MIG would summarize the results from this public forum and provide a transcription of all the comments received through the comment cards. It was also announced that the meeting summary would be available on the Nestlé Waters project website. Participants were reminded to submit their comment cards at the end of the meeting or mail or fax them to MIG's office by March 25th. Future meetings will be announced through local media and the Nestlé Waters website.

Attachment 1. Comment Card Responses

Comment 1

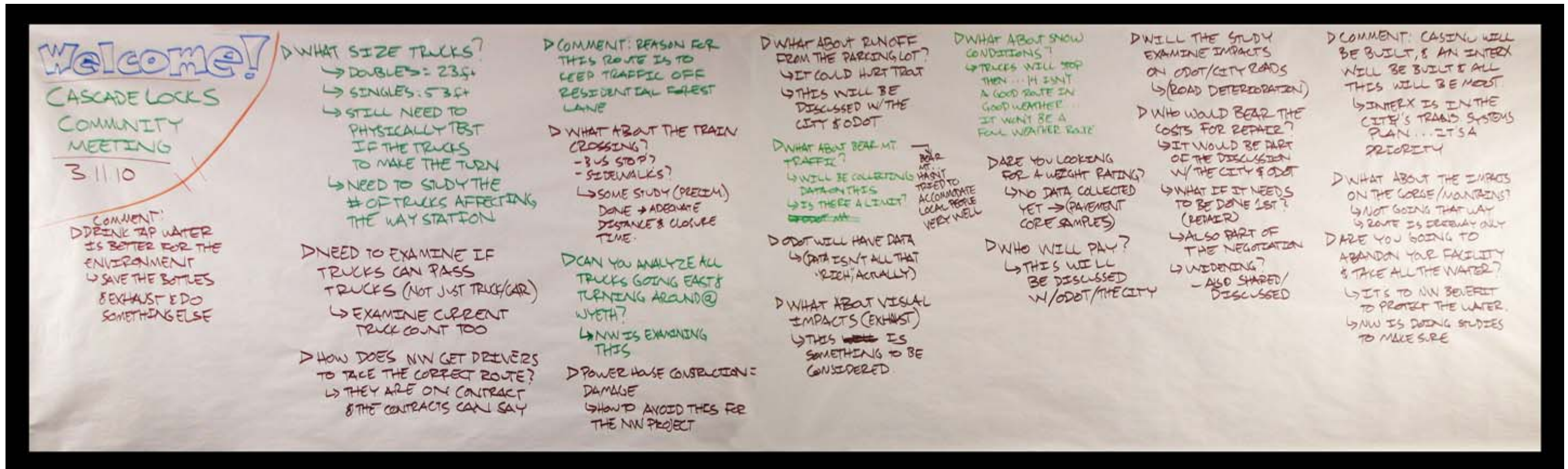
- Please don't say that if there is time at the end of the meeting to ask "other" questions – if you are not really going to do it. This meeting was over shortly after 7:00 therefore there was time for "other" questions but they were not allowed the time to ask them.¹

Comment 2

- Dave did a very good job of answering questions and seems open to all comments. Our biggest concern is traffic flow – confusion at ODOT's weigh station – Forest Lane impact and truck drivers not following rules set up by Nestle's ___The suggestion that Wyeth be the focal point of an exit to I-84 is excellent. Would in the long run solve a huge traffic issue – space for working turns – and safety. The frontage road has needed improvements and it's time ODOT help with upgrading – Getting the City of Portland involved could be necessary too as well as Nestle's stepping up as a muscle to make this happen. The company, I think, is by and large an asset to our community and if all entities pull together, I believe, it will prove a beneficial prospect to all and profitable. – G. 3/12/10 Cascade Locks, OR 97014

¹ While requests were made for "any other questions" after all questions and comments related to the preliminary assessment appeared to have been addressed and some non-transportation questions/comments were received, Nestlé Waters and MIG recognize that this comment does provide helpful feedback in the effort to continually improve how these town-hall-style meetings are run. We thank this commenter for expressing that the request for non-transportation comments/questions was not more clearly made to the audience. Anyone with comments or questions regarding the meeting, the overall project or Nestle Waters is encouraged to contact us at 1-877-441-0444 or through our project website at www.nestlewaterspnw.com.

Attachment 2. Cascade Locks Pavilion Meeting Wall Graphic



CASCADE LOCKS PUBLIC FORUM

September 9, 2009

Prepared By:

