

NW Oregon Area Commission on Transportation

July 12, 2007

Jesse May Community Center

North Plains, OR

The meeting was called to order by Shirley Kalkhoven, Chair. The following members and guests attended:

Rita Bernhard—Columbia County Commission
Clark Berry—Washington County
Ron Bline—Sunset Empire Transit District
Marah Danielson—ODOT Region 1
Mark Gervasi—City of Tillamook
Pauline Goldstein—Seaside/Lake Oswego
Randy Hamlin—City of Rainier
Steve Hatcher—ODOT Region 1
David Hatcher—City of North Plains
Jim Hunt—Clatsop Private Sector
Onno Husing—OCZMA
Senator Johnson—Oregon Legislature
Shirley Kalkhoven—City of Nehalem
David Kim—ODOT Region 1

Stewart King—City of North Plains
Richard Krikava—Senator Smith's Office
Don McDaniel—Clatsop County Private Sector
Ray McFarlane—City of Rockaway Beach
Larry McKinley—DOT Region 2
Matt Mumford—Tillamook Co Transit
Shawn Reiersgaard—Tillamook Private Sector
Kathy Sanders—Port of Astoria
Dave True—City of Clatskanie
Russ Warr—City of Astoria
Liane Welch—Tillamook Co Public Works
Janet Wright—Columbia County

Excused: Mark Labhart, Don Otterman, Sam Patrick, Janet Trueblood, Lonny Welter

1. Welcome and Introductions: Members and guests introduced themselves.
2. NWACT Minutes/Updates:
 - Approval of May 3, 2007 Minutes – Approved unanimously with the following amendments: Add Tillamook Transit and Visitor Center to the Region 2 update, and add the word “We” at the start of the last sentence under Region 2 Update. (RH, DMc)
 - Public Comment – David Hatcher welcomed the NWACT to North Plains. He spoke to the Glencoe Interchange project. While much of the work with ODOT on the project has been going well, Hatcher noted that there has been some communication breakdown regarding access management along the Glencoe Rd leading to the interchange. At issue is the amount of access to/from the road off the interchange. This intersection has several retail stores, such as a McDonalds and gas station, where access is critical. In a small town, the tax base is really small, thus the importance of maintaining the retail community. There is a lot of local frustration that the access management hasn't been addressed more completely by ODOT with the community. David Kim responded that the Division 51 rule is not one that can be changed at the local Area level. ODOT is meeting internally to identify what options may be available, and which ones make the most sense to move forward with. Expect to get back to North Plains by the end of the month. If ODOT sets a precedent on this project, it will have state-wide impacts. Another issue – can't seem to reach anyone at ODOT with whom to talk. ODOT does have a project manager working on the project, who has been working with the North Plains gateway project and city officials. Senator Johnson noted that Senator Starr is also interested in identifying a solution that will work for the local community.
 - Legislative Comment – Senator Johnson provided comments throughout the meeting.
 - Region 1 – David reported that the Staley's Junction project will be going to construction in 2009. (Clark Berry) reported that when Tim Wilson presented to the County Commission regarding the design of the new Staley Junction interchange – concerns were raised that slow moving vehicles will have to go from a stop to merge speed in too short of time to safely enter Hwy 26. The County is also working with North Plains on Glencoe Interchange issues. A preservation project is underway going east to SW 185th. The City of Banks received a Transportation Growth Management (TGM) grant. The Clatskanie/Hwy 30 at Van St widening and bridge project is being scoped out. Havlik Intersection is being worked on in Scappoose. Columbia County received a TGM grant for transit. David will continue on as interim point person for ODOT activities in Columbia County.

- Region 2 Update – Larry reported on the Eddyville Rd and the errors made on the project as reported in *The Oregonian*. ODOT is not releasing the contractor from the contract and completing it within their current budget. The project will be put on hold for about 12 months, to develop a re-design. Wilson Loop Interchange signed a consent agreement to build an offset intersection, which will save approximately \$8 million out of a projected \$12 million budget. Hopefully, those modernization fund savings will stay within the NWACT region. Larry met with the City of Astoria regarding stabilizing the slides, and ODOT will bring out its drill group from Bend to run the ground/soils stability testing. Fall Creek on Hwy 6 will start in July and finish this year. Jetty Creek on Hwy 101 is underway. Durable striping underway on Hwy 101. Youngs Bay Bridge mechanical has started. Replacing signals in Astoria and Tillamook. John Day River bridge will be starting this Fall. Work on Hwy 6 slide wall repairs will start next month. Repaving all of Hwy 203 and approximately 2 miles of Hwy 202. Nehalem paving has been completed.
- Scappoose—Banks Linear Trail—On the Scappoose to Vernonia portion, a concept master plan has been completed. Next phase is sectioning out parts of the trail for improvement. Have a Ford Family Foundation grant that is working on the lower portion of the trail. Will be getting the Friends group going to get work done. The Banks Vernonia Trail is also moving forward, but parts of it need to go through environmental analysis which is proving to be more difficult and time-consuming than expected. For a small Transportation Enhancement projects such as this, the level of analysis can be onerous, and it would be helpful to find some way to streamline the process.
- Tillamook Transit and Visitors Center—Matt and Mark reported on the Connect Oregon funded project: Bids came in more than double than the budget. Options: Re-bid in November, look for other loans or grants, and/or construct in phases. Senator Johnson encouraged the group to move quickly. Matt also reported that Sunset Empire (Clatsop County) and Tillamook Transit will now be having connecting routes through both counties. Columbia County will be working with Sunset Empire on their new TGM grant to make connections between jurisdictions. Senator Johnson encouraged all 3 counties to meet and figure out how to make those connections. Don McDaniel noted that while making these connections on a regular schedule may lose money at first, over time it will grow – if it is shown to be a viable, consistent service. A special need is providing transportation to special needs elderly who aren't quite as mobile.

3. State Transportation Improvement Program (STIP)

Frustration was expressed about losing the Seaside funding out of the region, and that as a result, there isn't very much money left for the Tillamook projects. This type of issue is another reason for looking at how transportation is funded over the long term. Having Transportation System Plans in place is critical, because they have a public involvement component, and thus should help forestall future litigation opposing projects.

ODOT is soliciting input from local jurisdictions on their 2010—2013 STIP Modernization Criteria. If NWACT wants to provide input to the criteria, will need to do so by September. Most important is that the project increase capacity. Other threshold criteria: Projects must be in their county's or city's TSP and be consistent with the Oregon Highway Plan. Region 1 and 2 project lists need to be completed by September. Neither Seaside or Gearhart have TSPs so they won't be able to have any STIP projects.

Questions: Does NWACT want to add any criteria? What about Developmental (D-STIP) projects from the 2008 – 011 STIP? NWACT has 3 D-STIP projects—should those automatically be ranked in the C-STIP, or do they need to be ranked with any new construction projects?

Question – How much funding will actually be available? Not totally clear at this time, particularly because the Legislature may be addressing transportation capacity funding in future sessions. NWACT will want to carefully craft its priorities with both large and small projects, to ensure NW Oregon has a flexible slate of projects. Also, since some projects are so big, these might need to be addressed through different sources of funding. Recommendation – Use the same criteria as last time. (SR/JH) OTC criteria will have to be met first as threshold criteria. Mary will send out a call for projects with NWACT's 2010-2013 STIP Project Application Form and Instructions to all public jurisdictions in NW Oregon. NWACT may want to consider adding a criteria related to whether a project supports a certified industrial site. August 17th was set as the date for jurisdictions to get their project applications to ODOT Region 1 or 2, so that initial scoping work can be done. NWACT prioritizing will occur once ODOT has had an opportunity to review the applications for meeting threshold eligibility criteria.

4. Future Transportation Needs of Coastal Communities

Onno Husing, in completing a history of Hwy 101, also identified transportation needs along Oregon's Coast. Issues: How to get transportation system funded, how show Oregonians value for needed improvements. Onno is now using the history of Hwy 101, one of Oregon's most important transportation corridors, to engage in discussions on future needs for transportation. Conditions Report component of the Hwy 101 history looks at both what is needed and what is not needed, in order to target limited resources most effectively.

5. Next Meeting

September 6th – Rockaway Beach Civic Center

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Chair

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