

NW Oregon Area Commission on Transportation

November 1, 2007

Cannon Beach Community Center

Cannon Beach, OR

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

Rita Bernhard—Columbia County Commission
Ron Bline—Sunset Empire Transit District
Seth Brumley—ODOT Region 1
Debbie Dudley—Port of St Helens
Jim Hough—City of Banks
Rod Jones—ODOT Region 1
Shirley Kalkhoven—City of Nehalem
Rosemary Lohrke—Columbia Co Citizen-at-Large
David Kim—ODOT Region 1
Don McDaniel—Clatsop County Citizen-at-Large
Ray McFarlane—City of Rockaway Beach
Larry McKinley—ODOT Region 2

Matt Mumford—Tillamook Co Transportation
Don Otterman—City of North Plains
Ron Puzey—City of Clatskanie
Kathy Sanders—Port of Astoria
Jeff Scheick—ODOT Region 2
Dave True—City of Clatskanie
Russ Warr—City of Astoria
Ed Wegner—Clatsop County
Ingrid Weisenbach—ODOT Region 2
Lonny Welter—Columbia County
Janet Wright—Columbia County

Excused: Clark Berry, Jim Heikkila, Jim Hunt, Mark Labhart, Janet Trueblood, Commissioner Wilson

1. Welcome and Introductions: Members and guests introduced themselves.
2. NWACT Minutes/Updates:
 - Approval of September 6, 2007 Minutes – Approved unanimously. (DK, RB)
 - Public Comment—None
 - Legislative Comment—None
 - Region 1—David Kim reported on the safety work being done on Hwy 47 at Verboort/Purdin Rd.
 - Region 2 Update—Larry McKinley gave an update on the Youngs Bay renovation and Jetty Creek culvert replacement.
 - Clatsop County Transportation Update—Ed Wegner reported that the Astoria Refinement Plan was just finishing.
3. Astoria Signal Lights Federal Earmark
Larry walked NWACT members through the signal replacement project. Support for the earmark had to be in by October 26th, so NWACT's Executive Committee voted to support the federal earmark, subject to ratification by the full WNWACT. Unanimously endorsed. (DMc, RW)
4. ODOT Funding/Budget Update
\$142.3 million shortfall predicted to date. Savings options include: deferring the headquarters renovation for seismic retrofitting (\$28 million), doing away with program reserve (\$100 million), reducing \$70 million modernization projects in 2008—2010 STIP, and \$10 million in development STIP projects. Deficient is from less revenue than predicted, one time \$56 million to counties. In addition the Oregon Transportation Commission is "triaging" how to address increased costs: bridge maintenance, operations, and maintenance. Will use same process used for prioritizing projects in each of the ACT regions. Each region will come up with a straw proposal to identify where to make the cuts or delay projects, and send it out to the ACTs for their review before the end of the year. After the first of the year, all the ACTs in each region will get together to make the final prioritization. In region 1, this amounts to a \$26 million cut, which amounts to approximately 1½ years of modernization funding.

For 2010—2013. \$25 million bond payment will have to come out of \$50 million modernization allocation. ACTs will also be asked to look at how they would be want to deal with a significantly reduced amount of funding. Likely projects that may not make the cut are those that are still in the planning,

engineering or feasibility stage—where no construction funds have yet been allocated. For example, the Glencoe Interchange project could be in jeopardy.

Thus after the first of the year, NWACT will be asked to review an ODOT straw proposal on how to take out funding from the 2008—2010 STIP, how to use a minimum mod funding of \$6 million, and how to spend \$140 million funding if Legislature passes a new funding package in the next session.

Question: How will local city and county gas tax increases impact a potential higher gas tax for ODOT? Will add some additional tension to the tolerance level of the average voter, as it would need a vote. Preference would be to find some kind of combined local/state gas tax, so only have to go out to voters once. League of Cities is concerned that if the State goes out for a statewide gas tax would mean that local cities would be pre-empted from instituting their own gas taxes. Also, many cities can't wait until the next Legislative session for a decision on whether a statewide tax would be referred to voters.

5. Columbia County—Port Westward Access Road Project

Project was on track to get a loan from the Oregon Economic Development Department, but because of some legislative decisions, loan monies are not available. ODOT has funds through their Oregon Transportation Infrastructure Bank for the needed \$4.5—\$6 million gap financing. Port Westward is shovel-ready industrial property, particularly for energy-related industry. If the County chooses to proceed with applying for an ODOT loan, NWACT's support or endorsement of a loan request should make a difference. NWACT endorsed the project, with Rosemary Lohrke dissenting. (RW, RB)

6. ODOT Program Updates

- Connect Oregon II—Recently had a regional briefing in Astoria to go through the process. Applications are due November 21st by end of the day. First review will be by ten intermodal review committees, to identify problems or deficiencies. All applications will be posted on line after the first of the year. Currently at \$240 million worth of projects that “intend to apply.” Loan monies can be used as match. Appears that projects funded in Connect Oregon I will not be eligible for Connect Oregon II funding. ACTs will look at projects after the first of the year.
- 2010—2013 STIP—Region 1 will start scoping in mid-November for bridge, preservation and safety projects. Planning to hold open houses in February. Since the September NWACT meeting, ODOT has been able to start preliminary scoping of the proposed projects. NWACT members revisited the priorities preliminarily established in September and in Region 1 revised the order based on the new scoping information. The US 101 Glenwood Park—Turning Lane, US 101 Clatsop Lane—Manzanita Left Turn Lane Pockets, and Hwy 101 Twin Rocks—Tillamook Passing Lanes are the best of the passing spots proposed (in that order). The other three projects proposed do not have enough scoping information to move forward.

Region 1 priorities remained the same with the top priority D-STIP project for Columbia County being the Swedetown bridge, and top priority D-STIP for Washington County being the Glencoe/Hwy 26 interchange. The only C-STIP project is Staley's Junction and was ranked top priority.

NWACT has established review criteria for C STIP projects, but it wasn't needed this time as there was only 1 C-TIP project considered.

7. Other

Next meeting: January 3, 2008—Columbia County. Presentation on Transportation Enhancement Program grants, election of 2008 Officers.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Chair