

NW Oregon Area Commission on Transportation

January 4, 2007

Rainier Senior Center

Rainier, OR

The meeting was called to order by Lylla Gaebel, Chair. The following members and guests attended or participated by teleconference:

Ed Armstrong – Tillamook Citizen-at-Large	Gerald Meyer – Port of St Helens
Rita Bernhard – Columbia County Commission	Matt Mumford – Tillamook County Transit
Ron Bline – Sunset Empire Transportation	Chad Olsen – City of Rainier
Jack Crider – Port of Tillamook Bay	Preston Polasek – City of Clatskanie
Dean Fuller – ODOT District 1	Paul Pulliam – Port of St Helens
Randy Hamlin – City of Rainier	Ron Puzey – City of Clatskanie
Jon Hanken – City of Scappoose	David Qualman – Columbia Co Citizen
Jim Hunt – Clatsop Co Citizen-at-Large	Julie Rodwell – ODOT Freight
Shirley Kalkhoven – City of Nehalem	Jeff Scheick – ODOT – Region 2
David Kim – ODOT Region 1	Mike Schroeder – ODOT Area 1
Jack Lee – ODOT Region 2	John Svenson – Georgia Pacific
Brian Little – City of St Helens	Russ Warr – City of Astoria
Rosemary Lohrke – Columbia Citizen-at-Large	Liane Welch – Tillamook Co Public Works
Kathy and Steve McGee – Rainier citizens	Lonny Welter – Columbia County
Don McDaniel – Port of Astoria	Janet Wright – Columbia County

Excused: Clark Berry, Valerie Grigg-Devis, Mark Labhart, Don Otterman, Ed Wegner, Tim Wilson

1. Welcome and Introductions: Members and guests introduced themselves. Welcome to new members:
2. NWACT Minutes/Updates:
 - Approval of November 2, 2006 Minutes – Approved unanimously with the following corrections: Delete the Randy Hamlin from City of Rockaway Beach, delete Don Otterman and Ed Wegner as excused, add Ed Wegner as present, on the bottom of page 1, show that the access to businesses on Glencoe Rd is north of Hwy 26 not Hwy 30, and that the Item 5 should be Transportation Growth Management Program. (RB, EA).
 - Public Comment – None
 - Legislative Comment – Shirley noted that the League of Cities and Oregon Mayors, at a meeting in Salem with legislators, said that transportation was a major priority. Senator Johnson's mother passed away. NWACT members wished her and her family well and will send a card.
 - Region 1 – David Kim reported that US 30 from the County line to Clatskanie preservation project will start up in March and be coordinated with work Georgia-Pacific is doing. Transportation enhancement project planning in Rainier is underway. Havlik Rd crossing on Hwy 30 should start at the end of 2007. Preliminary decisions have been made on the bike/pedestrian applications. Recommended for approval is a pedestrian bridge over Milton Creek in St Helens, and a pedestrian crossing in Astoria at Hwy 30 and 37th St. Preliminary decisions on the Transportation Enhancement projects have also been made. In Region 1, Gaston made the cut, and North Plains did not.
 - Region 2 Update – Mike Schroeder reported that Fall Creek on Hwy 6 should complete in the next couple of weeks, the Manzanita-Wheeler repave should restart in March, renovations on the new Youngs Bay and John Day River bridges are underway, as is replacing traffic signals in the City of Tillamook.
 - Oregon Transportation Commission – Jeff Scheick reported that at their last meeting, the major topic of discussion was toll options for the Newberg-Dundee bypass. Randy mentioned hearing the ODOT

was looking at a workforce training project to get more workers trained, and asked if there was any estimate of how much savings would occur if more workers were trained.

3. Connect Oregon 2

Julie Rodwell described that the new bill is pretty much the same as the last legislation. She asked NWACT about what worked well and what needs to be improved.

Freight and Oregon – Movement of Oregon products to national and internal markets is crucial to Oregon’s financial well-being. It’s how we earn our living – made in Oregon. Oregon is a “gateway” state bringing goods across the Pacific. Connect Oregon involves air, marine, transit and rail. \$100 million, with \$15 million per region. No projects eligible for highway funding can qualify. In Connect Oregon 1 there were 99 eligible applications, grants require 20% match. Most were rail and air projects. Project considerations: Whether the project reduces transportation costs for businesses, connects two or more modes, critical link measurably improving utilization and efficiency of the system, amount of cost being borne by applicant, creation of construction or permanent jobs and readiness to proceed.

Review process included 4 review committees: rail, marine, transit, air. ACTs were also involved in the review process through region super ACTs.

Feedback from NWACT members: Timeframe was really short – any expansion would help the process; more definition of “connecting or connections” – what that means; use the same job definitions currently being used by the Legislature and OECD, eg, amount of funding per job created, etc; what about maintenance projects such as short line rail projects – will those be eligible in the future or is the focus new infrastructure? Will the committee structure continue to include individuals that have projects under consideration? Check boxes will help reviewers, having only narrative makes it difficult to compare applications. Have ACTs serve as the primary review committee – have more local knowledge, less in-fighting. Rodwell – What if modal committees reviewed the applications first and then provided those reviews to the ACTs?

4. Designated Freight Routes/Truck Routes

Item was moved to the March meeting because of limited time left on the today’s agenda.

5. ODOT Response to Emergency Situations

Dean Fuller and Jack Lee noted that NW Oregon has had significant emergencies in the last several months, and the forecast is these types of events may occur more frequently than in the past. Twenty percent of the annual rainfall fell in a 48 hour period. For a period of time every access road to the coast was closed. Costs are running about \$2 million in repair, out of about a \$4 million annual budget. Some of these costs will be reimbursed by the federal government because a state of emergency was called. Tillamook County was hit the hardest, particularly Hwy 6. A lot of culverts were undersized for the amount of water coming down. At milepost 37.3 on Hwy 101, the problem is finding bedrock and that this is part of a larger slide area, so ODOT is being very careful about fixing the current slide. The fix must also address the larger slide area.

Question – Is anything being done about the ivy killing the trees which then become a hazard if they fall down? Problem for ODOT, is that those trees are off highway right-of-ways. Can recommend, but cannot work on the trees.

With December winds, had to pull crews off the highways because it was too dangerous. A lot of downed trees and damage to traffic signals. In repair culverts, have to make fish passable. One constraint to fixing the problems, has been new weather events. Some of the fixes are so expensive (millions of dollars) that it is difficult to ever be able to do a permanent fix. Dean and Jack thanked Clatsop and Tillamook counties and cities for their continued partnership in these emergencies.

6. West Eugene Parkway Funding Re-Allocation

The Eugene City Council has decided to not move forward with the project leaving approximately \$11.7 million in funds available for reallocation. Criteria for use of those funds is that projects must be either in construction or under construction by 2011. All of NWACT’s projects under construction are fully funded, so no projects are listed in this draft re-allocation plan. NWACT members unanimously approved the proposed re-allocation. (SK, DMc) NWACT will write a letter in support of the recommendation as outlined.

Pre-applications are just being sent out to local governments for the 2007 – 2008 TGM Program. South Clatsop County and North Tillamook County will be facing some major population changes and could benefit from one of these consultations.

7. Discretionary STF Grants

Consensus that NWACT support the process, with results available for next NWACT meeting, including the costs proposed for each grant.

8. Portland and Western Rail Corridor Study

Discussion on the rail line from Port Westward to Astoria was postponed until the May meeting in Clatsop County, as progress on some of the diking issues should be made by that time.

9. Final 2008 – 2011 STIP Recommendations

Nothing is needed from NWACT at this time, as comments gleaned from the Open Houses confirmed the earlier recommendations.

10. Election of NWACT Officers

The Board unanimously approved the following slate of officers for 2007 as recommended by the Nominating Committee: Shirley Kalkhoven – Chair, Don McDaniel – Vice-Chair, and Rita Bernhard – Second Vice Chair. (PP, RW) Shirley's first order of business was thanking Lylla for her two years of service. Everyone wished Lylla a happy retirement.

As the new Chair, Shirley noted that she has received some suggestions regarding better orientation for new members and alternates. This will be something she and the Executive Committee will work on.

11. New Business

- 2007 Meeting Schedule – NWACT members agreed to continue to meet every other month, with the executive committee teleconferencing prior to each NWACT meeting to set the upcoming agenda.
- 2007 Workplan -- Approved in concept, recognizing subject to change over time. (RB, LG)
- January OTC Meeting – Lylla and Shirley will present NWACT's Biennial Report, with Lylla providing the overview of the last two years, and Shirley talking about plans for 2007.
- March 1st NWACT Meeting Agenda – To include: Discussion on the STIP (cycle, process, budgeting, etc), discussion on local community considerations on designated freight routes/truck routes, update on the transit discretionary funds grant applications, and new member orientation.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, In-Coming Chair