

NW Oregon Area Commission on Transportation

September 6, 2007
Tillamook Forest Offices
Tillamook, OR

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

Ed Armstrong—Tillamook Co Citizen-at-Large	Don McDaniel—Clatsop County Citizen-at-Large
Rita Bernhard—Columbia County Commission	Ray McFarlane—City of Rockaway Beach
Clark Berry—Washington County	Don Otterman—City of North Plains
Ron Bline—Sunset Empire Transit District	Matt Mumford—Tillamook Co Transportation
Seth Brumley—ODOT Region 1	Sam Patrick—Clatsop County
Bill Campbell—Tillamook County	Ron Puzey—City of Clatskanie
Debbie Dudley—Port of St Helens	Shawn Reiersgaard—Tillamook Private Sector
Mark Ellsworth—Governor's Office	Kathy Sanders—Port of Astoria
Dean Fuller—ODOT Region 2	Jeff Scheick—ODOT Region 2
Mark Gervasi—City of Tillamook	Mike Schroeder—ODOT Region 2
Eric Havik—ODOT Region 2	Dave True—City of Clatskanie
Jim Hunt—Clatsop Citizen-at-Large	Janet Trueblood—Tillamook Co Transportation
Senator Johnson—Oregon Legislature	Russ Warr—City of Astoria
Shirley Kalkhoven—City of Nehalem	Ed Wegner—Clatsop County
Steven Kershaw—Port of Garibaldi	Ingrid Weisenbach—ODOT Region 2
Mark Labhart—Tillamook County	Lonny Welter—Columbia County
Rosemary Lohrke—Columbia Co Citizen-at-Large	Tim Wilson—ODOT Region 1
David Kim—ODOT Region 1	

Excused: Larry McKinley, Liane Welch

1. Welcome and Introductions: Members and guests introduced themselves.
2. NWACT Minutes/Updates:
 - Approval of July 12, 2007 Minutes – Approved unanimously. (DK, RB)
 - Public Comment – None.
 - Legislative Comment – Senator Johnson provided comments throughout the meeting.
 - Region 1 – David reported that paving has just been completed on Clatskanie project, surveying is underway on widening Hwy 30; Rainier—expect construction on their highway widening project to start 2008; Scappoose—Havlik Rd has been extended to 2010 which will give the city more time to work on finding funding and planning the grade crossing. Setting up a meeting with City of North Plains to work out their Glencoe Interchange concerns. Moving forward on a 2 lane bridge over Hwy 26 at Staley's Junction that will serve the new State Park. Also looking at safety improvements to accessing the new park. Completing a paving job on Hwy 202 near Vernonia. Will be closing Hwy 47 near Mist to replace a culvert. Bridges have been replaced on Hwy 30 near Goble and on Hwy 47 near Banks.
 - Region 2 Update – Mike Shroeder reported that Youngs Bay bridge is under construction; widening a portion of Hwy 104; light signals at Harbor and in Astoria on Hwy 101 is started; reflective striping on Hwy 101 is completed; John Day River bridge project will be let in November. In Tillamook County, Fall Creek bridge is almost done; Jetty Creek is ongoing, for about another 2 years. Latimer Rd planning is underway. Paving is complete on Hwy 103, and Hwy 202 is soon to be underway. About to wrap up the Astoria/Warrenton Regional Transportation Refinement Plan. Will be doing preservation work on Hwy 30 from the bridge in Astoria out to the bridge.
 - Tillamook County Transportation Update – Bill Campbell reported that ODOT is assisting on the Long Prairie interchange that has been having problems because bids came in very high. County has also been working on developing their 2010–2013 STIP projects and have developed a prioritized list. Matt reported on the Tillamook Transit Center project, and after cutting out about \$.5 million and

phasing some aspects, it appears they project should fare better when it goes out for re-bid in November.

3. State Transportation Improvement Program (STIP)

Jeff Scheick reported that for the 2010-2013 the same process will be used as in the past: local ACTs will prioritize their own projects, which will then be taken to the Area-wide meeting for prioritization. NWACT members then broke into sub-groups and prioritized the project applications for Region 1 (Columbia and Washington counties) and Region 2 (Clatsop and Columbia counties). Recommended priorities from each sub-group:

Region 1: Three applications were received—two of which are continuation from the last STIPs. The sub-group unanimously concurred the top priority D-STIP project for Columbia County is the Swedetown bridge, and for top priority D-STIP for Washington County is the Glencoe/Hwy 26 interchange. The only C-STIP project is Staley's Junction and was ranked top priority.

Region 2: Six applications were received—1 from Clatsop County, and 5 from Tillamook County. The sub-committee unanimously concurred on the following priorities:

- P-1. US 101 Sunset Dr—Nehalem Rd Passing Lane
 - P-2. US 101 Glenwood Park—Turning Lane
 - P-3. US 101 Clatsop Lane—Manzanita Left Turn Lane Pockets (Scope only—Oswald State Park)
 - P-4. US 010 @ Blaine Intersection Improvements (Beaver)
 - P-5. Hwy 101 Twin Rocks—Tillamook Passing Lanes
 - P-6. US 101 @ Cedar St Intersection Improvements (Barview)
- Seaside Ave "U" Bridge—Does not meet criteria

4. Connect Oregon II

\$100 million in funding. Changes this time: \$10 million per region with \$50 million for projects with state-wide significance. Public information meetings in September, with video conferencing access at some ODOT offices. Projects will not only have a long term focus, but will look at short-term economic stimulus components. Modes being targeted include: rail, freight, air. Preference is to have letters of intent from applicants, which is due by the end of September. Gives ODOT an indication of the amount of applications potential to expect. However, letters of intent are not a requirement. Applications can be sent in from now to November 21st. What project decisions to be made by June 2008. ACTs will be asked their prioritizations, as will the modal advisory committees. Each region will conduct a super-region process March 7—18 and prioritize within the \$10 million funding target per region. Senator Johnson asked that all the modal advisory committees have a standardized, consistent review process. Program cannot cover maintenance activities such as dredging. Senator Johnson asked for additional clarity as to whether operations can be covered or only capital acquisitions. There is a Frequently Asked Questions (FAQ) page on the Connect Oregon II.

Considerations that will be used to evaluate projects for Connect Oregon II funds include:

- Whether the project reduce transportation costs for Oregon businesses or improves access to jobs and sources of labor;

5. SB 994

Senator Johnson noted that while the Senate Bill has her name on it as the sponsor, it is only because it was an "empty" bill on a different subject that was not being used, and was converted by the Legislature to the funding bill. Jeff Scheick reported that the OTC looks ahead over a 4—5 period for the entire ODOT budget. The last review period was in 2005 with the following funding assumptions: Federal revenues from 2006—2011 would be \$2.12 billion, State revenues would be \$3.43 billion and a \$100 million ending balance to ensure adequate funds were available to pay contractors. There are 4 primary areas where the assumptions have not panned out: State revenues are projected to be \$65 million less, Legislative adjustments have increased costs by \$53 million, the 2007 Legislature targeted \$56 million to be allocated to counties in 2008, and an additional \$25 million is needed to complete earthquake retrofitting for the Transportation Building. Actions such as re-structuring bond sales to delay debt service has provided some benefits. However, the negative projected balance is \$168 million.

Senator Johnson discussed the \$56 million the Legislature targeted to counties. During the 2007 Legislative session, counties were also facing a significant cutbacks including funding for transportation if the federal Timber revenue was cut. Thus the Legislature included one time funding (\$56 million) from the ODOT budget for counties. As it turns out, the federal government did re-authorized the timber revenues to counties for one more year.

The shortfall is significant enough that all parts of the State are going to be affected. A comprehensive group of public entities state-wide are starting to work together to come up with a comprehensive “Oregon” solution rather than a county by county or city by city transportation funding fixes. ACTs are expected to be involved in any funding generating decisions and any decisions involving cutbacks in funding.

6. Other

Mary reported that Coordinated Plans for Special Needs Populations are available for public review on the NWACT website.

Mark Labhart reported that the three ports in Tillamook County – Port of Tillamook Bay, Port of Garibaldi and Port of Nehalem Bay are going forward with a study to look at potentially forming one consolidated Port District.

Next meeting: November 1st—Cannon Beach Chamber Community Center. Work plan from Senate Transportation Committee addressing future ODOT funding, Connect Oregon II update, update on 2010—2013 STIP.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Chair

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