

## NW Oregon Area Commission on Transportation

September 11, 2008  
Rockaway Beach Civic Center  
Rockaway Beach, OR

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

Ken Bell—Port of Tillamook Bay	Larry McKinley—ODOT Region 2
Rita Bernhart—Columbia Co Commission	Jake Medrano—City of Cornelius
Michele Bradley—Port of Tillamook Bay	Matt Mumford—Tillamook County Transit
Seth Brumley—ODOT Region 1	David Neys—ODOT Region 2
Greg Hinkelman—City of Clatskanie	Butch Parker—Tillamook County
Marshall Doak—Ec Dev Council—Tillamook Co	Ron Puzey—City of Clatskanie
Mark Gervasi—City of Tillamook	Don Otterman—City of North Plains
Jim Hough—City of Banks	Shawn Reiersgaard—Tillamook Citizen-at-Large
Jim Hunt—Clatsop Co Citizen-at-Large	Derrick Robbins—City of Forest Grove
Shirley Kalkhoven—City of Nehalem	Kathy Sanders—Port of Astoria
David Kim—ODOT Region 1	Ingrid Weisenbach—ODOT Region 2
Richard Krikava—Senator Smith's Office	Russ Warr—City of Astoria
Mark Labhart—Tillamook Co Commission	Liane Welch—Tillamook County
Rosemary Lohrke—Columbia Co Citizen-at-Large	Lonny Welter—Columbia County
Ray McFarlane—City of Rockaway Beach	Tim Wilson—ODOT Region 1
Don McDaniel—Clatsop Citizen-at-Large	

Excused: Ron Blin, Val Folkema

### 1. NWACT Minutes/Updates:

- Approval of July 10, 2008 Minutes—Approved with the correction of the date (ML, MG).
- Public Comment—Curious as to why need so many paved roads, when in other States, areas where many roads are not paved. Citizenry may need to understand that many areas don't have paved roads.
- Legislative Comment—Legislature may look at increasing state gas tax, vehicle registration fees, and allowing more local flexibility in raising funds. Big Look process on the future of land use planning will be coming to Tillamook on September 17, 2008.
- Meeting of the Minds (ODOT, Toyota and public utilities sponsored)—Meetings are organized and held in urban areas once a year. Over 300 people attended. Topics included alternate transportation, different transportation systems to move people around and impacts of changes in the global environment. Over the two days, audience was asked a series of questions regarding the future of transportation. A lot of decisions need to be made about how people and vehicles are going to be moved around, as it is really going to change over the next 10 years. 10 to 12 years the world will hit peak oil, with the oil supply concentrated in Russia, Iraq and Iran. Lack of fuel/cost of fuel will have significant impact on rural areas. The only significant sources of renewable fuel are wind and hydro in US.
- Region 1—David Kim reported work will be starting on Hwy 6 at MP 33 mid-October to stabilize the highway from slides. Will need to get the word out to local freight haulers. Finding that projects working on today were based on budget estimates from 3–4 years ago, so some projects are being delayed or canceled to allow some projects to be completed.
- Region 2 Update—Larry McKinley reported that repair is starting emergency work on a new culvert under Hwy 101 at Hug Point. Other projects are on schedule. Need to replace X Bridge.
- Highway Trust Fund—Expected to grow to \$6--\$8 billion shortfall. Yesterday, Congress allowed the Trust Fund to borrow enough funding to get through this fiscal year.
- Tillamook County Transportation—Liane Welch reported that the Long Prairie project will complete by end of month. Johnson Bridge over Trask River also getting completed. County has sent out a survey on their roads to see what people will support in terms of transportation. The Road Department has had to lay off 10 employees out of 27, due to loss of \$1.8 million timber revenues. Closing 2 of the 3 service centers.
- Columbia County—Been able to reduce staff by not replacing retiring workers. Cutting back services, eg, have ground up one road already.
- Clatsop County doesn't have federal forests so less impact on their road department.
- Tillamook Transit Facility (a ConnectOregon I project) will complete by the end of this month.

### 2. Port of Tillamook Bay Railroad Update

Michele Bradley reported on the work that has been done assessing the damage to the rail line and expectations for the future. Damage included: 51 slides, 97 erosion spots, and 177 environmental sites. Also damaged in the slides was the fiber optic network, which carried 80% of the commercial traffic from Pacific Rim countries. Salmonberry Road and Railroad bridges need to be replaced. Port is working with the County to save some planning resources. Have contracted with a firm to do a repair cost estimate which is due mid-September. Challenges for POTB will be to find the 25% match for the FEMA dollars, time to get the permits in place, and working with the rail shippers/fiber optic users. Impact on State Highway system—12,000 more trucks are now on the highways, at an increased cost to both the public infrastructure and to the truckers themselves. If the highway goes down, even if one lane stays open, there will be significant delays of traffic.

### Transportation Enhancement Applications

- Warrenton Airport Dike Shared Use Path—Second application, more thought out, with a good match from multiple sources. A \$483,000 project, including \$58,000 cash match. Provides bicycle and pedestrian connectivity to Miles Crossing through Premark Shopping Center. Hopefully, this would eventually connect to the Astoria riverwalk trail.
- Port of Tillamook Bay Historic Railroad Artifact Restoration—A \$1.2 million project with a non-cash match.
- City of St Helens/Hwy 30 Landscaping, between the highway and the railroad. \$839,000 project, with \$95,000 match.
- Crown Zellerbach Trail—Develop 2 trailheads, a \$1.3 million project. Will open up a segment from the channel about 9 miles. Currently the trail doesn't have accessible parking from Hwys 30 and 47. This project would address this lack.

Region 1 Rankings—Columbia County ranked the CZ Trail as higher priority than the City of St Helens landscaping because would impact more people county wide.

Region 2 Rankings—Because of the larger public impact of the Warrenton, the Airport Dike Shared Use Path was ranked higher with a vote of 10 to 6. (Hough/Warr)

### 3. Federal Earmarks

Region 2 doesn't have any earmark requests. ODOT is committed to Staley's Junction for \$8 million, but does not have any funding committed for a potential Clatskanie or North Plains project. Will be significant competition for the earmark funding.

North Plains—Don Otterman reported that they will be withdrawing their request because of inability to raise matching funds. Project is still several years out. Project started about 2 years ago to replace the interchange at Hwy 26 and Glencoe Road. North Plains has access management issues because ODOT's policy requiring limited access. Plans to divert some of the traffic, will be large trucks going through residential areas. Given that the interchange may not happen for another 10 years, there may be time to find additional resources as the area is built out. ODOT and the City continue to work together on finding agreement, including updating the City's Transportation System Plan.

Clatskanie—Greg Hinkleman spoke to the choke point of the Clatskanie River Bridge on Hwy 30. Right at that point, new commercial development is going in. Earmark was to replace the bridge, but ODOT is looking to see if a left hand turn can be added to the highway to avoid the need for a new bridge.

NWACT support the one earmark request for Staley's Junction. (Warr/Sanders)

### 4. Council Creek Regional Trail

Trail would connect with the Banks/Vernonia/Scappoose linear trail and go south through the cities of Forest Grove, Cornelius and terminate near the light rail line in Hillsboro. Seeking endorsement as a recreational and alternative transportation trail. NWACT agreed to send a letter of support. (Labhart/McDaniel)

### 5. NWACT Public Involvement Plan

One of the goals is to re-energize how the NWACT involves the public: both how NWACT gets the word out, and how it hears back from constituents. Sub-committee posed 4 questions to NWACT:

- How can we receive information back from the people we serve? How willing are NWACT members to go and talk to constituents? What would it make it easier, eg, surveys to help guide the questions? (Yes)

- How do NWACT members want NWACT to get information out? Electronic newsletters, radio, printed ads, through the website? Newsletters could go out following up on meetings reasonably soon after the meeting. Having electronic format will allow consistent information getting out, as well as ability to link to other information. Re-cap of key talking points. Electronic surveys.
- What do NWACT members think about adding standing items to each agenda? Hear from one county commission 4 times a year, 1 meeting for transit districts, and 1 meeting for rail. An opportunity to hear from constituents. Set up established agendas ahead of time.
- How do we measure NWACT is being effective with its public involvement? eg. Level of public feedback.

In Columbia County, transit use is growing extensively, so this is an area of interest to the general public. Western Washington has a ride share program that is trying to extend its coverage. City/County meetings would be a good opportunity to send out information.

Columbia County has a couple of fatalities on Hwy 30, which raises people's interest in traffic signals, "why a signal can't get installed." Would be an example of the type of public information that needs to get out—the process for getting signals, turn lanes, etc.

NWACT members invite NWACT to council/commission meetings.

Next step: Send out questions to NWACT members with one month feedback.

6. New Business

- NWACT Nominating Committee—Kathy Sanders, Rosemary Loehke, Mark Labhart
- NWACT Open Houses—Warrenton, small attendance
- NWACT September 11<sup>th</sup> Meeting: Will be in Rockaway Beach.

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Recorded: Mary McArthur, Staff

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Shirley Kalkhoven, Chair