

## NW Oregon Area Commission on Transportation

May 7, 2009  
Camp Rilea  
Warrenton, OR

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

Clark Berry—Washington Co Transportation	Larry McKinley—ODOT Region 2
Ron Blin—Sunset Empire Transit District	Gerry Meyer—Port of St Helens
Seth Brumley—ODOT Region 1	David Neys—ODOT Region 2
Brett Estes—City of Astoria	William Pollard and Mrs Pollard—Tillamook County resident
Val Folkema—Port of Garibaldi	Ron Puzey—City of Clatskanie
Dennie Houle—OECDD	Shawn Reiersgaard—Tillamook Co Private Sector
Jim Hunt—Clatsop Co Private Sector	Kathy Sanders—Port of Astoria
Shirley Kalkhoven—City of Nehalem	Dave True—Columbia County
David Kim—ODOT Region 1	Ed Wegner—Clatsop County Public Works
Rickard Krikava—Senator Johnson's Office	Ingrid Weisenbach—ODOT Region 2
Mark Labhart—Tillamook County	Liane Welch—Tillamook Co Public Works
Steve Marx—Representative Wu's Office	Lonny Welter—Columbia County
Robert Maestre—ODOT Long Range Planning	

Excused: Rita Bernhart, Matt Mumford, Russ Warr

### 1. NWACT Minutes/Updates:

- Approval of March 5, 2009 Minutes—Approved unanimously. (LW/KS).
- Public Comment—Bill Pollard talked to the poor condition of Hwy 22 between Hebo and Valley Junction, and Hwy 101 from MP 76 to MP 92 with its s-curves and washouts. And expressed concern that neither highway meets highway design standards listed on ODOT's website. He brought supporting letters and documentation of vehicle incidents. Could upgrade to include bike lanes.
- Steve Marx—Federal Transportation/Surface Transportation Bill Reauthorization—Opportunity to send in earmarks. So far, no projects have come from Clatsop or Columbia Counties. Transit Facility in Columbia County might be eligible. Usually projects are those that are already in the STIP, and have been funded, and need some gap financing. They also need to either be on the federal system or connected to it.
- Legislative Update—HB 2001 has moved out of the House. Currently, the Oregon Transportation Commission has sent on a list of \$15 billion in priority projects for the Legislature. Most of the projects came off prior existing lists, such as past STIPs, safety and preservation.
- ODOT Updates—Region 1: David Kim reported that in 2009 and 2010 the region will have unprecedented construction. Will be implementing a media campaign to let the public know to of the scope of work underway. Deadline for small cities ARRA projects is May 15<sup>th</sup>. Going through Transportation Grant Management applications from St Helens, Scappoose, Vernonia, Rainier and Clatskanie. Rail corridor study is done. Section of Hwy 30 between Rainier and Columbia City beginning to really deteriorate. Region 2: Larry McKinley reported that Region 2 will also be assisting Region 1 with their workload. Painting of Megler Bridge will be staged, and in process of pre-bidding. Will involve limited lane closures. Hwy 30 bridges will have railings replaced. Paving in Miles Crossing area, east of Astoria on Hwy 30. In Tillamook, paving on Latimer Rd, Farmers Creek, Hwy 101, Neahkanie Rock Wall (part of Oregon's 150 celebration).  
County cutting of trees along Hwy corridors is pretty much complete. Cut timber is being given to local Community Action Teams for heating homes. Should make the highways safer from future storms.  
David Neys reported on Region 2's storm damage repair. They have also been touring the region to look at the priority preservation (paving) improvements needed. With bids coming in so low, there will be more funds to do more projects. Bridge on Hwy 101 near Oswald State Park suffered significant damage to the sidewalk and rail, from an unknown vehicle crash—will likely be a \$300,000 fix, with one lane closed 24/7 for another couple of weeks. Putting together a list of stakeholders to talk to about load limited bridges.
- Clatsop County Transportation—Working on stimulus funding overlay package. Working with ODOT. Also looking at getting rail restored to Tongue Point by December. Budget-wise, looks like the road budget will be okay.

## 2. Tolling and Pricing Policy Development

Tolling recovers the cost of construction. Pricing changes driving behavior. Congestion pricing uses both tolls and pricing to manage driving. Cordon pricing isolates specific areas. A consultant report set out a framework for evaluating tolling: Reasons to toll or price: Raise funds, manage congestion, improve environment, cordon to help economy, such as reduce congestion in central business district. Toll a new road or highway, control congestion, etc. Use of funds could be for alternative transportation, green house gas emissions, growth management, speed up freight, employment travel, improve safety. Seeking comments from all the actions via an Internet link. "NWACT1" is NW Oregon's user name. Seven White Papers:

- Air quality, greenhouse gas emissions—Tolling or pricing won't make a dramatic difference, particularly in densely populated area, unless a significant amount of tolling or pricing is done. If this is the only reason for doing it, probably not enough.
- Selected tolling or pricing—Where there are a lot of vehicles, where the amount of funds raised could make a difference, either to build additional capacity or encourage use of alternative transportation. Will work for drivers who value time enough to pay a toll.
- Ability to predict use of tolls—Today's travel demand models cannot accurately predict use of toll roads prior to implementation of a toll.
- Improves reliability and predictability of the tolled roads—On a one-by-by basis, probably will increase reliability due to less vehicles because fewer cars will travel the tolled road. What doesn't take into account, is impacts on other roads of those not using the toll road.
- In general economy is worse off after tolls—Because people are paying cash now that didn't have to pay in the past. Need the counter balance of how the raised funds will be used. Winners and losers in tolling. Roads are not public goods when they get really crowded. More like a utility when it gets overloaded.
- Economic effects of tolling and pricing—Through a benefit-cost analysis: Difference to the local economy when the local residents aren't paying tolls.
- Truck only toll lanes—Probably won't work in Oregon. Needed in areas with a lot of truck traffic and traffic congestion. Also increases the traffic loan for other vehicles in the other lanes. Truck lanes are very expensive to build.

Legislature may implement a tolling pilot project in the greater Portland area.

## 3. 2009 Economic Stimulus Update

- Projects Funded to Date: Havlik Rd in Scappoose, as well as some sidewalk improvements, Port of Garibaldi North Jetty repair, Port of Astoria waterfront trail/pathway lighting, Apiary Rd, several St Helens improvements, and paving projects in all NW Oregon counties.
- Smaller City Funding: Two NW Oregon cities have submitted applications to date: Cannon Beach and Tillamook. Eight others have submitted letters of Intent: Bay City, Clatskanie, Gaston, Garibaldi, North Plains, Rockway Beach, Vernonia and Warrenton. Due date: May 15<sup>th</sup>. Mary will send out an email reminding cities to get their applications in.
- ODOT has 92% of their funding allocation obligated. Biggest challenge will be tracking all the costs and outcomes. Any funds left over will go back to the State.
- Go Oregon: \$175 million set aside by Legislature. All projects are under contract or are complete.
- Over 400,000 jobs in Oregon are related to transportation or 1 in 5 jobs. ODOT has a small business contracting program. For businesses that sign up, ODOT will email all the appropriate ones on the list information about open contracts.

## 4. Transportation Funding/Legislative Update

- Federal—Surface Transportation Reauthorization, hoping to get out of the House by end of May. Looking at major overhaul of the current program, major consolidation of programs to get projects out faster. Least cost transportation planning: congestion mitigation, increasing use of alternative transportation, environmentally friendly infrastructure improvements. Hoping to double current Trust fund budget. One option would be adding taxes to the barrel of oil rather than just at the gas pump. Would allow funding to be spend on more than just the highways. Looking at raising more money to fix backlog of

infrastructure projects needed, as well as prepare for the future of transportation. Least cost looks at different options to solving traffic congestion, eg, using multi-modal options.

- HB 2001 Legislation: Key components included in the bill: Develop 1 or more congestion pricing projects in Portland area, list projects on website, develop least cost model, \$100 million for multi-modal projects, programs for medium speed electric vehicles, co-locate state and county maintenance vehicles, establish environmental standards, permit Counties to submit vehicle license fees without going to voters, etc.
- Utility relocation costs—When a transportation project impacts a utility, the utility would like early notification with full plans. Could slow a project down.

5. NWACT Updates

- NWACT Report to the OTC. NWACT has been asked to provide the OTC with an overview of the key transportation needs and issues in NW Oregon. Needs/Issues recommendations from Board members included: New air service from Portland to Astoria could potentially be more viable with a connection to Seattle. Rail out to Tongue Point. Improve freight mobility by reducing congestion at choke points, continue to focus on recognizing the role transportation plays in State's economic development. For rural areas: making roads wider would make them safer. Great deal of deferred maintenance. Work to get more money into the maintenance side of transportation.

Strengthen/Enhance relationship with OTC—Meetings such as in March 2008 with the OTC. Attend NWACT meeting. (As done this session) Providing list of needed transportation projects to Legislature.

6. Next Meeting—July 9<sup>th</sup>, City of Banks Fire Hall.

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Recorded: Mary McArthur, Staff

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Shirley Kalkhoven, Chair