

NW Oregon Area Commission on Transportation

March 2, 2006
911 Center
Tillamook, OR

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

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| Alene Allen – Tillamook | Ray McFarlane – City of Rockaway Beach |
| Kevin Bell – Beaver | Don McDaniel – Port of Astoria |
| Rita Bernhard – Columbia County Commission | Gus Meyer – Tillamook County |
| Georgine Beveridge – Tillamook | Heather Ornelas – Tillamook Transportation |
| Tom Boyatt – ODOT Region 2 | Don Osterman – City of North Plains |
| Bill Campbell – Tillamook Co Cmty Dvpmnt | Preston Pollasek – City of Clatskanie |
| Jack Crider – Port of Tillamook Bay | Tim Potter – ODOT Region 2 |
| John de Tai – ODOT Region 2 Corvallis | Ron Puzey – City of Clatskanie |
| Mark Ellsworth – Governor’s Office | Shawn Reiersgaard – Tillamook Co Creamery Assn |
| Dan Fricke – ODOT Region 2 Salem | Charlie Sciscione – ODOT Region 1 |
| Mark Gervasi – City of Tillamook | Jeff Scheick – ODOT Region 2 |
| Valerie Grigg Devis – ODOT Region 2 | Aaron Suko – Tillamook County |
| Sandy Hemenway – Tillamook Chamber | Dave True – Clatskanie Public Works |
| Dave Hill – Columbia County Roads | Janet Trueblood – Tillamook Co Transit District |
| Jim Hunt – Clatsop Citizen-at-Large | Ed Wegner – Clatsop County Public Works |
| Shirley Kalkhoven – City of Nehalem | Lonny Welter – Columbia County |
| Bob Kenn – Tillamook | Pete Williamson – Port of St Helens |
| Mark Labhart – Tillamook County Commission | Tim Wilson – ODOT Region 1 |
| Rosemary Lohrke – Columbia Co Citizen-at-Large | 1 |
| Don McDaniel – Port of Astoria | |

Excused: Robyn Bassett, Clark Berry, Charlotte Mendenhall

1. Welcome and Introductions: Members and guests introduced themselves. Welcome to Tim Potter, new Area 1 Interim Manager replacing Carole Richardson. Heather is also resigning from NWACT and going to Bend to start up a new transit district there. She and Carole will be much missed.
2. NWACT Minutes/Updates:
 - Approval of January 5, 2006 Minutes – Approved unanimously (DMcD, HO).
 - Public Comment – None
 - Legislative Comment – None. Mark Ellsworth reported that interim committees have been scheduled. ODOT has a reference guide to Federal Safety legislation.
 - Region 1 Updates – Jason Tell will be replacing Matt Garrett as Region 1 Manager. Region 1 has created a deputy manager, which Charlie will be taking and thus will no longer be at the NWACT meetings. Glenco/Hwy 26 interchange planning is progressing as is Staley’s Junction.
 - Region 2 Updates – Tim Potter described his background – having been with ODOT approximately 5 years, most recently with bridge and hydro-engineering management. No other management changes have been proposed other than Mike Spaeth will be moving to Eugene for ODOT. Valerie reported that the TE application notice of intent is March 23rd. Bike/Ped grant program announcement will be in April, with the deadline in June-July. Transportation Enhancement funds are approximately \$11million, Bike/Pedestrian funding is approximately \$8 million. Four Special Transportation Areas (TSAs) have been approved by ODOT in the NWACT region – two sites in Warrenton, Garibaldi and Cloverdale. Up to a total of 11 Special Transportation Areas.

3. 2008 – 2011 STIP Update

Region 2 Projects Overview – Comments are due May 5th

Area 1 NWACT – Valerie described the projects on NWACT’s prioritized list: – 1. Hwy 101/Manzanita Realignment (Developmental STIP), 2. Hwy 101/Hwy 6 Interchange in Tillamook (Developmental STIP), 3. Camp Rilea/Hwy 101 Safety (Developmental STIP). Not included on Region 2’s (Overall) Straw List for STIP funding, but on NWACT’s 2008 – 11 STIP is the Hwy 101/Dolphin Rd interchange. Since it was listed on NWACT’s STIP, there has been increased development activity in the area, increasing the need for the interchange. In addition, the City of Warrenton and Clatsop County are working on intergovernmental agreements regarding the interchange. Thus Clatsop County will be proposing replacing the Camp Rilea/Surf Pines project with the Dolphin Rd Interchange in the overall Region 2 project prioritization.

Area 3 MWACT – Narrowed their list to the top 4 projects out of 8 submitted. 1. Newberg Dunee Transportation Improvement project \$7 mil (Developmental STIP); 2. OR 22/Joseph St to Stayton Phase 3 \$4.4 million (Construction STIP); 3. I-5/Woodburn Interchange re-construction \$2 million (Developmental STIP); 4. Hwy 22/OR 51 Phases 1 and 2 improvements, \$2.4 million (Construction STIP)

Area 4 CWACT (Benton, Lincoln, Linn counties) – 1. I-5/South Jefferson Interchange to OR 34 Interchanges EIS in Albany, \$2 million (Developmental STIP); 2. OR 34/Van Buren Bridge in Corvallis, \$5.5 million (Developmental STIP); 3. US 101/32nd St Signal in Lincoln City, \$5 million (Construction STIP).

Area 5 Lane County – Utilizing the strategy of continuing to fund existing projects. 1. I-5/Beltline Rd Interchange in Eugene, \$3.5 million (Construction STIP); 2. I-5 Coburg Interchange, \$6.2 million (Construction STIP); 3. Beltline Rd @ Coburg Rd Interchange in Eugene, \$2.2 million (Construction STIP); 4. Beltline Rd @ Coburg Rd Interchange in Eugene, \$1.5 million (Developmental STIP); 5. OR 126/Poterft Creek to Noti EIS, \$.5 million (Developmental STIP).

Next steps: Have until May 5th to comment, on any or all of the different area projects. A final list will be prepared for the all area meeting in June, where all 4 of the areas will rank and prioritize the projects.

Discussion – Mark Labhart – Everyone needs to do everything we can for transportation funding through the Legislature, assisting ODOT in their legislative package. When the Seaside project failed, the NWACT region lost approximately \$20 million. Tillamook County supported the Seaside project, including forgoing funding for local projects with the understanding that next in line would be funding for Tillamook projects. Currently, Tillamook’s Hwy 101/Hwy 6 interchange project is short approximately \$1 -- \$2 million. May be able to find \$1 million, and another \$.5 million from the Manzanita project, but will still be short \$.5 million. The Wilson River loop project is costing an additional \$1 million because of increased costs of right-away acquisition. Ed Wegner reported that private development at Dolphin Rd is committing private funding for the interchange. Dolphin Rd will cost \$2.5 million, \$2 million more than the Camp Rilea project it would be replacing.

The Manzanita project needs to be done in conjunction with a culvert replacement project (ranked #1 culvert replacement in the State), thus the project is time sensitive.

- Region 1 Updates – STIP projects are widening US 30 at Van St and at Tide Creek in Clatskanie and the Glenco Rd/Hwy 26 interchange and Staley’s Junction Hwy 26/Hwy 47. Vernonia’s bridge project made the bridge list.

Discussion – Want to underscore the critical nature of completing the Van St project because of the Port Westward development.

NWACT Executive Committee welcomes comments from NWACT members and will draft a response for the Region 2 super ACT deadline and bring that draft to the May 4th NWACT meeting.

4. ConnectOregon Applications

Six applications have been sent in, with technical review of the applications done by March 17th. ACTs will need to have their feedback on the applications done by early May, with the region-wide recommendations due the Consensus Committee by May 19th.

- Port of Astoria/Newport Air Service– Would support provision of 4 daily Cape Air flights between Portland and Astoria and Portland and Newport. \$3.3 million request. Connectivity with the cruise ships that stop at both communities, would be a freight component, and would also be a boost to economic development.
- Port of Tillamook Bay Rail – Will support grain and lumber freight traffic between Tillamook and Banks that is forecast to double in the next 20 years. Trestle and track work particularly as rail cars get heavier. \$1 million request. Connectivity with trucks and transcontinental rail. Once it leaves the railroad, most of Tillamook’s lumber is shipped by rail to the mid-west and/or shipped by container ship.
- Port of Tillamook Bay Airport – Currently a challenge for UPS to offload their daily flight because of poor cargo apron. Will be building a covered transload facility for both UPS and other local shippers. The facility would also include a cooler for perishable freight. Question: Can the Port get the improvements from FAA? No, since the improvements will benefit specific tenants.
- City of Tillamook Combined Transit and Visitor Center -- \$500,000 request to build a facility, transit lane, public restrooms. All of Tillamook’s Transit’s routes start and end at that location. Partners would be the Chamber, Tillamook Farmer’s Market, City of Tillamook and Pioneer Museum. Connectivity to Portland mass transit, Amtrak, and Greyhound. Sheltered and well-lit waiting areas.
- Port of St Helens/Port Westward Rail – Cascade Grain will be putting in \$180 million agreement that will utilize rail because the PUC will only allow 10% of the product to be shipped by truck. PGE is also a partner with the rail, and deep draft dock. Summit Westward is a \$200 million project going in at Port Westward. Request is for \$4 million. Connectivity is truck, marine and existing rail.
- Teevin Terminal – Rainier – Project will add 4 mooring dolphins that will allow barges to safely moor along the terminal, and provide additional safety mooring points for large cargo barges during extreme weather phenomenon. Request is \$223,100.

5. New Business

- Discussion – What’s the process for a project that a private developer has offered to co-fund? ODOT has a very complex process for working with these types of projects. Substituting a passing lane for a left-turn lane on a major highway can be problematic unless a mitigation passing lane can be found. Timing-wise, these types of projects bypass the STIP process.
- May NWACT Meeting Agenda – Items to include: 2008 – 2011 Area-wide response, and response to NWACT *ConnectOregon* applications.
- Starting the Area Manager position recruitment process next week. 4 weeks, national search, hopefully will have a new manager within 3 months. Also will be looking for a replacement for Mike Spaeth.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Vice-Chair