

Clatsop County 2008 – 2011 STIP Sub-Committee

July 26, 2005

Clatsop County Offices
800 Exchange St
Astoria, OR

The meeting was called to order by Ed Wegner, Clatsop County Public Works Director. The following CEDC Transportation sub-committee and NWACT members, local transportation staff and guests attended:

Ron Ash – CEDC/Clatsop County Public Works
Lylla Gaebel – Clatsop County Commission, NWACT Chair, CEDC
Valerie Grigg Devis – ODOT Region 2
Larry Haller – Seaside City Council, NWACT
Jim Hunt – Weyerhaeuser, NWACT
Jamie Lane – ODOT Region 2
Troy Laws – ODFW, NCWD Astoria, Necanicum Watershed Council
Ed Madere – City of Warrenton
Don McDaniel – Port of Astoria, NWACT
Mitch Mitchum – City of Astoria
Mike Schroeder – ODOT Region 2
Kathleen Teeple – Private citizen
Ed Wegner – Clatsop County Public Works Director
John Yoakum – Seaside Signal

Welcome and Introductions: Attendees introduced themselves.

1. STIP Process (Presented by Valerie Grigg Devis, ODOT Planning)

- What is the STIP?
 - A Federally-required Capital Improvements Program for Statewide Transportation Projects
 - Must include all Federally-funded projects and all regionally significant projects
 - Covers a 4 year construction period
 - Updated every 2 years: 2004 – 2007; 2006 – 2009; and 2—8 – 2011; etc
- Oregon Transportation Commission (OTC) Eligibility Criteria
 - Consistent with an acknowledged Transportation System Plan (TSP) or Comp Plan
 - Consistent with Oregon Highway Plan on Major Improvements (Policy 1G, Action 1G1)
- OTC Prioritization Factor for Construction (C) STIP projects
 - Project readiness
 - Best supports Oregon Highway Plan policies
 - Supports freight mobility
 - Leverages other funds and public benefits
 - Has completed environmental milestones
- “Modernization” Projects
 - Adds new capacity (new lanes, new roads, wider bridges, new interchange)
 - Tend to be large and expensive
 - Usually have multiple planning and project phases, such as environmental assessment, project design, public participation, land use review, etc
- “Preservation” Projects – Project and maintain existing system
 - Pavement preservation based on Pavement Management System
 - Bridge preservation – repair, maintain and replace
 - Safety – Serves to reduce fatalities and injuries
 - Operations – Increase traffic efficiency and reliability, eg, signs, signals, intersection improvements, and ride share lots
 - Public Transit – Buses, transit centers, etc
 - Transportation Enhancement – Special local agency projects
 - Bike and Pedestrian funding
 - Fish passage and culverts

- “D” Developmental STIP Projects – Designing, costing, further scoping, planning prior to construction. Question – How does the work developers are doing on current projects, eg, Home Depot, fit in with a development STIP project such as the Dolphin Rd interchange that will go on the 2008 – 2011 STIP? Question – Where is the Astoria Bypass project? Already on the Development STIP.
- “C” Construction STIP – Funds to build, eg, the project is ready to go
- NWACT – Uniquely spans 2 ODOT regions, each with their separate funding, represents Clatsop, Columbia, Tillamook and western Washington counties, has its own project ranking criteria.
- NWACT role
 - One of 11 chartered Area Commissions on Transportation statewide
 - Advises OTC on Regional Transportation needs (STIP), transportation policy issues, community concerns – economic development, quality of life, environmental, etc
- NWACT Prioritization Factors
 - System-wide congestion – 25 points. For 5 mile stretches of roads, so it doesn’t pick up specific locations, which means that it’s not likely Columbia County projects will score very high in this category. Data is from ODOT using 2001 Congestion Map
 - Economic and community development – 25 points. (Seaside and Warrenton are “distressed” communities as defined by OECD). Includes lifeline routes for both life-threatening events and providing access for rebuilding communities following a disaster
 - Safety – 20 points. (Safety Priority Index System – SPIS and Safety Investment Program – SIP)
 - Community partnership – 10 points
 - Connect Oregon – 10 points. Freight incentive program, proximity to intermodal sites and/or have written support from an intermodal transportation provider.
 - Total – 100 points
- Potential Funding available to Clatsop and Tillamook counties
 - Total funding available to Region 2 for 2008 – 2011 STIP is approximately \$7 million which means probably \$1 – \$2 million would be available to Clatsop and Tillamook counties.

2. STIP Proposals

- Camp Rilea (Presented by Ron Ash, Clatsop County Public Works) – Developmental STIP project, dangerous intersection area on Hwy 101 at the end of the passing lanes just south of Camp Rilea Road and adjacent to the start of the 4 lane section north of Gearhart. Crashes and congestion are major problems in the project area. The D-STIP project will determine the best ways to reduce crashes and increase capacity in the project corridor. Includes the access to Glenwood Village, Sunset Beach and the S curves. Construction costs are estimated at \$8 – \$9 million. Questions were raised about the preliminary scores done by ODOT staff on the project – Low safety score – Since the project isn’t a SPIS site, no points could be assigned for that. As a Category 4 Safety SIP, the project receives 5 points. The sub-committee agreed to have Mitch provide Valerie with updated SPIS information, which could potentially raise the SPIS number. The sub-committee also agreed to give the project a community partnership score of 5 because of some collaborative projects planned between the County and Camp Rilea. Economic development - Discussion on whether Camp Rilea is indeed an expanding employment/industrial center. Consensus to leave scoring at 5 points for proximity and 5 points for lifeline route.
- US 101/Dolphin Rd Intersection and Parkway Link (Presented by Ron Ash, Clatsop County Public Works) – Developmental STIP project includes an upgraded interchange with added capacity and access management. Parkway link would be between old Hwy 101 (business 101) and Hwy 101. Remainder of parkway, includes the Business 101 that goes through Miles Crossing. Also includes access to North Coast Industrial Park, Home Depot properties and access to the Astoria Airport and its properties. Question – Is Hwy 101 north of the Hwy 26 and Hwy 101 junction a freight route? Response – Not currently, but may be proposed for change. Can add up to 12 points for proximity to the Astoria Airport and if get a letter from the Port of Astoria (Don will take care of), has city/county/private sector support which will increase community partnership to 10 points.
- East Astoria Intersections Traffic and Safety Improvements at five intersections on Hwy 30 east of 37th Ave (Presented by Mitch Mitchum, City of Seaside) – Designated freight route, may include a new center turn lane, improves mobility and congestion. Technically, may be a definition issue as to whether this is more of a preservation (operations/safety) vs a modernization project, because is making improvements to Hwy 30. (This Fall, there will be another process to look at preservation projects). The sub-committee agreed to withdraw the project from the STIP mod project prioritization rankings.
- Neawanna Bridge Replacement and Intersection, Improvements at Lewis and Clark Rd and 24th Ave (Presented by Ed Wegner, Clatsop County Public Works) – A lifeline route, the project has already undergone substantial amounts of preliminary planning, design and environmental work in conjunction with the Airport Rd to Dooley Bridge project. Included in County STP. For a project to be included in the STIP, the

incorporated jurisdiction of record must have an approved TSP (OTC adopted policy). Response – The Lewis and Clark Rd is a county road, and thus the project was submitted as a joint city/county project. The sub-committee agreed to withdraw the project from the STIP mod project prioritization rankings because Seaside doesn't have an adopted TSP. There may be room to do some safety improvements, not a mod project.

- US 101 South of Seaside (Requested by Troy Laws, ODFW) – Included in the County TSP, ranked 5th as a Safety project, raises highway to keep from flooding during the winter. Will include as a preservation project considered this Fall.
- Hwy 101 through Seaside (Kathleen Teeple, Seaside citizen) – Interested in getting congestion addressed in Seaside and has been participating in the city's efforts to develop a TSP. The County's current transportation planning activities (Regional Refinement Plan) are for the rural communities will not include incorporated cities such as Seaside, as they develop their own TSPs.

3. County Prioritization

By moving the East Astoria intersections and Neawanna Creek Bridge projects to preservation, the sub-committee only prioritized the two D-STIP projects:

- (#1) US Dolphin Rd Intersection and Parkway Link – 49 points, with the potential of another 10 points should the Port of Astoria send in a written letter of support for the project
- (#2) Camp Rilea – Surf Pines Road Passing Lanes – 40 points, with the potential of receiving some additional SPIS points once updated traffic/safety numbers are provided Valerie.

4. Next Meeting

August 23rd, Pine Grove Community Center in Manzanita. Lylla and some Clatsop County staff will be attending.

Recorded: Mary McArthur, Staff

Ed Wegner, Clatsop County Public Works Director