

NW Oregon Area Commission on Transportation

March 8, 2018
Port of Tillamook Bay Officers Mess Hall
Tillamook, OR

The meeting was called to order by Kathy Kleczek. The following members and guests attended.

Bill Baertlein—Tillamook County Commission
Michele Bradley—Port of Tillamook Bay
Bob Brajcich—City of Clatskanie
Stevie Burden—City of Wheeler
Bill Carpenter—Clatsop County Citizen-at-Large
Val Folkema—Port of Garibaldi
Jeff Harrington—City of Astoria
Sally Harrison—Former Vernonia Mayor
Doug Hayes—Port of St Helens
Jeff Hazen—Sunset Empire Transportation Dist
Bill Jablonski—ODOT
Michelle Jenck—Tillamook Co Citizen-At-Large
Marsha Kirk—City of Banks
Kathy Kleczek—Sunset Empire Transportation Dist
Chris Laity—Tillamook County Public Works
Rosemary Lohrke—Columbia Co Citizen-at-Large
Patrick McIntire—Tillamook County Private Citizen
Al Messersmith—Tillamook/Nehalem Resident

Les McCoy—Tillamook County Creamery Assn
Patrick McHugh—Tillamook County Creamery Assn
Josette Mitchell—Vernonia City Manager
Lisa Nell—ODOT Region 2
Shane Ottosen—ODOT
Jae Pudewell—NW Regional Solutions Team/ODOT
Mike Russell—Columbia County Roads
Garland Sandel—ODOT
John Serra—Congressman's Schrader's Office
Ken Shonkwiler—ODOT
Frank Spence—Port of Astoria
Gary Stockhoff—Washington County
Dave Sukau—City of Scappoose
Jerry Taylor—City of Manzanita
Suzanne Weber—City of Tillamook
Lonny Welter—Columbia County Roads
Jim Young—Port of Tillamook Bay

Excused: Mike Borresen, Henry Heimuller, Senator Johnson, Bruce Jones, Lianne Thompson

1. Welcome and Introductions—As all three NWACT officers were unable to open the meeting, Kathy Kleczek, NWACT board member, presided. Members and stakeholders introduced themselves.
2. NWACT Minutes and Updates
 - Approval of January 11, 2018 Minutes—Approved unanimously with one correction, Sally Harrison was not the former Publisher of the Vernonia Voice. (BC/MK).
 - Public Comment
 - Vernonia—Sally Harrison and Josette Mitchell noted that they came to the NWACT meeting to remind ODOT not to give up on the bridge in Vernonia. Have seen some inspectors looking at the bridge truss. Important to come back in the summer, when water is low, and see how rotten the footings are below the winter water level. ODOT—Inspected a year ago. From bottom of abutment to top paving. Inspected it recently. In 2021, will be doing maintenance. Have been some highway repairs done. Bill Jablonski will send out more information.
 - Closure of Hwy 47. Sally Harrison and Josette Mitchell also asked for more information on the closure. An ODOT press release has been sent out. ODOT's Trip Check shows the closure from July 9th to September 6th. Project contractor is on-board and is going to try to minimize the full closures. Detour will be Timber Rd. Since it is a heavily traveled County Rd, ODOT is working with Columbia County to ensure road quality will meet the increased traffic. ODOT would like to do a construction open house, let public know more about the project.
 - Tillamook County Creamery—Current landscape of delivery is changing. Walmart is now charging a 3% fee if early or late. Delays on commerce is getting very punitive. Closures and delays are getting egregiously long, and make freight traffic difficult to manage. Working with ODOT and hope to have an ODOT project manager/engineer ride-along over Hwy 6 soon.
 - Region 2 Update. Lisa introduced the newest project manager, Garland Sandell. ODOT is finishing the updates to 2021—2024 STIP, 150% list will be out in April, including bridges and fix-it projects. Scoping will be completed this Summer. The 2017 Legislature transportation bill included funding for additional ODOT staff as 70% of the STIP projects will be outsourced. Thirty-four new positions will be added in Region 2, including an Area 1 Manager. Looking for project managers and engineers.

ODOT's All Roads Transportation Safety (ARTS) project application period for NWACT (ODOT Region 2) is April 1 – May 31. Link: [ARTS application](#)

The Oregon Transportation Commission July 2018 will be in Astoria, and will reviewing NWACT's, Biennial report and (re) approve NWACT's Charter.

Bill Jablonski—Arch Cape Tunnel lighting project will occur in the Fall. Old Portland Rd under design in Columbia County, off Hwy 30. Astoria High School sidewalks are under construction. Left turns off Hwy 101 at Sunset Beach/Cullaby Lane are in design.

Shane Ottosen—Working on US 101 Beaver emergency slide repair, Beaver Creek bridge replacement, and US 30 west of Clatskanie rockfall repair and screening.

Ken—Two active TSPs, Warrenton and City of Tillamook. Have gone through first and second rounds of public involvement, and will move toward developing solutions. Some cities have mobility targets which allow somewhat higher congestion, eg, Scappoose. On bike study, will be counting bike usage during the heavy traffic months. Working on Pedestrian Access Study for the NW Connector transit system. Looking at adding 24 new stops and will be reviewing the stop concepts tomorrow.

- Wilson River Loop. Mary doodle poll, add Les and Val to work group. Send out information to date on the project. Mark Buffington will be the ODOT liaison.

Average speed is 61 mph, even though its signed lower than that. Font size is too small for higher speed. In the past, Tillamook County Transportation has volunteered signage, although ODOT may have some funding for new signage. Dorothy Upton will stay involved with the group. Needed is a list of signs, which mile posts. May want to bring in law enforcement given the speed issue. Mary will get someone. Also include Chris Laity to work group.

- Tillamook County Transportation—December 2017 storm FEMA projects underway, \$2.8 million vs a normal \$400,000 budget.

3. ODOT Fix-It Program

Ken provided a presentation on the program. Included in the presentation was how and why ODOT selects Fix-It projects for the Statewide Transportation Improvement Program (STIP.) The Fix-It Program is responsible for keeping state highways in good repair, and is the largest single category of funding— more than \$800 million over three years the 2022-2024 STIP.

ODOT selects projects by using a combination of data collection and analysis, engineering expertise, community needs and available funding. To demonstrate how the best projects are selected, ODOT created [a video about the Fix-It Program](#) featuring engineers and program experts explaining what criteria they use to make decisions. ODOT has also made an [infographic illustrating the STIP cycle](#).

In December, the Oregon Transportation Commission prioritized funding for Fix-It in the STIP funding allocation process. Last Fall, over 2000 responses to an online survey and open houses, public opinion strongly prioritized investments in highway preservation and safety.

So far this year, our transportation experts are nearly done with early estimates of the scope of potential Fix-It projects for the 2021-2024 STIP. This spring they'll go into the field to identify site conditions, confirm construction requirements, identify coordination opportunities and finalize project scope. Cost estimates will be refined based on this field data before finalizing what projects will make the cut.

For more information, visit [ODOT's STIP website](#).

Questions: How decide priority routes? Hwy 101 and 30 are only ones designated in NW Oregon. How decide highway importance if not one of ODOT's priority highways? Average traffic doesn't take into account seasonal highs during peak travel time. Need to balance out the seasonality. With new transportation funding, will be more fix-it projects done. Also, lifeline routes are a consideration. Important for local stakeholders to point out highway issues and concerns to maintenance crews, although the crews are driving the roads every day.

Is there anyway to get a project shovel-ready if there is no construction funding identified? Response: Difficult to schedule staff, already have more projects that can deliver on time. Also, issue of how long a shovel-ready project sits on the shelf, that may not be current if wait too long.

4. Role of NWACT and NWACT Members

Mary led a discussion on member roles and responsibilities. Generally, members felt NWACT could be doing more outreach. Primary expectations for NWACT members are that they:

- Become educated on State Transportation programs
- Become educated on the region's transportation needs and issues

- Bring information from their constituents to NWACT
- Report back to their constituents on NWACT meetings and decision-making

One of the questions raised was what is the follow up when NWACT receives public comment on issues? Suggestions: Include a section in the NWACT Newsletter on the latest news on the issues, and encourage stakeholders with issues to remain active and follow up with appropriate ODOT staff.

Attendance is important, which is NWACT membership includes an alternate for each voting member. Members concurred that going forward attendance should be tracked, and Mary will draft a new meeting sign-in sheet.

Other action items from the discussion:

- As possible, presentations will be sent out ahead of time with the meeting packets. This isn't always possible as the information for the presentations can come in last minute. At a minimum, however, NWACT electronic presentations will be distributed to NWACT email listserve following each board meeting.
- As possible, on presentations, provide examples of how the topic specifically can or does relate to NW Oregon and its stakeholders. Examples of how to apply the programs within NW Oregon's cities and counties will increase interest in and usefulness of the program.
- Develop a chart of NW Oregon's ODOT partners and their responsibilities, and contact information, so members can reach out directly for help on specific issues.
- Reach out to NWACT members and stakeholders as to what information do they need to know to make informed decisions and provide informed feedback to their constituents. Highest priority is to have information related to making funding recommendations for the STIP, ConnectOregon and COAR programs. But in addition to that, other topics of interest to members include: Special City Allotment Funding, the state of ODOT's Construction Funding, ODOT highway safety improvements vis-à-vis wildlife roaming patterns (eg Sunset Highway elk crossing), and Freight transportation needs and issues. Mary will look at what topics other ACTs have had on their agendas and compile a list for NWACT members for the May NWACT meeting.
- Bi-monthly electronic newsletters providing follow up of the board meetings (minutes, presentations, current transportation projects, funding schedules/deadlines, etc) will make it easier for members to report back to their constituents.

5. Member Updates

- Oregon Freight Advisory Committee. Lonny reported that typically the committee spends a day with an ACT when it comes out. Looking at doing an all-day field trip. Mary will work with Lonny on timing and logistics, but it will likely be in the Fall.
- Transit System Planning (TSP)—Jeff reported that implementation of the Safe Routes to School program, funded at \$10—\$15 million, is being worked out, with draft rules available for review within the next 60 days.

Recorded: Mary McArthur, Staff

Kathy Kleczek, NWACT Public Transit Member