

## NW Oregon Area Commission on Transportation

May 12, 2016  
Holiday Inn Express  
Astoria, OR

The meeting was called to order by Henry Heimuller, Chair. The following members and guests attended

Rita Bernhard—Columbia County resident	Ryan Pearson—Portland & Western Railroad
Lori Baumann—Linna, Laborers Local 737	Tim Potter—ODOT Region 2
Stevie Burden—City of Wheeler	Michael Ray—Columbia County Transit
Sean Clark—Port of St Helens	Christie Schreckengost—ODOT
Susan Conn—City of St Helens	Mike Schroeder—ODOT Area 1
Steve Constans—City of Clatskanie	John Serra—Congressman Schrader's Office
Bill Carpenter- Clatsop Co Citizen-at-Large	Orion Stand-Gravois—Col-Pac RARE
Jacob Dalstra—Life Flight Network	Gary Stockoff—Washington County
Tim Evinger—Brim Aviation	Michael Summers—Clatsop County Public Works
Katie Gauthier—Senator Merkley's Office	Jerry Taylor—City of Manzanita
Dan Grassick—City of Cannon Beach	Lianne Thompson—Clatsop County
Jeff Harrington—City of Astoria	Patrick Trapp—Port of St Helens
Henry Heimuller—Columbia County Commission	Dan Travers—Life Flight Network
Senator Betsy Johnson—District 16	John Walsh—City of St Helens
Bill Johnston—ODOT Area 1	Russ Warr—City of Astoria
Kathy Kleczek—Sunset Empire Transit District	Patrick Wingard—OR DLCD/RST
Jim Knight—Port of Astoria	Suzanne Weber—City of Tillamook
Mark Labhart—Tillamook County Commission	Lonny Welter—Columbia County Road Department
Paul Langner—Teevin Brothers	Janet Wright—Columbia County Rider
Don Larson—City of Seaside	David Yamamoto—Tillamook Co Citizen-at-Large
Rosemary Lohrke—Columbia Co Citizen-at-Large	Jim Young—Port of Tillamook Bay
Bob Mushen—Port of Astoria	

Excused: Representative Boone, Rachael Bornstein, Ray DiPasquale, Michelle Jenck, Doug Pflant, Ali VanderZanden

1. Welcome and Introductions—Chair Heimuller opened the meeting. Members, stakeholders and ConnectOregon 6 applicants introduced themselves.
2. NWACT Minutes and Updates
  - Approval of March 10, 2016 Minutes—Approved
  - Public Comment—None
  - Legislative Update—Senator Johnson reported that she has been appointed to a joint legislative committee to work on transportation funding. The group will be touring throughout Oregon over the Summer. Likely to consider a variety of funding options: Taxes, tolling, congestion fees, etc. Need to get a continuous funding mechanism. Everyone needs to come to the meetings with the objective of getting to a solution. Generating as much demonstrable support as possible for a long term solution is important. Will likely be a debate about low carbon fuel standards. Labor, transit, and other interest groups will be weighing in. Important for NW Oregon to have a collective voice and to stand behind our legislative coalition. Also needed is syncing up Oregon transportation funding with federal funding. Aviation, rail, highway, marine, and transit need to be included in a comprehensive Oregon Transportation solution. The Senator would like a NW Oregon list of 4–5 key transportation projects that everyone can agree on and support as regionally significant. Col-Pac proposed and NWACT concurred that having a joint July 14<sup>th</sup> meeting would be beneficial.  
The Governor's Transportation Visioning Report will be out later in May.
  - ODOT Update—Hwy 30 near Knappa will be repaved as soon as finish Hwy 101 from Wheeler to Barview. Astoria Bridge repainting is continuing. Hwy 47 Verboort roundabout is about done followed by the Davis Rd roundabout. Repaving Hwy 47 near Forest Grove. Manzanita project is going slower than usual to ensure engineering design safety. Closures on old Young's Bay lift span. Have built an interpretative display near Lewis and Clark of salvaged bridge components. Display will include information from local school kids. Public opening of the display will happen on May 24<sup>th</sup>. ODOT was encouraged not to have

any highway work done on Saturday and Sundays during the Summer travel months. Also forewarn folks when having road stoppages of all kinds will be occurring.

- Clatsop County—Recently adopted a county TSP. Have a long list of projects. Emergency resilience and preparedness is a big portion of plan.

### 3. Connect Oregon 6 Applications

Bill Johnston went through the review process. Questions/Comments raised: How is the greater benefit of a project factored in, beyond just the benefit to the applicant? Collaborative regional support for the highest ranked projects is important. Also, benefit to the State system. If NWACT rankings are different than the modal rankings, there will need to be a clear explanation of why.

Call for conflict of interest: Robert Mushen noted that he is a sitting Port of Astoria Commissioner

Brim—Hangar will be on land leased from the Port, with Brim constructing and owning the building until the lease expires. Question: Why not build both the Brim and Life Flight hangars together? Response: Lack of hangar space for transient planes, including Lektro when they temporarily need their plane in Astoria, when there is an extra bar pilot helicopter, etc. Also building space for future hangar space demand. Know that both Costco and Lektro have indicated interest in overnight accommodation of their aircraft. NWACT members encouraged having a joint application. BRIM's hangar design includes a ramp space, but Life Flight space does not. Port originally recommended having the two applicants and Lektro build one hangar together, but the suggestion was not acted on. Comment: Makes more sense for the Port to build than facility rather than a private developer. Jim Knight volunteered to help both applicants pull together a joint application, but it is likely that it is too late to change the applications; that changing applications that have already gone through partial review may not meet the regulations of the CO6 process. Life Flight is up against a time constraint with its Port lease.

Life Flight—Comments: Federal commitment to life flight operations is problematic. Providence Hospital (Seaside) is a joint owner of Life Flight. Distance of crew quarters from aircraft is a safety issue getting crew to the helicopters in a timely manner. Quex: Why doesn't Port build and then lease the hangar? Response: Port doesn't have enough matching funds to both build a hangar and fix Pier 2. Life Flight services Columbia and Tillamook counties as well.

Cannon Beach Pedestrian/Bicycle Bridge—Are bridge approaches also being addressed? Engineers will be looking at that as part of the design. Bridge would not only serve during a tsunami event, but also get pedestrians/bicyclists off the vehicle bridge during high traffic times. Looked for alternative sources of funding, but to date all other options have appeared to be cost prohibitive. Could existing bridge be retrofitted rather than build a new one? Vehicle bridge won't survive a level 5 earthquake. This keeps the bridge from qualifying for certain retrofit programs. Being able to demonstrate Cannon Beach is a safe destination is important to their important visitor industry in Cannon Beach.

Teevin—Overall benefit to having dolphins in the Columbia River for ship tie up? Two-thirds of all Columbia River freight traffic is on barges. Number of places for tug and barges to tie is going down. Dolphins would be available for non-Teevin low draft barges for a nominal fee. Occasionally, tugs need to tie up barges and assist other vessels turning around. Ranked 4<sup>th</sup> by Freight Advisory Committee. Lost propulsion on the river is a critical issue, where you need a tug to assist. Dolphins would be outside the hog line, and would not affect any tribal rights.

Pier 2—Question about underwater condition of the pier? Substantial portion of the needed work is above water. Piers have been tested by ODOT as a bridge structure. Thus the roadbed weight lifting. Affects the three businesses on the pier. Having the spill response operation there is critical from a Coast Guard perspective. How many employees on Pier 2? In the hundreds. Hundreds in the fishing fleets offloading fish as well. Beyond just the economic well-being of the Port, but important to the well-being of the fishing industry and the community. Project scored low on costs, life expectancy, and economic benefit. Port has already committed over \$300,000 to repairs, and the improvements will last decades.

Scoring: Lifeflight/Teevin=both 38 points, Port of Astoria=26 points, Cannon Beach=8 points, Brim=2 points. Lifeflight got 17 votes and Teevin Bros got 16 votes. Most number of 3's: Lifeflight=7 vs Teevin=8. Straw poll if asked for a number 1 project: Life Flight=10 and Teevin=2. NWACT members unanimously approved the rankings. (RW/KK)

4. Wilson River Loop Sub-Committee Update

Suzanne Weber reviewed the Wilson River Loop sub-committee discussion: history, issues, potential fixes. ODOT response indicated some tubular markers and a new sign can be installed in the short term. Senator Johnson—Is there a way to engage/solicit public input? Difficult to get people to meetings. ODOT is looking at electronic communications. Traffic signals at a near/last intersection can also cause problems. Booth at the County fair?

5. Member Updates

- Port of St Helens complimented ODOT on how smoothly their CO5 grant has gone.
- Seaside redoing Holiday St from 1<sup>st</sup> to 12<sup>th</sup>.
- Wheeler has about 8 acres of commercial land abutting Botts Marsh, which just sold to a developer that is also going to work with the City on setting aside the marsh land for public use as they develop the commercial property.

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Recorded: Mary McArthur, Staff

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Henry Heimuller, Chair