

NW Oregon Area Commission on Transportation

July 13, 2017
Banks Fire Station
Banks, OR

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

Bill Baertlein—Tillamook County Commission
Mike Borresen—Washington Co Citizen-at-Large
Bob Brajcich—City of Clatskanie
Michele Bradley—Port of Tillamook Bay
Stevie Burden—City of Wheeler
Bill Carpenter—Clatsop Co Citizen-at-Large
Sonny Chickering—ODOT Region 2
Jim Dunn—City of Warrenton
Mark Ellsworth—NW Oregon Regional Solutions
Diane & Mr Jette—Elsie Vinemapple Rural Fire Dist
Jeff Hazen—Sunset Empire Transportation Dist
Henry Heimuller—Columbia County Commission
Bill Jablonksi—ODOT Area 1
Michelle Jenck—Tillamook Co Citizen-At-Large
Senator Johnson—Oregon State Legislature
Bruce Jones—City of Astoria
Marsha Kirk—City of Banks

Kathy Kleczek—Sunset Empire Transportation Dist
Rosemary Lohrke—Columbia Co Citizen-at-Large
Ali Mayeda—Congresswoman Bonamici's Office
Arla Miller—ODOT Rail and Public Transit
Jack Mulder—Tillamook County Creamery Assn
Lisa Nell—ODOT Region 2
Tara Parry—Tillamook County Creamery Assn
John Serra—Congressman Schrader's Office
Ken Shonkwiler—ODOT
Gary Stockhoff—Washington County
Michael Summers—Clatsop County Public Works
Jerry Taylor—City of Manzanita
Lianne Thompson—Clatsop County Commission
Dave True—City of Clatskanie
Suzanne Weber—City of Tillamook
Lonny Welter—Columbia County Road Dept
Jim Young—Port of Tillamook Bay

Excused: Susan Conn, Debbie Dudley, Brett Estes, Tom Messenger, Patrick McIntyre, Paula Miranda, Christie Schreckengost.

1. Welcome and Introductions—Chair Heimuller opened the meeting. Members and stakeholders introduced themselves.
2. NWACT Minutes and Updates
 - Approval of May 11, 2017 Minutes—Approved unanimously with the following correction: Ms Berman's (Active Communities program) should read Jenna. (KK, MJ)
 - Public Comment
 - Hwy 26/Elderberry Inn Straight Away—Diane Jetta—4 accidents in last month. Interested in finding out status of flashing light. Speed biggest problem going westbound. By time come around corner have 7 seconds to respond. Lisa reported that ODOT has done a traffic study, no indication that 55 speed needs to be decreased. Will look into status of an ongoing flashing light. Some NWACT members expressed concern about how ODOT traffic studies analyze the issue.
 - Hwy 6 Condition—Tillamook Creamery concerns: 850 employees, fleet of trucks that deliver millions of pounds of product over Hwy 6, farmers, families and 1.5 million visitors annually use Hwy 6 to/from the creamery. Safety a concern on Hwy 6. Third party suppliers are resisting coming over, which is forcing the creamery to back haul supplies to Tillamook. Customer deliveries are being impacted by the Portland traffic congestion. Not a lot of passing lanes, although there appears to be some unused areas available for slower drivers to pull over. Potential solutions: "Dangerous Highway—Arrive Alive" signs, better striping, better curve speed signs, better highway patrol presence. Creamery interested in partnering on a solution. Upcoming scenic byway designation is going to bring a lot more visitor vehicle traffic.
 - Wilson River Loop—Michelle Jenck. Read a letter regarding the loop signs being too small. Signage was done during a period of time when ODOT allowed smaller signs.
 - Hwy 131—Concern about being part of Hwy 6 scenic byway and increased traffic.
 - Region 2 ODOT Update—Lisa is filling in for Tim's retirement on an interim basis. Hiring freeze has only just been lifted, so will take some time to find his replacement. Lisa has a long history with ODOT, and has lots of experience with this area, projects and assisting with priorities. Mike Schroeder has retired. Bill Jablonski is filling in. Lots of vacancies. Hwy 101/6 intersection will go back to one lane after Labor Day, expect to be done in 2018. Planning projects: 101 Bike Study and NW Connector Transit Access

Study contracts are both being reviewed by the Department of Justice. Working on Tillamook and Warrenton TSPs.

Concern was raised about bicyclists along Hwy 101 through Manzanita and Wheeler. ODOT response: Will be bike lanes on the new Manzanita curves, as the only funding current available to add bike lanes is on new projects. NWACT suggestion: Get information about the bike lanes into the local press.

- 2021–2024 STIP. Transparency, Openness, Accessibility are the 3 goals. Making information available, encourage public and stakeholder input. Input from ACTs, MPOs and RSTs will be especially important. NWACT concerns—Getting to decisions on specific projects. Also, transparency between ODOT’s decision-making vs local expectations. Will be 3 phases to the STIP development process: Program allocation, Project selection, Public review and approval. NWACT should be looking at priorities for the 2021–2024 projects. ARTS program does highway safety projects.
- Legislative Update—Senator Johnson. HB 2017. Been working on a transportation package for over 2 years. Most recently, with establishing sub-committees: Two of which the Senator was a member: Accountability and Congestion. Final Transportation Funding Project ended up with 3 congestion projects: I-5 around Rose Quarter, adding capacity on 217, and tolling/adding capacity on the Abernethy Bridge; \$100 million for transit funded through a payroll tax; many eastern Oregon projects, \$200 million of projects in the NW Oregon region. ODOT now has responsibility for Cornelius Pass. Encourage NWACT look at Washington County projects for how projects all tie together. Transportation Package will be litigated on privilege tax on new cars—as to whether the funds raised must be dedicated to transportation. Did address some of NWACT’s issues: congestion relief and more funding for transit. Thank you to the Senator.

ACT input was well-received. Focus on: connectivity out of Washington County (needed for economic development), Tillamook Hwy 6/101 intersection. Will need to be more proactive on Cornelius Pass, more planning. More challenges from freight on Hwy 6 and Hwy 30. Tsunami escape routes need to be the entire route, not just the immediate inundation area. New transit funding is a game changer for the rural transit districts. SETD will be able to start implementing their Transportation Plan, which they haven’t been able to for a long time.

- Washington County Update—Working on a Timber Highway bridge. Two roundabouts, including Verboort. Widening of Hwy 26 is going well. Jackson Round roundabout going in.
- Eclipse Planning—ODOT is going to cease projects the weekend before and couple of days after. Response will be primarily at intersections, and patrolling to keep traffic moving. Concern about backlash traffic in areas that aren’t in the path. Being treated as a dry run for a Cascadia Subduction event.

3. Oregon Public Transit Program

Working on a forty-year plan for transportation. Plan is out for input. (Mary will get out to NWACT). Goals: Mobility, Accessibility and Connectivity, Community Livability and Economic Vitality, Equity, Health, Safety and Security, Environmental Sustainability, Land Use, Strategic Investment, and Communication, Collaboration and Coordination.

Recurring themes addressed by the Plan policies and strategies:

- Connectivity and Access—Enable people to access their community and meet needs by public transportation. Improve links between public transportation and other modes and services. Encourage employers to provide incentives for public transportation.
- Intercity and Regional Public Transportation—Identify needs for new or more frequent regional and intercity connections. Coordinate connections between neighboring public transportation series and providers. Identify opportunities for greater coordination.
- Integrated Mobility—Provide greater access to traveler information. Creation of one-stop sites and integrated sources for trip planning. Develop easy fare payment systems. Improve mobility on congested corridors.
- Equity—Integrate equity criteria into funding decisions. Identify needs, barriers, disparities. Address needs, barriers, disparities.

4. Charter/Bylaws Review

Mary present second drafts of each document including the amendments requested at the July 13, 2017 NWACT meeting. One additional amendment—delete North Plains from NWACT’s geographic boundaries.

With that one additional amendment, NWACT updated Charter and Bylaws were unanimously approved. (LT, BC)

5. NWACT Public Involvement and Work Plan

Moved to NWACT's September 14th Meeting

6. Other Business

- Senator Johnson—Thanked ODOT for the OMIC signs.
- Wheeler—Sink hole on Hwy 101, closed the highway. ODOT attended to very quickly. 75 foot culvert under Hwy 101 repair is required. FEMA has not been forthcoming. Expect that it will blow out completely. For it to collapse during good weather foretells some real issue when the rains come. FEMA requires expensive studies done, more than the actual cost of a new culvert.

Recorded: Mary McArthur, Staff

Henry Heimuller, Chair