

NOEA/Col-Pac EDD/NWACT Combined Meeting

July 14, 2016
Banks Fire Station
Banks, Oregon

The following members and stakeholders attended:

Robyn Bassett—Col-Pac/NWACT/Scappoose	Tom Messenger—Tillamook Private Sector
Jenna Berman—NWACT/ODOT	Paula Miranda—Col-Pac/NWACT/Port St Helens
Rep Deborah Boone—Oregon Legislature	Nancy Murphy—ODOT/TSAP
Mike Borresen—NWACT/Washington Co Private Sector	Melanie Olson—Business Oregon
Michele Bradley—Col-Pac/Port of Tillamook	Diane Pohl—NOEA/Col-Pac/City of Clatskanie
Stevie Burden—Col-Pac/NWACT/City of Wheeler	Tim Potter—NWACT/ODOT
Mike Cohen—Col-Pac/Tillamook Co/EDCTC	Jennifer Purcell—DEQ/RST
Susan Conn—Col-Pac/City of St Helens	Michael Ray—NWACT/Columbia Co Rider
Chuck Daughtry—Col-Pac/CCET	Christie Schreckengost—NWACT/ODOT
Mark Ellsworth—Governor’s Reg Solutions Team	Michael Schroeder—NWACT/ODOT
Jeff Harrington—NWACT/City of Astoria	Cheryl Scott—Col-Pac/Portland Community College
Henry Heimuller—NWACT/Columbia County	Orion Stand-Gravois—Col-Pac EDD
Steve Heinrich—Col-Pac/City of Cornelius	Michael Summers—NWACT/Clatsop County
Charles Hundley—Gales Creek Chamber	Bob Terry—Col-Pac/Washington County
Tony Hyde—NOEA/Col-Pac/Columbia County	Lianne Thompson—NOEA/Col-Pac/NWACT/Clatsop County
Senator Johnson—Oregon Legislature	Russ Warr—NOEA/Col-Pac/NWACT/City of Astoria
Marsha Kirk—City of Banks	Suzanne Weber—Col-Pac/NWACT/City-Tillamook
Karen Kent—Col-Pac EDD	Lonny Welter—NWACT/Columbia County
Brian Little—Columbia County Private Sector	Paul Wyntergreen—Col-Pac/NWACT/City-Tillamook
Rosemary Lohrke/NWACT—Columbia Co Private Sector	Jim Young—Col-Pac/Port of Tillamook
Walt McAllister—ODOT/TSAP	

Excused: Joyce Aho, Mark Labhart, Van Moe, Peter Roscoe

AGENDA ITEM-1 Welcome and Introductions

The meeting was called to order by Diane Pohl, NOEA Chair.

AGENDA ITEM-2 NOEA Business

- ✚ May 12, 2016 Minutes—Approved unanimously. (TH/LT)
- ✚ June 30, 2016 Year End Financial Statement—Approved unanimously. (TH/LT)
- ✚ 2016—2017 Officer Nominating Committee—Tony Hyde reported that the committee proposed continuation of the same officer slate: Diane Pohl—Chair, Lianne Thompson—Vice-Chair, and Val Folkema—Secretary Treasurer. Unanimously approved. (TH/RW)

AGENDA ITEM-3 Col-Pac Business

- ✚ May 12, 2016 Minutes—Approved unanimously. (SB/DP)
- ✚ June 2016 Financials and Consolidated Statement—Approved unanimously. (BT/RW)

AGENDA ITEM-4 NWACT Business

- ✚ May 12, 2016 Minutes—Approved unanimously. (LT/SB)

AGENDA ITEM-5 NW Oregon Priority Transportation Projects

Senator Johnson reported that the Joint Committee on Transportation has been traveling throughout the State. Started in Woodburn working on the I-5 bridge, a \$75 million project, which came in under budget and early. Then to the Donald/Aurora underpass, a complicated and large safety problem. Next PCC campus in Oregon City, and discussions on the need to add another lane to I-205. Difficult to implement because of high volume of traffic on the bridge, and in water work needed. Next outer SE Powell, where no sidewalks, curbs and traffic that frequently speeds. As go on these tours, with public meetings, a lot of special interests.

Next stop was Ontario, which is suffering significant economic down turn. Whereas across the river Fruitland in Idaho is booming. Needed in Ontario is a transloading plant for agriculture such as onions. \$22 million package, with a \$10 million needed from ODOT. Total transportation need when all these projects are added up is staggering.

On next to Hermiston where the community is hoping to add a transloading facility at the Port of Moro, with intersection of the highway and railroad, Walmart, and Lamb Weston. Next stop was Eugene.

Preference would have been to take out a draft package when going out to these public meetings. What's happening now a large list is getting compiled of local needs all of which can't be met in the immediate future. Other political considerations also are going to need to get factored into the package. The last package included about \$340 million of projects, with an additional \$1 billion of bonding for ODOT. Additional bonding carries forward debt to future generations.

Senator Johnson and Commissioner Terry went out to Timber to meet with the local community. Considerable concern about public safety, vandalism, fire hazards, public use of these corridor is not encouraged until the corridor improvements are made. Concern regarding how parked is managed. Salmonberry Rails and Trails article in the Willamette Week could encourage early use of the trail, before it is ready.

In Columbia County there are potential changes to Hwy 30 because of addition of Cascades Tissue and OMIC traffic and large trucks. Need for coordinating work in Rainier: Transit center, Fox Creek repair and "A" St renovation.

Looking for a continuous funding solution for transportation, rather than just gap funding. Plan should include some environmental benefit, and there may be multiple options on how to achieve those goals.

Regional Solutions Team adopted their 2016–2017 Work Plan. Jennifer noted for hard work on Cascades Tissue which required some difficult negotiation last minute. Mark went through an executive summary of the projects, which include multiple projects related to transportation. The NW Oregon Regional Solutions Advisory committee approved the work plan in a public meeting.

Henry—Spent 2 days in Pendleton at public transit meetings. Initial conversations were how to lobby for transit funding. By end of conference, attendees agreed that the best strategy will be to lobby for a comprehensive transportation solution. One that is relevant, well-funded, and sustainable, and recognizes the various needs throughout the State.

Discussion on the outcome of today's meeting, collective agreement on what is important to the region, not that the outcome is a prioritized list for funding.

- Columbia County: 1. Millard Road signalization at Hwy 30 to divert traffic to St Helens industrial area off Portland Rd. \$1 million. 2. Scappoose Arterial Route—Connecting new development out at Scappoose Airport, Cascades Tissue and OMIC. Expect upwards of 1200 new daily trips. Will require an alternate route to move industrial traffic around downtown Scappoose. Large residential growth in Scappoose is already resulting in bottleneck traffic congestion on Hwy 30 during morning and evening rush hours. 3. Hermo Rd at Port Westward—Continued improvements, paving where the road adjoins crop farms sensitive to dust and some reconstruction. 4. Co-Locating ODOT and County Maintenance crews. (Columbia's Rainier and Clatskanie facilities with the ODOT's Clatskanie facility.
- Tillamook County: 1. Neskowin—Secondary access to Hwy 101. Only 1 way in or out on a very narrow bridge. During Summer, with increased visitor traffic, and location of Farmers Market, the congestion is significant. The bridge itself is susceptible to storm damage. \$1.3 million needed for a new bridge. Design has already been paid for. Project is on the Regional Solutions Team work plan. 2. Culvert replacement—Over last 20 years had many flood events, and culverts are at high risk. 3,300 culverts in the county, with 90–100 inches of rain. Failing culverts need to be replaced and include secure fish passage. \$7 million. (Senator Johnson—Potential solution may be to have a local pot of funding that local jurisdictions could access). Feedback: Support for a set aside for culvert funding, with objective criteria. Would help leverage other funding resources such as Watershed monies. 3. Cape Meares Loop Rd Realignment and Construction—Connections wildlife refuge and lighthouse, evacuation route, and has also been designated a scenic byway. \$6.5 million Federal funding already awarded, looking to find another \$6 million.

- Clatsop County: Biggest need is for capital projects. In no priority order: 1. Complete Westport Community Infrastructure Plan, which includes (Senator Johnson is working on getting dredging up the Columbia River to Westport.) 2. Intersection at Miles Crossing. . . Area which could have significant housing development. Could be a round about for safer access. 3. Stavebolt Bridge Rehabilitation/Replacement—Bridge is located on an alternate route between Seaside and Astoria along Logan Road/Lewis & Clark Raod, a major County road facility. 4. Intersection improvement at Ridge Road/Delaura Beach Road. 5. Alternate route feasibility study—Look at various routes around the County population centers to provide congestion relief and emergency egress/ingress for hazard mitigation. Two issues: Congestion and hazard mitigation. Senator Johnson—needed is more narrative.

Needed is one document, including phone numbers for technical and political contacts. Send information to Mary for amalgamation and she will get on to the Senator.

The group agreed to not prioritize the projects, recognizing that there are multiple sources of funding for transportation projects. Needed is funding for bridges, culverts and roads, upgrading of infrastructure. Simplify seeking money from multiple funding programs. Jurisdictions need to work together to have a collective voice (eg, LOC, AOC), supporting a total package.

ConnectOregonVI and 208—2021 STIP Project Lists

Potter: Connect Oregon project list handed out. Two projects. Goes before OTC on July 21st. SuperACT meeting in August to winnow down Enhance list.

Transportation Safety Action Plan Update

Plan is in public review, including on the State’s website. Includes what proposed to do in next 5 years. Vision is to have no deaths or life threatening injuries on Oregon transportation system by 2035. Goals: Safety Culture, Infrastructure Development, Healthy/Liveable Communities, Innovative Technology, Collaborate and Communicate, Strategic Investments.

Number one concern: Distracted driving. Other: Speeding, training/education and recertification, and all modes of vehicles involved.

More urgent areas of emphasis to address:

Infrastructure, risky behaviors, vulnerable users , technology and training

Emphasis subareas: Intersections, impaired driving, speeding, distracted driving, pedestrians, cycling safety

Emphasis Area and Tier 1 Action Plans

1. Infrastructure—Implement low cost systemic safety improvements at intersections, design treatments that get people go the right speed. Roadway departure—Design treatments that will address risk factors.
2. Risky Behaviors—Safety improvements to avoid crashes
3. Impaired Driving—Change social norms, lower the duui standards, training and education. Message, if you drink you don’t drive.
4. Speeding—Educate on the danger of speeding, establish the same statutory speed limits in residential and business districts, more automated enforcement of traffic laws, consistency of speeds between communities. Targeted enforcement. Oregon is 1 officer per 1,000, national average is 2 per 1,000
5. Distracted driving—Change social norms, increase actions for disobeying laws.
6. Occupant Project—2% not wearing safety belt, and 12% of fatalities
7. Vulnerable Users: Pedestrians—Provide safe facilities and crossings, improvement/maintenance of existing facilities. Motorcyclists—Increase awareness of motorcyclists among the general public, decrease impaired motorcycle riding, identify risk factors and road barriers. Bicyclists—innovative bicycle facilities. Older users, identify risk factors and implement treatments.
8. Improvement Systems—Increase enforcement, emergency medical services (recruit and retain), data systems (provide more information to local communities) and training.

Will be doing performance measures.

Comments: In training bullet, important to add student driver training as parents are training their kids to drive any more. Add defensive driving, walking, bicycling. Needed are signage standards: size, particularly those that are too small for visibility ease.

Walt offered to come out and talk at any local groups if needed.

Diane Pohl, NOEA Chair

Tony Hyde, Col-Pac President

Henry Heimuller, NWACT Chair

Recorded: Mary McArthur, Executive Director