

## NW Oregon Area Commission on Transportation

November 5, 2009

Cannon Beach Community Center  
Cannon Beach, OR

The meeting was called to order by Shirley Kalkhoven, Chair. The following members and guests attended:

Clark Berry—Washington Co Transportation	Larry McKinley—ODOT Region 2
Rita Bernhard—Columbia County	Matt Mumford—Tillamook Transportation District
Jack Bland—Port of Astoria	Nathan Potter—ODOT Region 1
Ron Bline—Sunset Empire Transit District	Ron Puzey—City of Clatskanie
Michele Bradley—Port of Tillamook Bay	Rich Mays—City of Cannon Beach
Seth Brumley—ODOT Region 1	Mike Morgan—City of Manzanita
Gerry Bullard—City of Manzanita	Theresa Myers—Cannon Beach Gazette
Kevin Cupples—City of Seaside	Shawn Reiersgaard—Tillamook Private Sector
Mark Ellsworth—Governor's Office	Mark See—City of Cannon Beach
Brett Estes—City of Astoria	Jerry Taylor—City of Manzanita
Jeff Flowers—ODOT Region 1	Jason Tell—ODOT Region 1
Joe Gamm—Daily Astorian	Dave True—Columbia County
Mark Gervasi—City of Tillamook	Neal Wallace—City of Seaside
Lili Gordon—ODOT Region 1	Russ Warr—City of Astoria
Eric Havig—ODOT Region 2	Ed Wegner—Clatsop County
Dan Hess—Port of Astoria	Ingrid Weisenbach—ODOT Region 2
Jeff Jewel—Cannon Beach Chamber	Liane Welch—Tillamook Co Transportation
Senator Betsy Johnson—Oregon Legislature	Lonny Welter—Columbia County Transportation
Richard Johnson—Local resident	Janet Wright—Columbia County
David Kim—ODOT Region 1	Bob Young—City of Vernonia
John Lansing—SeaPort Airline	
Rosemary Lohrke—Columbia County Private Sector	

Excused: Jim Hough, Don Otterman, Ed Wegner

### 1. NWACT Minutes/Updates:

- Approval of September 3, 2009 Minutes—Approved unanimously. (EW/JB).
- Public Comment—Richard Johnson, local resident, spoke to his concerns about highway safety on Hwy 101 near Surf Pines Rd, with narrow shoulders and only two lanes. In addition to normal causes of crashes, excessive speed is also a factor. Urged NWACT to address the situation right away, rather than wait for ODOT to come up with a long term fix. Gus Meyer and William Pollard both have concerns regarding highway safety in South Tillamook County (Hwy 22) which they have forwarded to ODOT Region 2
- Legislative Update—Senator Johnson reported that the Transportation Package was not referred to voters, which is very positive. ODOT has a large number of projects that will need to start right away. The State Legislature will be meeting in February, and depending on what happens at the January vote on the tax measures, will be looking at how to resolve the budget gaps if the measure passes. The cuts will necessarily have to come from education, public safety and human services since that is the bulk of the expenditures.
- ODOT Updates—Region 1: Jason Tell noted that they have been very busy, both with ARRA funded projects and projects funded through the State Legislative process. Been very positive on local employment. JATA, Oregon Business Department, DLCDD and ODOT are working with the Oregon Transportation Commission on how to work more closely together for economic development. Received an award for the solar panel work to power highway interchange lighting. David Kim reported on Region 1's Draft 2010—2013 Draft STIP will be reviewed in Rainier at meeting held in conjunction with the November 13<sup>th</sup> Farmers Market. Fixing the Rainier slide has uncovered additional slide issues.
- Region 2: Larry McKinley reminded everyone of the November 20<sup>th</sup> ConnectOregon III deadline. Final decision-making on the 2010—2013 STIP has occurred. Lost 3 projects: 1 bridge, 30<sup>th</sup> street signalization in Astoria, preservation project between Arch Cape and Manzanita. Working on Rainier slide with Region 1. Hwy 53 projects will start next year as will repaving Hwy 30 from the John Day bridge to Astoria. Currently, working on Beerman Creek re-design south of Seaside on Hwy 101.

- Region 2 Super ACT Meeting—Ron Bline underscored the cuts identified by Larry McKinley. Some earmark projects approved in the State Transportation Funding program are dependent on Federal earmark funding as well. If those additional funds don't become available, there may not be enough funding to get those done. May have some impact on the available STIP funds.
- 5% ARRA Rural Airport Funding application deadline has been pushed out to May of 2010.
- Clatsop County Transportation—Ed Wegner reported waiting to get permit for the Warren bridge, which will allow repair of the rail line, which will get rail back to the North Coast.

2. Dennis Edwards Tunnel

Nathan Potter walked the group through the issues currently facing the tunnel: Water pooling in the void space behind the liner causing potential collapse of the tunnel, historic nature of the tunnel, and height restrictions for large trucks. Highway 26 has more “choke points” or restricted areas along the highway than the longer Hwy 30. Alternatives: Must do something about liner (do nothing option is not an option), raising the roof will damage the historic portal (thus not an option), construct 4 lanes around the tunnel or leveling hillside (tremendous environmental impacts and costs). Detour route up 47 to Timber Rd will add 15 miles, approximately 30 minutes drive time. Lowest risk solution is to lower the road bed, rather than try to raise the roof of the tunnel. No decision has been made yet on whether to increase the height of the tunnel. Will be putting together a public involvement plan. Project is fully funded, including lowering the road bed.

Feedback from NWACT: Important to communicate that Hwy 47/Timber Rd detour is not that onerous. Freight trucks are already height restricted, requiring a special permit, so not sure why elevating the tunnel is needed—most trucks are not that high. Will want to see the documentation that there are enough trucks to warrant the costs to do this. Port of Astoria and City of Astoria will be having centennial celebrations and need to have good visitor travel access to the area. Any closure of the tunnel will be an opportunity to utilize some of the public communications work done during the Arch Cape Tunnel closure. At this stage, not clear how much/how long a closure will be needed. Will there be an opportunity for local jurisdictions to actually meet with the freight groups to talk directly? Senator Johnson contacted Bob Russell with the Oregon Freight Association and he will be attending the next NWACT meeting. Also, who will be making the final decision? Response: ODOT.

3. ODOT Safety Corridors

Larry McKinley reported that safety corridors are designed when the fatality rate and serious injury are higher than statewide averages. Typically, a city or county has to apply to have a highway designated. Hwy 101 in Clatsop County is not as serious because the speed isn't as fast. Hwy 30 serious accidents have dropped because of enhanced traffic patrol. Requires participation by both local and state patrol. Can only be a limited number of corridors, thus to add one, one must be removed.

4. Seaside TSP

Kevin Cupples, Neal Wallace and Ingrid shared the work done to date. Seaside has been working on transportation planning since 1996, but the plan never made it past the draft stage, because of a planned highway expansion. The expansion plan was turned down by Seaside voters. Now working on getting expansion plan incorporated into the TSP. Typically, Alternative Mobility Standards address the 30<sup>th</sup> highest hour level of congestion which would likely require too large of a fix—one that local residents aren't interested in having implemented. Looking at an alternative mobility standard that isn't so high, utilizing ways to get some of local traffic off the highway, potentially through parallel local roads. Need to add capacity, but may be able to do this through moving some of the local traffic off Hwy 101.

5. Banks/Tillamook Transportation District Transit Center

Matt Mumford reported on how Tillamook Transportation is now stopping in Banks and North Plains, which gives local residents transit into Portland which they didn't have before. Working with Ride Connections, and ridership is growing. Senator Johnson commended all three transportation agencies for making these types of regional connections. Also establishing fare reciprocity between all three counties. Tillamook will be offering free rides to Tillamook Bay Community College, similar to what Sunset Empire Transit does with Clatsop Community College.

6. NWACT Member Survey

Sent out to 36 NWACT members, 12 responded. Key findings include: Comments: Be nice to get more media coverage. DHS has video conferencing capacity in Astoria. New TLC building has video conferencing. Next steps: Reach out to non NWACT stakeholders. What is goal? Increase attendance? Increase NWACT? Increase awareness? Who should be targeted to meet those goals? Who should a next survey go out to? Put

on January agenda. Part of NWACT's role is to educate the public that ODOT is interested in hearing from the public, and to sharing information back to the public. Need to manage expectations

7. NWACT Officer Nominating Committee

Clark recommended the same slate of officers currently serving: Shirley Kalkhoven—Chair, Ron Bline—Vice-Chair and Rita Bernhard—2<sup>nd</sup> Vice-Chair..

8. Freight Mobility Group

Statewide freight planning group is putting together a plan to improve freight movement. Bob Russell sits on the committee and will be at NWACT January meeting.

9. ODOT Safety Committee Meeting

Holding meetings throughout the State, to identify safety initiatives that can be worked on.

10. US Department of Energy Innovative Grant

A solicitation has been sent out for \$1--\$5 million project applications. Carole Richardson, former ODOT Region 2 Area 1 Manager, now at David Evans Associates, has made some suggestions regarding some potential energy efficient transportation projects. A sub-committee was formed to at least talk about whether this is a good opportunity to follow up. Ed Wegner and Jane t Wright will participate.

11. Other Business

Changing March 2009 Meeting Date—Second Thursday, April 8<sup>th</sup>. All day meeting. Download the applications early. No meeting in March

12. Next Meeting—January 7<sup>th</sup>, Scappoose Fire Hall.

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Recorded: Mary McArthur, Staff

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Shirley Kalkhoven, Chair