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

Martin Andersen – ODOT Local Gov Prgs
Rita Bernhard – Columbia County Commission
Ron Bline – Sunset Empire Transportation
Jack Crider – Port of Tillamook Bay
Marah Danielson – ODOT Region 1
Valerie Grigg-Devis – ODOT Region 2
Shirley Kalkhoven – City of Nehalem
Richard Krikava – Senator Smith’s Office
Don McDaniel – Port of Astoria
Allan McDonald – ODOT Region 1
Ray McFarlane – City of Rockaway Beach
Larry McKinley – ODOT Region 2
Gerald Meyer – Port of St Helens
Sam Patrick – Clatsop County Commission
Paul Pulliam – Port of St Helens
Ron Puzey – City of Clatskanie
Dave True – City of Clatskanie
Janet Trueblood – Tillamook Transit District
Richard Krikava – Senator Smith’s Office
Russ Warr – City of Astoria
Liane Welch – Tillamook Co Public Works
Lonny Welter – Columbia County
Janet Wright – Columbia County

Excused: Ed Armstrong, Clark Berry, Jim Heikkila, Jim Hunt, Mark Labhart, Matt Mumford, Carmen Swigart, Ed Wegner

1. Welcome and Introductions: Members and guests introduced themselves. Welcome to new members:

2. NWACT Minutes/Updates:
   - Public Comment – None
   - Legislative Comment – Richard Krikava from Senator Smith’s Office reported that the timber receipts legislation has just come out of committee and it appears that at least a one year reprieve on cutting the revenues is being worked out.
   - Region 1 – Allan reported that bids for the Hwy 30 improvements from Rainier to Clatskanie are in, with the majority of paving to be done at night. Quartz Ck bridge on Hwy 26 is being studied because passage way is too narrow for long load trucks. May be able to widen sidewalks and allow the bridge to live its useful life. Looking at widening Dennis Edwards tunnel.
   - Region 2 Update – Larry reported that US 101 slide repair will be done this week, with paving to occur as soon as the weather improves. Improvements have included a number of new pipes for improving drainage, to allow a long term, permanent fix. Project was expected to cost $1 million, but will actually come in around $250,000. Jetty Creek culvert replacement is expected to start next month, culvert will be replaced with a bridge. New Youngs Bay bridge should start in May. Very complicated, and may have to be postponed a year. Signal replacements in Tillamook and Astoria underway, as are improvements to the John Day Bridge near Knappa. Federal emergency payments have come in, with about $17 million to the NWACT region. Just applied for a $625,000 scenic byways grant for Phase II of the Neahkanie wall renovation. Working with Tillamook on planning for the Hwy 6/Hwy 101 intersection. Astoria Refinement Plan should be completed by end of June. Uniontown and Astoria/Warrenton refinement plans were approved this week.
   - Other – Shirley noted an email from Matt Mumford, Tillamook County Transportation District General Manager, thanking the NWACT for its support on their Connect Oregon project – the Tillamook Transit Center. Valerie noted the Cloverdale and Netarts/Oceanside planning is just concluding. Larry has also written a letter of support for the Astoria/Warrenton refinement plan projects.
3. Local Government Transportation Programs

Two types of projects: 1) Projects vying State-wide for funding and 2) Discretionary program of $2 million with immediate need, that the ODOT Director decides. The Fort to Sea project at Fort Clatsop, Astoria trolley, Scappoose-Vernonia trail and Tillamook Transit Center are examples of local government projects.

This ODOT section also provides training on how to get projects through the Federal process. One example is that ODOT standards (e.g., width of highway lanes and shoulders) can be too expansive for local roads that may be using federal or state funds. This section has also been helping local communities with getting their bridges repaired. Looking at developing a certification program where cities and counties can bid their own projects even if they are funded with some ODOT funds. In the past ODOT has managed all contracts. This should save time and money.

Other services include advocacy and project facilitator for local communities, including helping with project scoping, cost estimating, contracting documents. On last the last Transportation Enhancement (TE) process, every project has started design and right-of-way, testament to project facilitation making a difference. On time project completion is over 60%. On those OTIA III bridge projects completed early and under budget, unspent funds are reallocated to other bridge projects.

4. Rail Corridor Study

Janet Wright and Paul Pulliam talked about the US Hwy 30 Rail Corridor Study – On March 13th at 1 pm a scoping meeting has been set to bring all the stakeholders together to review a draft scope. The Study will look at the rail from the south Columbia County line to Tongue Point. The meeting is at the Columbia County Courthouse in St Helens. The City of Scappoose did a rail corridor study a couple of years back that will be incorporated as will the work that Rainier has already done. The biggest area needing analysis is the impact of the larger unit trains the planned new development at Port Westward. Study will also look at whether more rail yard capacity is needed, safety of the communities along the rail, emergency services, and moving rail freight efficiently and effectively. Will require upgrading of the rail and rail bed. In the far future, will also probably looking at commuter traffic. Columbia County Commissioner Hyde, and Port staff will be in Washington DC next week visiting with the region’s Congressional delegation looking for federal support for the study and subsequent improvements. Don McDaniel volunteered to attend the March 13th meeting.

Jack Crider spoke to the Port of Tillamook Bay railroad that is a foundation for most of the county’s major industries. The rail line from Tillamook to Banks is critical because of the over 100 bridges needed upgrading for the heavier and heavier trains.

5. State Transportation Improvement Program (STIP)

Larry reported on the STIP because the 2010 – 2013 process will be starting later this Spring. Each ODOT region goes through the STIP process, each having its own somewhat unique characteristics, but the overall process is the same. Two major types of projects are targeted: 1) Pavement Preservation, Safety and Operations projects where regions receive recommendations of locations with the highest needs from Management Systems for each program: Funds are allocated to each Region, based on needs analysis by the Oregon Transportation Commission (OTC). Types of operations projects include: Signals, signs, illumination, intelligent transportation systems, rockfalls/slides, transportation demand management, and miscellaneous operations efforts. Bridge, bike/pedestrian, interstate maintenance, culverts, fish passage programs are also included in the STIP. First step is project scoping: When regions have the lists of the most needy, scoping is initiated.

2) Modernization Projects – Projects where the NWACT is most actively involved. These projects follow a different timeline than the other programs. To get a project to Modernization consideration, it must be in a city’s or county’s Transportation System Plan (TSP). ACTs produce the initial lists of “needs” and decide on priority ranking for their area. This process takes about 9 months. Following the individual ACT prioritizations, the rankings go to a region-wide (Super ACT) meeting to rank projects for the entire region. Ranking criteria must be clearly identified, and a public process followed. New criteria coming out will include an evaluation of risk – likelihood of the project ever getting funded or completed. NWACT will be conducting a dual process this year, with Regions 1 and 2 going through their identification and prioritization processes independently and then bringing their rankings to NWACT.

6. Transit Discretionary Fund Grant Applications
Janet Trueblood reported that Tillamook Transportation is moving into the next (higher) level of service. Ron Bline is working on service to Portland on Hwy 30 to supplement its Portland on Hwy 26. Transportation to Portland for senior medical visits is important. VA service is on Hwy 26 although there may be an opportunity to link up with veterans in Columbia County if trips can go up Hwy 30. Janet Wright noted that Columbia County is looking expanding rides over to Longview and working with Clatsop County on connecting at Westport to transfer riders for going on to Portland.

7. Transportation Growth Management Grants
   Two pre-applications have been submitted: Columbia County – Overall Transportation Plan which will identify and establish safe bus stops, and a transit center. Clatsop/Tillamook Transportation – Transit Planner that can coordinate local service delivery and identify ways to provide regional transit. Final applications are due March 9th. Still time for other applications, for example, communities needing to complete/update a Transportation System Plan. Funds are available for updating land use codes and ordinances that impact how a community manages growth and its impact on transportation, outside of this application process. NWACT agreed to send a letter of support for the two projects with pre-applications.

8. New Member Orientation
   In a session prior to the regular NWACT meeting, new members were provided an orientation on NWACT and on ODOT. Going to be an ongoing focus, all members are encouraged to attend.

9. Next Meeting
   Will be looking at another facility than the originally planned Sunset Empire Transit Center because of needing more space. Clatsop will be looking at replacing Lylla Gaebel with another commissioner and an alternate. Janice Wilson, OTC representative for NW Oregon will attending in May.

10. NW Oregon Regional Partnership April 13th Spring Forum. Have received preliminary approval of a $40,350 grant form the Governor’s Strategic Workforce Training Fund for the NW Oregon Works (NOW) initiative.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Chair