

NW Oregon Area Commission on Transportation

April 8, 2010

Tillamook Bay Community College
Tillamook, OR

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

David Anzur—P & W Railroad	Gary Lewin—Columbia River Bar Pilots
Ken Bell—Port of Tillamook Bay	Rosemary Lohrke—Columbia County Private Sector
Rita Bernhard—Columbia County	Matt Mumford—Tillamook Transportation District
Ron Blin—Sunset Empire Transit District	Robert Mushen—Clatsop County Commission
Michele Bradley—Port of Tillamook Bay	Carol Olsen—ODOT ConnectOregon III
Jeff Browning—Sause Bros	John Overholser—Port of Astoria Airport Mgr
Ken Cook—City of Astoria	Bill Pollard—Tillamook County Citizen
Jack Crider—Port of Astoria	Kitty Poole—Pacific City/Nestucca Valley Chbr
Dan Fricke—ODOT ConnectOregon III	Willis VanDuzen—City of Astoria
Mark Gervasi—City of Tillamook	Russ Warr—City of Astoria
Erik Havig—ODOT Region 2	Ed Wegner—Clatsop County
Henry Hinkleman—Columbia Co Transportation	Liane Welch—Tillamook County
Cindy Howe—Sunset Empire Transportation	Lonny Welter—Columbia County
Senator Betsy Johnson—Oregon Legislature	Janet Wright—Columbia County
David Kim—ODOT Region 1	Bob Young—City of Vernonia
Paul Langner—Teevin Bros	

Excused: Clark Berry, Christy Greagor, Mark Labhart, Shawn Reiersgaard, Jerry Taylor

Senator Johnson provided brief opening remarks: Concern that NW Oregon projects in Region 1 may not stand up as well in the larger JPACT/super ACT rankings. Recommended that NWACT at least send a letter on which projects in Region 1 are important to NW Oregon. Also, that it will be important to recommend and fund good projects, ensure that previous ConnectOregon and this round of projects get done, as there may not be the resources for a ConnectOregon IV program.

1. ConnectOregonIII Applications:

- Columbia River Bar Pilots—Installation of Additional Wave Buoys near the Mouth of the Columbia River. Channel supports over 40 million tons of argo valued at over \$16 million. More than 80% of Pacific Trade are constrained by old “40 ft” channel. Rationale for 43 foot dredging of channel. However, have not dredged the bar itself. Proposed solution: Use new technology that will measure underwater keel clearance and wave response: place 5 GPS sensors on ships crossing the bar by matching up with the information coming from the river mouth buoys.
- Portland and Western—Continue improvements started in ConnectOregon II on the line around Rainier.
- Portland and Western—Banks Connection between the Banks and the Willamette valley. Still need to get property from private owner.
- Greening of Rural Oregon—Collaboration between four rural transportation districts, to purchase hybrid buses and increasing the connectivity between the districts. Concern that other federal funding may be available for hybrid buses, why apply for relatively limited COIII funding? Response: Federal dollars are going to fund larger population centers. Currently, only one small hybrid bus manufacturer on State Purchase List.
- Sunset Empire Transportation District—Construct a Transit Facility in Seaside. Would also include a child care facility and food bank. Difficult for any small project to rank high on match. Transit Centers tend to increase economic development in surrounding area, and increase ridership.
- Port of Tillamook Bay—Air Freight Terminal/Cargo Apron. Currently, safety is an issue for unloading freight. Will give them a designated spot. The new Airport Industrial Park will be adjacent to the terminal/cargo apron, adding to the viability of the requested improvement. 2 1/2 year timeframe.
- Sause Bros—Heavy Equipment Purchase: Lift equipment will allow connecting cargo to rail. Will add 3 permanent jobs.
- Teevin Bros—Operations in Clatsop, Columbia and Lane counties. Application concerns operation in Rainier. Have improved rail operations, now run 7,000 rail cars. Employment has gone from 5 to 30 employees in the past 5 years.

- Port of St Helens—Improvements to the rail spur connection to Multnomah Industrial Park which will serve the new ORPET plant. Plant will be recycling year 1.15 million pounds of plastic bottles, utilizing rail for transport both for the bottles coming in and the plastic product going out. Will provide 50 new family wage jobs to start with, and by the end of the second phase, should increase to 100 jobs. The improved spur will also open up the industrial site to new business development.
 - City of Astoria—17th St Dock Reconstruction: Improvements would mean that the Coast Guard would be able to return to dock their cutters at 17th St, and is also part of Astoria’s downtown waterfront revitalization. Also critical to the continuation of the cruise ships coming to Astoria. Will retain 150—170 US Coast Guard jobs in Astoria. While cruise ships can dock at the Port’s piers, there can be scheduling conflicts, plus it requires busing of the passengers back into town.
 - Port of Astoria—Pier 1 Crane. Mobile crane is needed capacity for moving cargo. Would service ships running up and down the West Coast. Additional issue is lack of pier space. Only other option for these ships is to go 60 miles up the Columbia River. Will provide ongoing jobs to running the crane. Expect will attract ship servicing businesses, such as Cascade General.
 - Port of Astoria—Pier 3 Barge Docks. Install sheet pile and tiebacks to provide ability to load logs, hog fuel, aggregate, scrap and wood chips. Currently, can store on Pier 3, but have to transport over to Pier 1 to ship the loads.
 - Port of Astoria—Standby Tugs. Similar issue as the lack of a mobile crane. Ships needing servicing, need a tug in real time. Seeking a 2 year subsidy to restore the service.
 - Port of Astoria—Lower IFR Minimum: Under IFR 10% of the time. Looking to lower it from 283 to 200 feet (lowest standard). Currently, have some trees in the glide path, lack a parallel taxi way, and improved lighting required by FAA to reduce landing and take-off minimums. 20% match would come from the FAA and they would maintain it. One of major users would be the Coast Guard, with planned increases in use over the next 5 years.
 - Port of Astoria—Hangar/Shop and Tug for Air Service Aircraft: Help sustain current SeaPort air service by providing an overnight hangar. Will also eliminate need for early am de-icing.
 - Port of Astoria—Tongue Point Industrial Rail Siding, Spur, Bridges: Allow Tongue Point to connect to rail line. Allow deep water access to a coastal port. Rail line is being upgraded to a Class 2 capacity. Currently have a biomass facility, log exporter and sawmill businesses looking at moving out to Tongue Point, all of which need rail transport. Currently, two rail washouts, that hope to have fixed by the end of Summer.
- Port of Astoria Priorities: Of the marine projects: Pier 3 improvements. Of the air projects: Lowering the minimums. Highest priority of all the applications: Pier 3 improvements. All projects fit within the Port’s Strategic Plan.

2. Dennis Edwards Tunnel Update

David Kim reported that after the second Seaside meeting, there was overwhelming sentiment from the Coast not to have the vertical clearance of the tunnel raised, and thus ODOT made a decision not to do so. This also gives ODOT more time to get the design work done earlier, and thus hopefully, get the project done early as well. David thanked Senator Johnson for her participation and involvement. Senator Johnson returned the credit, and added that the meetings were an excellent example of listening to the public, and acting on their suggestions, eg, incentivizing the contract to get the work done early.

3. NWACT Minutes/Updates

- Approval of January 7 and March 1, 2010 Minutes—Approved unanimously with the following addition to the January 7 Roundtable portion of the minutes: Michele Bradley with the Port of Tillamook Bay noted that the POTB came up with more than \$44.6 million in FEMA projects. Senator Johnson secured funding of \$7.8 which will match \$31.2 M of the total FEMA allotment to the POTB. (KB/RB).
- Public Comment—None.
- Legislative Update—Senator Johnson reported that the Legislative sub-committee assignments, including Transportation, have been made, and are basically the same as in the last session. Regular committee dates are being set, check the Legislative website for dates. The Supreme Court has approved the ballot measure title repealing Tax Measure 66, still needed is getting the required signatures.
- Region 1 Update—David Kim reported that the first stimulus project has received funding: Hwy 26 widening between 185th and Cornelius pass. Jobs in transportation info on ODOT website.

Transportation Safety workshop/open house will be held next week. OTC—Declared May to be Safety Transportation Awareness Month. Distributed a list of projects on which Region 1 and Region 2 are collaborating. Will be some delays on some of the highways, but keeping it to a minimum. GettotheCoast.org another new website.

Region 2 Update—Erik Havig reported that the OTC meeting in Florence will be working on funding levels for the 2012—2015 STIP, and updating the criteria. Also, how to allocate the unused vertical clearance funds from the Dennis Edwards Tunnel. Expect NWACT will need to start working on the 2012—2015 STIP later this Summer. Ingrid Weisenbach has left ODOT for work in San Diego, are working on finding a replacement. Mike Shroeder will be working on the stimulus projects locally.

4. Breakout Session to Prioritize Region 2 Applications

NWACT Member Stated Conflicts: Ron Blin—Sunset Empire Board member; Ken Bell—Port of Tillamook Bay Commissioner, Russ Warr—City of Astoria, Matt Mumford—Participant in the Greening Rural Oregon application, Cindy Howe—General Manager, SETD. Senator Johnson has used two of the airports which have submitted applications.

Ranking: Modal committees met and rated the projects on the five ConnectOregon III criteria, and assigned points (10 points for 3 of the criteria and 5 points for two of the criteria.) Then ODOT staff went through and ranked the projects. One of the rankings within NW Oregon was significantly different; another, while only one point different, is the difference between a Tier 2 and a Tier 3 project. These two projects are:

- Columbia River Bar Pilot Project: Loss of jobs, loss of crab fleet, economic repercussions really warrant moving into Tier 2. NWACT members recommend matching the Modal Committee ranking of 27.
- Sunset Empire Transportation District Transit Center—Agree with Modal Committee scoring that places the project as a Tier 2.
- NWACT Region 2 High Priority: Port of Astoria Airport Lower IFR Minimum, Port of Tillamook Bay Airport Cargo Apron, Columbia River Bar Safety Technology (has national implications), City of Astoria 17th St Dock Improvements (has implications outside region), Sunset Empire Transportation District Seaside Transit Center
- NWACT Region 2 Low Priority: Port of Astoria Airport Hangar/Tug Acquisition, Port of Astoria Pier 3 Improvements, Port of Astoria Tug Service, Port of Astoria Mobile Crane, Port of Astoria—Tongue Point (until railroad is repaired, including addressing inadequate bridges), Greening Rural Oregon
- Overall Ranking: 11 Hangar, 10-Tug, 9 Crane, 8 Pier 3 Dock, 7 Tongue Point, 6 Greening Rural Oregon, 1 Columbia River Bar, 2 Astoria 17th St Dock, 3 POTB, 4 Sunset Transit, 5 Port IFR

5. Region 1 Project Recommendations

Recommended: In order (from 1 to 5): Teevin Bros, P & W Columbia River Corridor, Sause Bros, Port of St Helens ORPET, P & W Banks Connection (MM, MG). Reason for the lowest ranking for the P & W Banks project—Unknown issue of land acquisition, left open the possibility of potentially having to condemn.

6. Other Business

Next Meeting—May 6th, Camp Rilea.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Chair