

Tillamook County 2008 – 2011 STIP Sub-Committee

August 16, 2005

Tillamook County Courthouse

201 Laurel

Tillamook, OR

The meeting was called to order by Mark Labhart, Tillamook County Commissioner. The following county and local officials and staff, NWACT members, and ODOT staff attended:

Bill Campbell – Tillamook County Community Development
Mark Gervasi – Tillamook City Manager, NWACT member
Valerie Grigg Devis – ODOT Region 2
Bill Jablonsky – ODOT Region 2
Shirley Kalkhoven – Nehalem Mayor, NWACT Vice-Chair
Jamie Lane – ODOT Region 2
Ray McFarlane – Rockaway Beach City Council, NWACT member
Hugh McIsaac – Manzanita Mayor
Kathleen Newton – Headlight Herald, NWACT member
Pat Oakes – Tillamook County Public Works
Heather Ornelas – Tillamook County Transportation, NWACT member
Shawn Reiersgaard – Tillamook Creamery, NWACT member
Carole Richardson – ODOT Region 2
Aaron Suko – Tillamook County Public Works, NWACT member
Jerry Taylor – Manzanita City Manager
Christy Vail – Economic Development Council of Tillamook County

Welcome and Introductions: Attendees introduced themselves.

1. STIP Process (Presented by Valerie Grigg Devis, ODOT Planning)

- What is the STIP?
 - A Federally-required Capital Improvements Program for Statewide Transportation Projects
 - Must include all Federally-funded projects and all regionally significant projects
 - Covers a 4 year construction period
 - Updated every 2 years: 2004 – 2007; 2006 – 2009; and 2—8 – 2011; etc
- Oregon Transportation Commission (OTC) Eligibility Criteria
 - Consistent with an acknowledged Transportation System Plan (TSP) or Comp Plan
 - Consistent with Oregon Highway Plan on Major Improvements (Policy 1G, Action 1G1)
- OTC Prioritization Factor for Construction (C) STIP projects
 - Project readiness
 - Best supports Oregon Highway Plan policies
 - Supports freight mobility
 - Leverages other funds and public benefits
 - Has completed environmental milestones
- “Modernization” Projects
 - Adds new capacity (new lanes, new roads, wider bridges, new interchange)
 - Tend to be large and expensive
 - Usually have multiple planning and project phases, such as environmental assessment, project design, public participation, land use review, etc
- “Preservation” Projects – Project and maintain existing system
 - Pavement preservation based on Pavement Management System
 - Bridge preservation – repair, maintain and replace
 - Safety – Serves to reduce fatalities and injuries
 - Operations – Increase traffic efficiency and reliability, eg, signs, signals, intersection improvements, and ride share lots
 - Public Transit – Buses, transit centers, etc
 - Transportation Enhancement – Special local agency projects
 - Bike and Pedestrian funding
 - Fish passage and culverts

- “D” Developmental STIP Projects – Designing, costing, further scoping, planning prior to construction.
- “C” Construction STIP – Funds to build, eg, the project is ready to go
- NWACT – Uniquely spans 2 ODOT regions, each with their separate funding, represents Clatsop, Columbia, Tillamook and western Washington counties, has its own project ranking criteria.
- NWACT role
 - One of 11 chartered Area Commissions on Transportation statewide
 - Advises OTC on Regional Transportation needs (STIP), transportation policy issues, community concerns – economic development, quality of life, environmental, etc
- NWACT Prioritization Factors
 - System-wide congestion – 25 points
 - Economic and community development – 25 points. (Tillamook and Garibaldi are “distressed” communities as defined by OECD). Includes lifeline routes for both life-threatening events and providing access for rebuilding communities following a disaster
 - Safety – 20 points. (Safety Priority Index System – SPIS and Safety Investment Program – SIP)
 - Community partnership – 10 points
 - Connect Oregon – 10 points. Freight incentive program, proximity to intermodal sites and/or have written support from an intermodal transportation provider.
 - Total – 100 points
- Potential Funding available to Clatsop and Tillamook counties
 - Total funding available to Region 2 for 2008 – 2011 STIP is approximately \$7 million which means probably \$1 – \$2 million would be available to Clatsop and Tillamook counties. Since NWACT will be competing against the other ACTs in Region 2, it will be important to have good strong projects to maintain at least a minimum share of the funds.

2. STIP Proposals

- US 101 and Hwy 6 (Presented by Mark Gervasi, Tillamook City Manager) – A D-STIP project, this proposal would develop a preferred alternative to only having one right hand lane turning north on Hwy 101 from Hwy 6. This would provide a ready-to-build project should construction funds become available at some future date. The City of Tillamook has a system-wide issue with congestion, and this project is linked to the Tillamook 3rd and Stillwell streets intersection. The project doesn’t receive any congestion score, although traffic is backed upon Hwy 101 going south, Hwy 6 where it meets Hwy 101, and on Pacific going north as it s-turns onto Hwy 101 north. Economic development score was raised to 25 because of linkage with downtown Tillamook.
- Southbound on Hwy 101 out of Fred Meyer (Presented by Mark Gervasi, Tillamook City Manager) – Not a City of Tillamook priority at this time. May be able to be fixed through lane striping, making the exit out of Fred Meyer include a right turn only lane.
- 3rd Street and Stillwell Traffic Signal and turn lanes (Presented by Mark Gervasi, Tillamook City Manager) – With Safeway moving to downtown Tillamook, this signal will be needed to manage local traffic. Safeway and the City will be looking at coming up with some funding for the project. The new library and town square project are also at this intersection, and it has an intermodal connection because Tillamook Transit has a route through there. Questions – Is there a timing issue – will this project need to go in before the 2008 – 2011 timeframe, with Safeway and the new library slated to open by June 2006? Given the proximity to Tillamook’s downtown core, the economic development score was rated a 25. Community partnership increased to 10 because of all of the projects going on in the area.
- Hebo (Hwy 101 & Hwy22) Intersection Improvements (Presented by Bill Campbell, Tillamook County Community Development) – Project includes curb, sidewalk, roadway, drainage, landscaping improvements at the intersection of the two state highways, pedestrian improvements and crossing opportunities to enhance pedestrian safety, bridge expansion over Three Rivers for pedestrian safety and access, bus stop transit improvements for school and county bus service. Connections to day care, and business expansion at Maxwell Boats. May be a good candidate for Scenic Byways funding. Forest Service will be putting in a rest stop at the intersection. Community Partnership was raised to 7 and Economic Development raised to 8.
- Manzanita/Hwy 101 Realignment (presented by Jerry Taylor, Manzanita City Manager and Hugh McIsaac, Mayor, Manzanita) – The project will align Hwy 101 between Manzanita and Laneda Avenues to provide safer access into the community. It connects with a preservation project with the fish passage project in clued in the 2006 – 2009 D STIP. Increased Community Partnership to 10 because of connection to fish passage project, the improvements already made to downtown Manzanita connecting it to the highway, and working with the local watershed council. Expansion and growth of small businesses in downtown Manzanita warrants increasing the economic development score to 10.

Discussion on NWACT's Congestion criteria – There still appears to be a lack of clarity on how traffic volumes are scored accurately, while maintaining consistent scoring across all projects. The two top ranked City of Tillamook projects are being specifically proposed to address traffic congestion, yet do not score any points on congestion using NWACT's technical scoring. The Hebo and Manzanita projects score similarly. Carole and Valerie will re-look at the congestion factor for all projects proposed in Clatsop and Tillamook counties.

3. County Prioritization

- (#1) City of Tillamook Hwy 101 and Hwy 6 Intersection – 62 points
- (#2) City of Tillamook 3rd St and Stillwell Traffic Signal – 46 points, with the potential of receiving another 10 points should the Tillamook County Transportation District send in a letter of support for the project
- (#3) Manzanita/Hwy 101 Realignment – 21 points
- (#4) Hebo (Hwy 101 & Hwy 22) Intersection Improvements – 16 points

4. Next Meeting

August 23rd, Pine Grove Community Center in Manzanita. Everyone attending the meeting was encouraged to attend.

Recorded: Mary McArthur, Staff

Mark Labhart, Tillamook County Commissioner