

Clatsop and Tillamook County 2008 – 2011 STIP Sub-Committee

August 23, 2005

Pine Grove Community Center
225 Laneda
Manzanita, OR

The meeting was called to order by Lylla Gaebel, NWACT Chair. The following Clatsop and Tillamook county STIP sub-committee and NWACT members, local transportation and ODOT staff, and guests attended:

Bill Campbell – Tillamook County Community Development
Lylla Gaebel – Clatsop County Commission, NWACT Chair, CEDC
Mark Gervasi – Tillamook City Manager, NWACT member
Valerie Grigg Devis – ODOT Region 2
Bill Jablonsky – ODOT Region 2
Senator Betsy Johnson – Oregon State Legislature
Shirley Kalkhoven – Nehalem Mayor, NWACT Vice-Chair
Jamie Lane – ODOT Region 2
Don McDaniel – Port of Astoria, NWACT
Ray McFarlane – Rockaway Beach City Council, NWACT member
Hugh McIsaac – Manzanita Mayor
Nan Nelson – Headlight Herald
Heather Ornelas – Tillamook County Transportation, NWACT member
Shawn Reiersgaard – Tillamook Creamery, NWACT member
Carole Richardson – ODOT Region 2
Mike Schroeder – ODOT Region 2
Christy Vail – Economic Development Council of Tillamook County
Ed Wegner – Clatsop County Public Works Director
John Yoakum – Seaside Signal

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. (Garibaldi, Seaside, Tillamook and Warrenton are “distressed” communities as defined by OECDD)
 - 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.

2. STIP Proposals

Discussion prior to review of projects:

- No Clatsop C STIP projects? Response – Originally had two, but they fell off the list because they are really preservation projects. In addition, there was a project proposed in Seaside, but without a Transportation System Plan (TSP), the project couldn’t be considered.
- Congestion criteria isn’t working based on ODOT’s map of average vehicle counts. For example, in the NWACT region, the map doesn’t show the congestion in Astoria, Seaside and Tillamook. The issue is congestion from seasonal and tourism travel, whereas ODOT measures are an average of overall traffic volume to highway capacity. The congestion criteria will need to be reviewed further at the next NWACT meeting, September 1, and may involve not using the criterion for the 2008 – 2011 STIP rankings. One option will be to set up a technical sub-committee that can address the congestion criteria, as it works on NWACT criteria and process for future STIPs. This group could then work with ODOT on how seasonal congestion is measured. Seasonal congestion also affects freight mobility. Congestion is an issue for all small communities that have seasonal/tourism traffic.

A suggestion was made to remove all congestion scoring from all the projects. Discussion – May appear that NWACT didn’t consider congestion as a criterion. The group agreed to take out all congestion scores, add asterisks in that column for each of the projects – every project is impacted by congestion, recognize importance of congestion, cannot come up with valid numbers and will be working with ODOT to come up with accurate congestion measures. Will need to look at not only seasonal tourism traffic, but second home traffic, and weekend campers and the economic impacts of congestion. As it turns out, the congestion criterion would not have likely changed the current project rankings using the technical scoring of these projects, as those projects that would have picked up the highest congestion scores already score the highest on other criteria.

A question was raised as to whether not including the congestion criterion, which is a score of up to 25 points, might make it appear that NWACT’s projects aren’t rated very highly when all the ACT projects are compared at the Region 2 meeting. Response – NWACT’s rankings are internal only and not seen outside NWACT. Will document the criteria NWACT used, including the discussion on congestion. Will communicate that these are critical projects as they address congestion, but that credible measuring of congestion still needs to occur.

- At what point will there be a project \$ amount for the US 101/Hwy 6 intersection project? Response – Will happen in October, along with scoping of the other projects.
- How will advocacy for NWACT’s projects be handled? Response – At the Region 2 level, Lylla and Shirley will be championing the projects. At the State-wide level, it will also be important to have support, including from NW Oregon’s legislative delegation.

- How will preservation projects be selected? Response – Pavement is based totally on a technical analysis of pavement conditions, and while the information will be communicated to NWACT, there is no prioritization role for NWACT. Safety projects are handled similarly – proposed based on ODOT’s technical analysis and communicated as an information item to NWACT. May be some ability for local input into potential operations preservation projects.
- What is happening with Tillamook Truck Route? Response – On Tillamook’s Transportation Refinement Plan, looking at options for routing truck traffic through town. Given environmental wetlands issues, not likely long term solution will be a bypass.
- D STIP Project Recommendations (based on technical scoring)
 - (1) City of Tillamook Hwy 101 and Hwy 6 Intersection 62 points
 - (2) US 101/Dolphin Rd Intersection and Parkway Link (Warrenton) 49 points
 - (3) Camp Rilea – Surf Pines Road Passing Lane (Hwy 101, north of Gearhart) 20 points

No other D-STIP projects were presented either from sub-committee members, ODOT staff or the public.

- C STIP Project Recommendations (based on technical scoring)
 - Third St (Hwy 131) and Stillwell Traffic Signal (City of Tillamook) scored 56 points. The City, County and Safeway have been able to come up with \$45,000 toward the \$250,000 cost for the intersection improvements. Will be needed for more than the new Safeway traffic – the new Library, the new downtown Tillamook Transit Center, and funneling of traffic from Oceanside and Cape Meares. However, the 2008 – 2011 STIP is probably not the right funding source for this needed improvement, in large part because the signal is needed far sooner than the 2008 – 2011 STIP cycle and also that it does not meet the OTC modernization criteria of adding capacity. The opening of the new Safeway is triggering the immediate need for the traffic signal. A policy discussion is needed by the entire NWACT as to who pays for traffic improvements related to development.

A poll of the NWACT sub-committee members resulted in concurrence that the 2008 – 2011 STIP is not the appropriate funding mechanism for the project because of the timing issue and because the signal itself is not adding capacity. (Turn lanes have already been implemented.) The project was pulled from the C-STIP project recommendations. However, since the traffic signal supports the revitalization of the Tillamook’s downtown, which is being anchored by the relocation of Safeway, the group recommended that NWACT encourage the involvement of OECDD, the ERT and ODOT in identifying funding sources. Carole will add to the September ERT meeting agenda. NWACT will shepherd the project through other potential funding options.
 - (1) Manzanita/Hwy 101 Realignment 21 points
Developmental work is almost complete, thus the project is ready to go. Already in Manzanita’s TSP
 - (2) Hebo (US 101 & OR 22) 16 points
Community plan will be completed October/November of this year. Working in conjunction with the Forest Service to develop a recreational transportation plan, part of a community partnership.

No other C-STIP projects were presented either from sub-committee members, ODOT staff or the public.

Project proponents were asked to develop specific bullet points supporting the D and C STIP projects, that will assist NWACT’s case in requesting funding. The committee unanimously ratified the above project rankings based on the technical scoring. (SK, HO)

Recorded: Mary McArthur, Staff

Lylla Gaebel, NWACT Chair