

NW Oregon Area Commission on Transportation

January 6, 2011
Scappoose Fire Hall
Scappoose, OR

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

Jack Bland—Port of Astoria	Larry McKinley—ODOT Region 2
Kelly Brooks—ODOT Region 1	Matt Mumford—Tillamook County Transit
Seth Brumley—ODOT Region 1	Donna Nyberg—Rep Brad Witt
Mark Ellsworth—Governor's ERT	Kitty Poore—Tillamook Co Citizen-at-Large
Brett Estes—City of Astoria	Ron Puzey—City of Clatskanie
Erik Havig—ODOT	Shawn Reiersgaard—Tillamook Co Citizen-at-Large
Henry Heimuller—Columbia County	Jerry Taylor—City of Manzanita
Jim Hough—City of Banks	David True—City of Clatskanie
Onno Husing—OCZMA	Russ Warr—City of Astoria
Senator Betsy Johnson—Oregon Legislature	Ed Wegner—Clatsop County
Bill Johnston—ODOT Region 2	Lonny Welter—Columbia County
David Kim—ODOT Region 1	Liane Welch—Tillamook County
Mark Labhart—Tillamook County	Janet Wright—Columbia County Rider
Rosemary Lohrke—Columbia Co Citizen-at-Large	

Excused: Jack Bland, Jerry Dove, Christy Gregoire, Jim Hough, Mark Labhart, Kitty Poole

1. NWACT Minutes/Updates

- Approval of November 4, 2010 Minutes—Approved unanimously. (LM, EW).
- Public Comment—None
- Federal Transportation Update—None
- Legislative Update—Legislative schedule has been changed this time: Will receive committee assignments January 10th and 11th, and then return February 1 to start the session. Will be an extremely difficult schedule given the budget deficits. Almost exactly evenly divided Democrat-Republican Legislature, thus the committee chairs/co-chairs are going to both parties. Will be a mix of new and seasoned legislators. Expect to have 4,000+ bills. Senator Johnson will be serving on Ways and Means, including ODOT's budget.
- Region 1 Update—David Kim reported:
 - Dennis Edwards Tunnel—Received 4 bids, all of which met value requirements. Selected contractor, lowest bidder came in at \$3.8 million well below the budgeted \$9 to \$11 million. Will be starting around MLK weekend. Two open houses, one in Cannon Beach and one in Banks. ODOT Community Affairs and Oregon Tourism have put together a public service announcement that was shown. Everyone agreed to link in to their organization's website. ODOT will be putting in new reflective flags along Hwy 47, the detour route when the tunnel is closed.
 - US 30 Swedetown/Van St widening project is going
 - Hwy 30 Safety—Committee has been meeting. Looking at instituting a 5 mile safety corridor between Scappoose and St Helens, but the two communities want to discuss it further. The double fine for infractions is the biggest issue for the local population.
 - Vernonia—\$3.5 million improvements to road leading into the new school campus has been awarded.
 - Federal Funding Programs trainings are available online. David will get information to Mary and she will get out to NWACT members, stakeholders and interested parties.
- Region 2 Updates

Region 1 Manager, Jane Lee will be going over for to work temporarily in Oregon's Dept of Human Services. Eryca McCartin will be interim Manager until Jane comes back.

 - Funding has been identified for the Nedonna paving project.
 - Megler Bridge is a 8 year project, in about the 2nd year
 - John Day Bridge paving is starting this Summer
 - Devils Fork bridge is almost done (Region 1)

- Federal Hwy Administration will be having a solar lighting pilot project on the Megler Bridge. Will run a test out there this year.
- Planning is continuing on the Hwy 101/6 interchange.
- Joint land use project with Camp Rilea and Clatsop County is underway, including planning for different uses of the land.
- Surf Pines project has been awarded. Astoria TSP is finishing up.
- Manzanita curve: Large curved fish passage has to be replaced. To replace will need to detour traffic. Awarded a consultant contract to look at potentially trenching the culvert.
- Brighton stretch on Hwy 101. Slide continues to move which raises pavement. Difficult to fix sliding hillside. Significant fix is needed, which may be outside the potential for funding.
- Seaside Flood—NW Hydraulics consultants have been awarded contract. String gauges in river are monitoring the water flow. Preliminary report by March 15th. From that modeling will come up with appropriate fixes.
- Oregon Transportation Commission: January OTC agenda will include deliberations on flexible funding applications. 115 applications for \$84 million for \$24 million in funding. March meeting will focus on the Oregon Freight Plan.
- Columbia County—Been fairly smooth because hasn't been that harsh a winter. Working with ODOT on Dennis Edwards Tunnel/Hwy 47 detour bypass.
- Banks—Oregon Public Transit Division is proposing a change in methodology on how the Dial-a-Ride ride share/on demand response reimbursement is calculated. Reimbursement will remain the same in 2011 but be reconsidered for 2012.
- HB3279—Passed in the past Legislature, instructing ODOT to assist local governments if they are doing zone changes or comp plan changes, when they bump up against the Transportation Rule. Allows communities more flexibility as they deal with congestion and responding to economic development opportunities. Communities can come up with alternative funding plan options, alternate mobility standards (modify the standard to fit the community, eg, Seaside), and/or extend time needed to implement solutions. Provides more flexibility as rural areas figure out how to address congestion. Only 4 exceptions per ODOT region per year.

2. Oregon Freight Plan (Public Review)

Multi-modal, the Oregon Freight Plan covers all modes of transportation. Used Oregon Transportation Plan (OTP) as foundation, so that the Freight Plan is consistent, and fits with the OTP. Freight accounts for \$29 billion and 70,000 jobs in Oregon. Purpose is to improve freight connections to local state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.

Freight Economic Structure: Businesses, households/population to support economy. Industry Logistic Patterns: Supply chains, distribution networks. Freight Demand: trucks, planes, watercraft, rail cars. Freight Infrastructure: Highways, rail lines, ports, access roads. Organization and public policy. Ownership, regulation, pricing.

Oregon's economy will be depend on a variety of industries in the future; durables manufacturing is expected to have a large role moving forward. High value industries: Computer and electronic manufacturing. Natural resource dependent industries: lumber, wood products agriculture. General manufacturing industries: Food processing, metals. Retail and wholesale and need to be closer to population centers. Industry reliance on each mode differs, with most key industries relying heavily on highway/truck movement. Anticipated increase in population, GNP and employment will fuel demand for increased freight moving into, out of, and within Oregon. Increased freight demand requires additional capacity, congestion reduction measures, improved connectivity between modes and between production locations and intermodal facilities. Expect freight shipped to grow 88% from 2002 – 2025, and from \$ 213 to 554 billion.

Oregon's freight network is centered around four primary multimodal corridors, including the Columbia River. More value in freight going east to west and more tons of freight going north and south. Most of east to west freight originates in Oregon, so the value is known. North and south includes a lot of pass through freight. Connectivity, volume and value are keys to making system work.

As the price of fuel continues to rise, is there a correlation with increase in non-hwy freight movement? ODOT did modeling under 4 different scenarios, including an increased cost of gasoline. Result: Perishable goods continued to use the current mode of transport, regardless of the cost of fuel. Other goods, moved to other forms. Regardless, still saw growth in freight because of population growth. Rail corridors are very

close to capacity right now. Other scenarios are on the Oregon Freight Plan Internet link.
http://www.oregon.gov/ODOT/TD/FREIGHT/FREIGHT_PLAN.shtml

NWACT and how NW Oregon freight interacts with the rest of the State—NW ACT ships most of its goods in terms of dollar value to the Portland metro and export markets. Second in importance are markets along the I-5 corridor. Thus how well those markets do will impact NW Oregon.

Freight System Issues: Capacity constraints, emissions, congestion/choke points. Freight Outreach issues: Communicating value of freight travel to the overall population. Message of the importance of freight to the community. Freight policy issues: Transportation System Planning Rules, land use, access management. Freight Funding Issues: Who is going to pay for it? Connect Oregon, other creative funding programs. With an expected 88% increase in freight over the next 20 years, it will be critical to figure out how to fund. Don't want to lose jobs when companies can't efficiently transport products.

Example: Bottlenecks to moving live seafood to China market through the Port of Portland. Sensitivity to different shipping needs, as different economic growth opportunities happen. To send in comments, can be done by mail, through the website. Public comments due by February 28th.

3. Oregon Highway Users Alliance

For the next couple of years have fairly solid funding for existing projects including the Hwy 101/6 interchange. However, preservation/paving, funding is dropping, which will mean that the implementation of projects will be in the least costly fashion. ARRA funding is pretty much going away. OTIA funds primarily pay debt service now. Which reduces the amount of funding available for new preservation and modernization. Which also raises the question as to how much more bond debt can be issued. For example, will there be a ConnectOregon 4? Will be some relief as some debt gets paid off in the next couple of biennia. Many of the ConnectOregon projects have done very well, eg, Teevan Bros.

4. Federal Flexible Funds—\$21 million for a non-highway program. Connecting bike/ped and transit modes of transportation. New program this year. First set of applications due November 12th. Need to have projects ready for construction next Summer. Because Federal dollars, must follow all of federal funding rules including environmental. An annual program, with next set of applications will probably come out next Spring. Minimum is \$50,000 with maximum of \$2.1 million. Can ask for the planning and engineering part first, with construction being a follow on application (as long as actually implement the project within 10 years). Bike/Ped and Transportation Enhancement programs can't be used for transit projects.

5. Transportation Enhancement Funds

The list of projects is out on the website now, and asking for public comment. Larry will give to Mary. City of Astoria/Maritime museum historic depot, Garibaldi street improvements (eg to live seafood shipping), 3rd st in Tillamook, Phase III of the Neahkanie rock wall improvements. Comments are due by the end of this month. NWACT will send in a letter supporting the applications, because of their specific economic benefits to the region.

6. Member Updates

- OCZMA. Encouraged finding a way to deal with the South Jetty on Tillamook Bay. Did a great job on the North Jetty. Need to keep connection between economic development and transportation going.
- Oregon Trail Chapter of the Red Cross: DOGAMI presentation on the subduction zone off the Oregon Coast. Question of when, not if, an earthquake occurs. Everything west of the Cascades will be affected: Highways, bridges, water/sewer lines. Not a lot of funding available to fix the problems.

7. Election of NWACT 2011 Officer Slate

Unanimously approved 2011 Slate recommended by Nominating Committee at January 2011 Meeting: Shirley Kalkhoven—Chair, Ron Blin—Vice Chair, and Henry Heimuller—Second Vice-Chair.

8. Other Business

Next Meeting—May 5th, Camp Rilea.

Recorded: Mary McArthur, Staff

Shirley Kalkhoven, Chair