

## NW Oregon Area Commission on Transportation

March 3, 2005

Tillamook Transit Center

Tillamook, OR

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

Jamie Barclay – ODOT Region 2	Don McDaniel – Port of Astoria
Clark Berry – Washington County	Ray McFarlane – City of Rockaway Beach
Bill Campbell – Tillamook County Planning	Charlotte Mendenhall – Sunset Empire Trans Dist
Mark Ellsworth – Gov’s Econ Revitalization Team	Kathleen Newton – Headlight Herald
Lylla Gaebel – Clatsop County Commission	Melanie Olson – EDC of Tillamook County
Mark Gervasi – City of Tillamook	Heather Ornelas – Tillamook Transit District
Valerie Grigg Devis – ODOT Region 2	Carole Richardson – ODOT Region 2
Larry Haller – City of Seaside	Charlie Sciscione – ODOT Region 1
Jim Heikkila – Clatsop Co Private Sector	Aaron Suko – Tillamook County Roads
Dick Hellberg – City of Warrenton	Carmen Swigert – City of Cannon Beach
Jim Hunt – Clatsop Co Private Sector	Christy Vail – EDC of Tillamook County
Shirley Kalkhoven – City of Nehalem	Lonny Welter – Columbia County Roads
Mark Labhart – Tillamook County Commission	Tim Wilson – ODOT Region 1

Excused: Rita Bernhard

1. Welcome and Introductions: Members introduced themselves.
2. NWACT Minutes/Public Comment/Legislative Comment
  - February 3, 2005 minutes. Approved unanimously. (McDaniel/Berry)
  - Public comment – None
  - Legislative comment – Heather reported that SB 448 relates to the applicability of public motor carrier laws to provide inter-city service. Opens up the opportunity for more carriers to come in and fill the void left by the departure of Greyhound. Heather, Carole and Shirley reported on SB 71 – Connect Oregon which focuses on transportation options other than highway travel. Would use lottery-backed bonds for funding. Hearings are going well. Another bill, SB 894 would have any highway that has federal highway designation become a designated freight route, which would then include Hwy 101 which NWACT has opposed. An amendment to that bill may be proposed that would not require all federal highways to be included. However, OTC Stuart Foster Chair has recommended that local communities carefully follow the bill. SB 894 is backed by the trucking association which is interested in getting highway upgraded to move freight faster. Forecasts call for highway freight travel to increase 100% in the next 10 years. the Tillamook and Clatsop County Commissions and EDC of Tillamook County oppose the bill. SB 566 would not allow dual designation as both a freight and designated byways or historic routes. ODOT sets the speeds on designated freight routes. NWACT members were encouraged to take these bills back to their respective jurisdictions, but as an ACT, no action was taken.
  - ODOT Updates
    - Region 2 – Jamie reported on the Hwy 101/Latimer Rd interchange. Have enough funds for a signal, some widening of Latimer to the east with a left turn lane, and extending Latimer across Hwy 101 to the west to allow access to the properties west of the highway. Several homes on the highway close to the intersection will be bought because their driveways conflict with the right of way. Scheduled for construction in 2007.
    - Wilson River/Hwy 6 – Working on project scoping of the interchange. Traffic signal option has pretty much been eliminated because of safety – stopping traffic on a State Hwy.

Tillamook Refinement Plan – Working on downtown Tillamook which two state highways intersect, addressing pedestrian safety, parking and freight traffic. Had a well attended workshop in Tillamook last month, consultants are taking suggestions and drafting a plan. A second public meeting is being held next week.

- Transportation Enhancement – Three out of the 13 projects recommended for funding have come out of the NWACT region. Banks-Vernonia Trail Extension, US Fish and Wildlife – on Hwy 101 near Neskowin (although project is technically within Region 2/Area 4 boundaries); and Port of Astoria pedestrian access.

### 3. Tillamook Transportation System Plans

- City of Tillamook – Mark Gervasi gave a plan overview. Highlights: Create a scenic bypass around Hwy 6 and Hwy 101 intersection along Hoquartun Slough and other turn improvements at that intersection; addressing pedestrian safety and parking in Tillamook with the moving of Safeway to downtown; pedestrian safety in downtown and around schools.
- Tillamook County – Bill Campbell reviewed the process used to prioritize projects. Board of Commissioners has conducted the final public hearing, and looking at adopting the Plan this Spring. TSP was not included in Comprehensive Plan because transportation projects will change over time, and it would be cumbersome to have to amend the Comp Plan each time. A fair amount of consistency between the County’s TSP and the priorities from the local city TSPs. Also picks up marine, rail (freight) and air transportation. Mark Labhart encouraged ODOT to use the TSP because of all the input.

### 4. Transportation Matters

- Transportation Growth Management – Valerie reported that 13 pre-applications from the NWACT region have been submitted: 3 from Columbia County, 2 from Astoria, 5 from Rockaway Beach, and 1 each from Bay City, Seaside and Tillamook County. This year, applicants have indicated a preference for one-on-one assistance, which Nadine Smith will be providing, rather going to an ODOT application workshop. Entities can still apply for TGM projects if they haven’t submitted a pre-application. Projects can be amended from the pre-applications. Have been over \$11 million in projects submitted to date, for approximately \$2 – \$3 million in funding. Final deadline is May 23<sup>rd</sup>. ODOT’s website has complete information on the program and application.
- Seaside Contingency Plan – If voters vote down the Pac-Dooley project along Hwy 101 in Seaside, the funding will definitely be reallocated. Clearly, the preference is to keep the funding within NWACT, but there no legal reason that must be done. There is about \$32 million in unspent funding. Options include adding funding to existing projects that are not fully funded, and/or funding new modernization projects from NWACT’s priority list. Unspent OTIA funds must be returned to the State while the \$12 million in STIP funding have a better chance of staying within in the NWACT region. Carole proposed the following projects for funding should the Pac-Dooley project fail:

#### Existing Northwest Area projects:

- \$1.5 million US 30 Downtown Astoria Signals (first priority)  
Construction funds for this operations project were “borrowed” to complete a large modernization project on I-5 in Salem. This funding would make the Astoria signal project whole again.
- \$1.5 million OR 6 Wilson River Loop Interchange  
Alternatives are under evaluation with community involvement at this time. Depending on the alternative selected, additional funds of up to \$1.5 million may be needed.

#### New Mod projects from NWACT’s priority list:

- \$8 million US 101 Condor to Hebo (south Tillamook county) Passing Lanes
- \$1 million US 101 at Junction OR 6 (Downtown Tillamook) DSTIP

Shirley noted that the Hwy 101/Suppress Rd is currently not being recommended, which now that the potential for funding is there, may be of higher priority. Carole responded that it would be faster and

easier to make the Hwy 101 improvements through rural south Tillamook County, than to do a major modernization project through more urban City of Tillamook. Labhart indicated support for ODOT's recommendations, given that it uses all of the \$12 million STIP funds allocated to the region. Aaron noted that the Hwy 101/Long Prairie Rd interchange may need a little more funding. He also supported ODOT's recommendations. NWACT doesn't have any OTIA projects other than the Seaside one, thus all of those funds would have to be returned to the State.

Larry Haller reported that local residents are working to get out the vote to support the project. He reported having worked on this project since 1978.

NWACT unanimously voted to approve Carole's contingency recommendations (Ornelas/Labhart), with the hope that the contingency plan doesn't have to be put in place.

5. NWACT Board

- Member Recruitment – Mary handed out a current Board attendance form. Minutes from now on will include “excused” members – those notifying staff they are unable to attend a meeting.
- Board Training – To be discussed at the April meeting
- NWACT Public Presentation Materials – Tim presented. A CD of the materials will be available for presentations.
- NWACT Web Page – Will be updated by the next Board meeting. Board members agreed to have their names, organization representing, phone number and email address listed on the website.
- NWACT Work Plan Update – No changes made during the meeting.

10. Next Meeting

Next ACT meeting will be April 7<sup>th</sup> at the Columbia River PUD.

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Recorded: Mary McArthur, Staff

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Lylla Gaebel, Chair