NW Oregon Area Commission on Transportation

January 14, 2021
Zoom Meeting
St Helens, OR

The meeting was called to order by Henry Heimuller. The following members and guests attended.

Mike Borresen—Buxton
Michele Bradley—Port of Tillamook Bay
Bob Brajcich—City of Clatskanie
Ayreann Colombo—Col-Pac EDD
Patrick DePriest—ODOT Intercmty Program
Jeff Harrington—City of Astoria
Jeff Hazen—Sunset Empire Transportation
Henry Heimuller—Columbia County Csm
Tony Hyde—Columbia Co Private Sector
Betsy Johnson—Oregon Legislature
Kathy Kleczek—Clatsop Co Citizen-at-Large
Marsha Kirk—City of Banks
Jim Knight—Clatsop County Private Sector
Chris Laity—Tillamook Public Works
Tracy McDonald—Sunset Empire Transptn
Ted Mclean—Clatsop County Roads
Patrick McHugh—Tillamook Creamery
Tom Messenger—South Tillamook County
Ken Pearrow
Doug Pilant—Tillamook County Transportation Dist
Mike Russell—Columbia County Roads
Ken Shonkwiler—ODOT
Tony Snyder—ODOT
Lianne Thompson—Clatsop County Commission
Jerry Willey—Washington County Commission
Tristen Wood—David Evans Associates
Steve Wright—City of Seaside

1. Welcome and Introductions—Henry Heimuller opened the meeting. Members and guests introduced themselves. Welcome to new Clatsop County At-Large member, Kathy Kleczek.
2. NWACT Minutes and Updates
   - November 11, 2020 minutes. Consensus to approve (MB/MB).
   - Public Comment—Susana Gladwin sent the following email:

     ODOT, please paint the outer white line on Hwy 202. I live in Jewell and drive it often to get to Astoria. It is almost impossible to know where the edge of the Highway is at night when oncoming traffic have bright lights.

     Also there is a low spot on Hwy. 202 just before the South-east end of the Waluskie River bridge. When it's raining hard it creates the conditions for sudden hydroplaning.

     Thank you,

     Susana Gladwin
     82316 Hwy 103
     Seaside, Or 97138
   - Legislative Update: Senator Johnson reported that the Legislature starts in 10 days. Access to the capitol is very difficult with the new security. Special interests aren't being allowed into the building. OLIS is the recommended electronic portal of entry into the legislative transportation happenings. Compliments to ODOT for the swift follow-up to the storm aftermath on Hwy 30 and completion of the Rainier A St improvements. Think positive, test negative and happy 2021.
   - Region 2 Updates. Tony—Interactive map shows where all construction activity is. Good portal. 15 projects in 2 and ½ counties. Next project in Columbia County will be Mallard and Bennett, bringing ground in the next 45 days. Will be briefing Clatsop County commissioners next month.

Ken—Just started Nehalem Bay TSP, multiple community planning at once. US 101 at Gearhard planning started. Will be doing a lot of public outreach over the next year. Working on Hwy 6 slides from the last rain and windstorms. Looking at a long-term fix, instead of interim expensive fixes. Try to maintain trees on the hillsides but move them further from the edge of the roads.

- OTC—No specific updates.
- Columbia County Transportation Update—All Roads Transportation Safety—Scappoose Vernonia Hwy. Beating back brush, Apiary Rd as well. Did have some road closures yesterday, but nothing too serious. Trees down rather than slides. Some emergency relief projects working with ODOT on, culverts and slides. St Helens applying for a community path program funding between Scappoose and St Helens. NEXT Renewable will be a $1+ billion plant, which will require upgrading county roads and potentially a park and ride in Clatskanie. Tristen is no longer with Columbia County and is now working with David Evans, while continuing to assist the County with a couple of projects.

3. STIF Discretionary and Statewide Transit Network Program Applications

Doug Pilant and Jeff Hazen reviewed the 4 project applications coming from the NWACT region.

- SETD—Continuation of the lower Columbia Connector
- Tillamook—Two applications, one for continued support of the Tillamook to Portland service and one for expanding connections between Tillamook to Salem.
- NWOTA/NWConnector—Build out of 3 new transit stops: Ensign Rd and Hwy 101 in Warrenton into a full service stop. Pacific City—Highly used particularly through tourism time. Waldport—provides improved access, hub for multiple activities in the region. NWACT members, by consensus, supported all four applications. Mary will submit the feedback electronically to ODOT.

4. ODOT 2024—2027 STIP Update

The OTC has received significant feedback from advisory committees, public survey, online open house, two webinars and letters/comments to OTC. Most comments have ever received on an ODOT STIP.

Main themes:

- Support non-highway funding to advance equity, address climate and increase access and equity for all
- Fix-It: Don't cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support Enhance Highway investments

Spending priorities:

- A couple of big shifts over the course of the year: Reducing traffic congestion and increasing roads. (Less important)
- Increasing mode shift, eg, more public transit, bike paths, rail

Decision:

Fix-It	$800 million
Non-Highway	$255 million (large increase)
Enhance Highway	$175 (slight increase)
Safety	$147 million

Historic Investment in Non-Highway Funding

- KPM—Key performance measures are included in this STIP

Next Steps

- Take Enhance Highway program and prioritize limited funding
- Non-Highway—Allocate among modes and programs
- Fix-It—Investments across different asset types

5. ODOT Strategic Action Plan

More emphasis on transit. Changing and evolving into the transportation system of the future. Will guide for ODOT's hiring decisions and transportation funding.

3 priority goals:

- Equity—New Equity Officer—Changing workforce culture and practices. Having more diverse engagement across the state.
- Creating a modern transportation system
- Sufficient and reliable funding

6. Highway 101 (Warrenton/Gearhart) Safety Corridor

Only have a limited number of safety corridors happening at one time. Work on the most unsafe portions of the highway system. Must be in the top 50% of all proposals, a threshold number of accidents/fatalities. Accident incident rate is not high enough other than on a small section of the highway. Traffic people will monitor and continue to analyze. If had year-round traffic issues, would rank higher. Long shot might be to see if can have a seasonal traffic safety corridor. Also looking at the incidence of accident rates on highway near Warrenton. But don't have enough funding to do preventative for everyone, rather can only be reactive on the worst areas. More impaired drivers, non-alcohol. Typically look at a 7—10 year period. Although it takes a 18 to 24 months to get accident data into system. Also take information from local traffic safety partners, types and numbers of citations, incidents of aggressive driving. Lot of driveways enter onto the highway with little or no recovery sidelines.

7. Critical Oregon Airport Relief (COAR) Applications Update

Yesterday the Aviation Review Committee to make recommendations on all State Aviation grant requests. Applicant requests far outweigh what is available in funding. 1st Priority—Assist with match requirements for FAA Airport Important Program (AIP) grants. FAA will fund 90% of a project. 2nd Resilience. 3rd—Infrastructure assistance

Review criteria:

Reduces transportation cost to Oregon, results in economic benefit, is a critical transportation link, match funds, ready to proceed, useful life expectancy provides maximum benefit.

Project is ranked based on whether it Meets, Somewhat Meets or Does Not Meet the criteria.

Received 48 applications totally $5 million

1. 21 applications for over $1.7 mill (Will be able to fund all these requests)
2. $1.2 million—Cut line very close to where the Scappoose project was ranked.
3. $2.1 million

The only priority 1 application from NWACT was Tillamook $1.7 million apron repair, asking for $170,000 match. Very likely to get funding. The only priority two application from the NWACT area was a back-up generator for Scappoose Airport. Two infrastructure applications from Astoria—Wastewater system replacement/repair at Airport won't be funded.

Simply not enough funding to go around for the grant requests. The Connect Oregon grants are not available for FAA match, which was considerable funding leverage. In addition, the aviation fuel tax is scheduled to sunset.

8. NWACT Business/Member Updates

- 2021 Officer Slate—The Nomination Committee recommended Henry Heimuller—Chair, Lianne Thompson—Vice Chair, and Marsha Kirk—Second Vice-Chair. To be voted on at the March meeting.

Member updates:

- Tillamook County—Signed a bridge replacement on Hwy 22 with ODOT. Went underwater this week with floods. Will be working on 5 bridge replacements from 2015 Emergency Relief funds. Culverts—Tillamook county has multiple culverts under county roads that are failing, such as on Miami-Foley Rd. Deep pipes that will take a lot of funding to fix.
- Astoria—Tongue Point access road project, being with working with federal government on getting access. Have been analyzing the road segments and in process of surveying the segments. Currently a landslide on the road, and working with Job Corps getting it repaired. 14th St Pier damage being repair. OR 202 sidewalk project is under design. Trestle repair for the Riverwalk just finished. 2020 paving done. Landslide on Alameda that took out a residence. County helped out. ODOT was also a great help.
- Kathy Kleczek—Warrenton is also applying for Community Paths funding, pathway from Hammond to Warrenton. Both Seaside and Warrenton received Safe to Schools funding.
- POTB—Next STIA meeting will be February 5th. Salmonberry Trail is also applying for CPP. Barview to Garibaldi and one through Rockaway Beach.
- Seaside Airport—Completely flooded currently. Culverts are very important.
- Hwy 6 Emergency Access—Need to get feedback from Verizon. Will get the group together next month.

Recorded: Mary McArthur, Staff Henry Heimuller, NWACT Chair