

## NW Oregon Area Commission on Transportation

July 8, 2021  
Zoom Meeting  
St Helens, OR

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

Mike Borreson—Washington Co Citizen-at-Large	Chris Laity—Tillamook County Public Works
JonPaul Bowles—Salmonberry Trail Foundation	Rosemary Lohrke—Columbia Co Private Sector
Michele Bradley—Port of Tillamook Bay	Patrick McHugh—Tillamook Creamery
Caroline Crisps	Arla Miller—ODOT Transit
Ayreann Colombo—Col-Pac EDD	Susan Peithman—ODOT Public/Active Transportation
Jeff Harrington—City of Astoria	Jennifer Purcell—N Coast Regional Solutions Team
Jeff Hazen—Sunset Empire Transportation Dist	Mike Russell—Columbia County Roads
SarahLu Heath—Col-Pac EDD	David Sukau—City of Scappoose
Henry Heimuller—Columbia County Csm	Ken Shonkwiler—ODOT
Bill Jablonski—ODOT	Joe Younkins—Washington County
Shane Jensen—Port of Astoria grant writer	Liane Welch—City of Tillamook
Bruce Jones—City of Astoria	Jerry Willey—Washington County Commission
Senator Johnson—Oregon Legislature	Steve Wright—City of Seaside
Kathy Kleczek—Clatsop Co Citizen-at-Large	
Marsha Kirk—City of Banks	

1. Welcome and Introductions—Henry Heimuller opened the meeting. Members and guests introduced themselves. Welcome to Sarah Lu Heath, Col-Pac’s new Program Manager, who will be taking over NWACT administration and coordination.
2. NWACT Minutes and Updates
  - May 13, 2021 minutes. Consensus to approve (LT/MK).
  - Public Comment—Senator Johnson: Got a lot of feedback from the Quilt Shop near the work being done on the Millard Rd/Hwy 30 intersection inquiring progress on that project. Response: ODOT is working with the adjacent property owners on the barriers, should be resolved by now.
  - Legislative Update: Senator Johnson. Starting out Legislative session asking for cuts, but ended up with much more funding. Going to be a lot of infrastructure projects funded. Interested in the local projects being coordinated, to see if similar projects can work together to save costs and maximize efficiency. Expect more work on broadband, but want to be sure long term sustainability is also planned out. Will be a lot of construction. Concern about having enough workforce to do all the projects. Would like to have recapitalized Connect Oregon, but it didn’t happen. Will continue to work on that. Nothing has been done on rescinding the unemployment relief funding which affects labor shortages and contributes to inflation. Col-Pac has approved a consulting agreement for planning of middle and last mile broadband implementation, which will address some of the ongoing, long-term broadband needs. Ayreann will send over a summary of Col-Pac’s work on broadband.

- Region 2 Updates: Bill Jabonski—Interim Area Manager. Recruitment closed yesterday. Jim West will start process of interviews. Hopefully, it will include a member of NWACT. Also recently Garland has left ODOT. Major project updates:
  - Project Planning/Scoping: Humbug Creek on Hwy 26 will be added to the 20-21 STIP. Two Oregon Community Paths funded in the NWACT area: Salmonberry Trail Rockaway segment, Astoria Riverwalk path lighting. Scoping process for 24-27 starting and go through September: Rainier to Wonderly Rd for preservation (be sure to include how slick the hillside along there is), US 30 Jones Rd to 6<sup>th</sup> St, US 30 Goble St Bridge replacement, Juno Hill sidewalk and railings near the Tillamook Creamery, Sandlake Bridge replacement and Dougherty St Bridge replacement.
  - Millard and Bennett—Have been some delays being done before work started. Was able to work out access to the Quilt store this week for 24/7 access. Provided additional businesses open signage and left-turn signs. August 11<sup>th</sup> is the expected date when Millard Rd can be used again. Unfortunately not during the County Fair. Next stop is make improvements to Bennett Rd. Rail crossing improvements won't start until later this year, with a completion mid-year next year. Rail tracks are important to several businesses, so the railroad needs to be reminded of the critical nature of quick work on each intersection. Supposed to be able to get intersections done over single weekends. Bill will report back on getting a better schedule from the railroad. SarahLu will get the information out to everyone.
  - Oregon 26 paving project—Going on right now. Should be done by mid-August. Work is being done at night. Next work will be the intersection of Hwy 26 and 6.
  - Youngs Bay Bridge is wrapping up.
  - Ave A to Ave K (Seaside) ready to be bid in March 2022. Working on utility relocations. Working on addressing traffic impacts next Summer even if work is done at night.
  - Ave U bridge replacement is expected to be around \$6 million, although it is not currently on a funding list. May be future resources in the legislature. Seaside has been working on Ave S which goes up to the new school campus.
  - OR Hwy 47 bridge is going out for rehab or construction (?) next year. Henry—Crown Zellerbach Trail will need a new bridge across the Nehalem River, would be good to reuse the Hwy 47 bridge if it is replaced rather than rehabbed. Bill will check to see if the bridge will be replaced or rehabbed.
  - Hwy 30 will get a Variable Message Sign (VSM) coming down the Hwy 30 hill leading to the Longview Bridge.
  - Dairy Ck bridge to be replaced next year. Working on alternative routes with emergency service providers.
- Ken—Couple of outreach events for the Regional TSP for North Tillamook County. Similar outreach for Hwy 101 through Gearhart.
- Washington County Transportation Update—Bids on projects have been coming in much higher than budgeted.

### 3. Salmonberry Trail Presentation (JonPaul Bowles)

87 miles, connects Metro area with rural WA County and the North coast. Planned outcomes: increased connectivity, active transportation route, available for use by multiple modes of travel. Rail line was abandoned in 2007 after a second storm washout. Salmonberry Trail Foundation has been working on getting the trail built out. Eastern most portion of the trail is access point for connecting the Metro and coastal trail networks. Looking at getting a trail on the ground initially as a simple debris-free, soft surface trail.

Rockaway Connector is the first of at least two phases. (Oregon Community Paths funded) Will connect the City of Rockaway with the Neah-Kah-Nie high and middle schools Looking at Safe Routes to School funding for Phase 2.

2021 Wins to date: Funding from Tillamook and Wahington Counties, Travel Oregon Award, Murdock Charitable Trust, Community Paths grant and Opportunity Seed Funding from Travel Oregon. Building the Opportunity Fund is a major initiative for the Foundation.

Working with the Oregon Coast Trail and Association of Oregon Counties on getting bicyclists off Hwy 101. Salmonberry Trail, if it can be aligned with the railbed between Bay City and Garibaldi should help get bicyclists off the road. Separated facilities are the safest.

Concern about hikers crossing Hwy 101—very dangerous. Alignment of Oregon Coast Trail near Hwy 101 is unsafe. ODOT has been working with the Oregon Coast Trail group on highway crossings to move them to safer locations. ODOT is not adding any crossings, or marked pedestrian crossings. Be a good idea to have the Oregon Coast Trail Association come and talk to the NWACT.

Is the Salmonberry on the STIP? As the Rockaway segment gets funding, it will go onto the STIP.

ODOT, in their outreach and planning work, notes the work of the Salmonberry Trail.

Salmonberry Trail Foundation is open to extending the trail north of Tillamook County if funding is available.

Ongoing issue: Will always be some hard-core road bikers who will only ride on paved roads and be a safety hazard.

#### 4. 2024—2027 Enhance Highway Discretionary Program (Ken Shonkwiler)

Last NWACT meeting initiated project ideas for congestion relief and increase freight mobility. Seeking projects that provide additional benefits: Safety, equity, climate and multimodal accessibility. Examples: Auxiliary lanes, passing lanes, truck climbing lanes Intelligent transportation systems and other technology improvemevnets. Also look for geographic balance. 30% minimum for rural areas outside MPO boundaries. Thus a lot of projects competing for a small amount of funding. Projects submitted:

- Hwy 6 slide rebuild/pavement repair—Heavy freight travel as well as the motoring public. Unsafe at the speed the vehicles tend to drive. Comment: Don't want to just see repaving, but working toward a permanent solution.
- Wilson River Loop buffered right turn lane.
- Hwy 6 passing lanes
- Tripcheck camera on Hwy 6 on top of coastal range.
- Hwy 130 bridge replacements for single lane bridges (Fairly sure this does not qualify)
- Extend merge lande at Why 47/US 26 for vehicles coming onto Hwy 26 from Banks
- Hwy 47/US 26 intersection overpass, 30% design. Some scoping has been done: Some environmental and engineering has been done, but it needs to be updated. Traffic has increased significantly on both Hwy 26 and Hwy 47. Important to follow through this time. Design ask would be more competitive than asking for an entire overpass build. Design work would take 1 to 2 years.
- Signal install at Hwy 30/ Van Street in Clatskanie (Very certain that this does not meet signal warrants based on recent development review work and told the constituent that we would not support)
- Right turn lane on US 101/Broadway street in Seaside. Signal rebuild.
- Signal Rebuild on US 30/30<sup>th</sup> St at Astoria Police Department. Huge back up during high volume tourism travel days, and when the power goes out. Fire trucks can't get through.

- US 30/ High School Way signal rebuild
- Scappoose intersection(?)
- ITS sign on Hwy 6

Question: What about emergency communications on Hwy 6? Working on alternative options including connecting with Tillamook County's emergency communications work and/or utilizing expanding broadband middle mile access.

Prioritizing: Safety is a priority. Concept design of Hwy 26/47 Staley's Junction intersection, Hwy 6 phase 1 rebuild, signal rebuild at an intersection(s) with the most crashes and/or highest pedestrian use/accessing schools.

5. Port of Astoria Grant Letter of Support

Shane Port Infrastructure Development Grant from MARAD. Project is for Pier 2 West. Astoria is a significant Port for fish processing nationally. Pier 2 West accounts for half of the City's fish processing. Engineers are recommending a new seawall and complete replacement of Pier 2 West. Total project cost is \$19.3 million. Permitting been looked at? Army Corp will need to provide a permit. (Senator Johnson) Is the Port talking to the Legislature? What is the Army Corp's sense of urgency regarding this project? Unclear at this point. The Port has hired Eric Campbell who is an experienced permitting process consultant. Total request for MARAD is for at least 80% federal share. Will be finalizing the match decisions next week. Motion (LT/BJ) to send a letter of support.

6. Highway Emergency Communications

Two options being explored: Working with Tillamook County's Emergency Communications Consortium, which may be able to add emergency communications over Hwy 6 to the work they are doing. Also, Col-Pac's work with the Regional Broadband Advisory Team (BAT) is looking at adding Hwy 6 emergency communications to their upcoming regional planning Scope of Work.

Chris Laity—Tillamook County is also looking at ways to provide emergency communications at Short Sands which could then be potentially applied to emergency communications over Hwy 6.

7. NWACT Business/Member Updates

- Chris Laity—Neskowin emergency egress is currently under construction. Cape Meares loop route plans are almost complete and funding has been secured. Western Federal Lands is expecting 12.24% inflation rate. Tillamook County has 3 culvert to bridge projects with Fish and Wildlife. Will be meeting with BLM to do more culvert to bridge projects. May have up to 8 bridges under construction next Summer. Also having trouble getting workers, 25% of staff are retired workers coming back. Shortage of housing affordable for workers.
- Jeff Hazen—Transit is also critically short of drivers. May have to cut service due to lack of drivers. Giving away iPads, hiring bonuses. Compete with school buses, freight.
- City of Astoria—Hwy 202 sidewalk project in planning, with 2023 construction. Riverfront bridges complete.
- Seaside—100<sup>th</sup> anniversary of promenade this August.

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Recorded: Sarah Lu Heath, Program Manager

Henry Heimuller, NWACT Chair