





MEETING AGENDA

Date: Thursday, November 9, 2023
Time: 1:00 pm—3:00 pm
Contacts: Lianne Thompson, Chair:
 503.741.1715
 Sarah Lu Heath, Staff: 971.328.2877 or
SarahLu@nworegon.org

Location: Clatsop Community College
 Columbia Hall, Room 219
 1651 Lexington Ave, Astoria
Virtual:
<https://us02web.zoom.us/j/83755031485>
Call-in Number: 1-253 215 8782
Meeting ID: 837 5503 1485

NWACT meetings are open to the public and accommodations will be provided to persons with disabilities. If a sign language interpreter is needed, please call Sarah Lu Heath at 971.328.2877 at least 48 hours prior to the meeting.

		Action	Presenter
Item 1 1:00 p	Welcome and Introductions		Sarah Lu Heath
Item 2 1:15 p	NWACT Minutes/Updates  September 2023 Meeting Minutes (attached)  Public Comment (Limited to 5 minutes per person)  ODOT Region 2 Updates Q&A  Clatsop County Transportation Update	✓	Liane Welch Bill Jablonski/ Caroline Crisp Terry Hendryx
Item 3 1:30 p	Elect 2nd Chair	✓	Lianne Thompson
Item 4 1:35 p	ODOT Strategic Action Plan		Mary McGowen Jake Easter
Item 5 1:50 p	NWACT Strategy	✓	Caroline Crisp
Item 6 2:30 p	Oregon State Patrol Update		Officer Hasenkamp
Item 7 2:50 p	Consider New Meeting Recurrence	✓	Lianne Thompson
Item 8 2:55 p	NWACT Business/Member Updates 2-3 minutes, transportation projects, grant requests, relevant closures, or construction projects, etc.		Lianne Thompson All

✓ Indicates the NWACT should vote on this item.

Attachments:

September 2023 Meeting Minutes

Note: A complete meeting packet is available on the NWACT website at NWOregon.org/NWACT

**Northwest Area Commission on Transportation
Meeting Minutes July 13, 2023**

The meeting was called to order at 1:01 pm by Chair Thompson. NWACT Members in Attendance are denoted with an asterisk:

Clatsop County

Commission (v)
Commission (a)
Large City (v)
Large City (a)
Small City (v)
Small City (a)
Citizen-at-Large
Citizen-at-Large

Lianne Thompson*
Terry Hendryx*
Elisabeth Adams*

Steve Wright*

Kathy Kleczek*

Columbia County

Commission (v)
Commission (a)
Large City (v)
Large City (a)
Small City (v)
Small City (a)
Citizen-at-Large
Citizen-at-Large

Casey Garrett*
Mike Russell*

Dave Sukau*
Bob Brajcich*
Scott Jorgenson
Rosemary Lohrke*
Ryan Pearson

Tillamook County

Commission (v)
Commission (a)
Large City (v)
Large City (a)
Small City (v)
Small City (a)
Citizen-at-Large
Citizen-at-Large

Erin Skaar*
Chris Laity*

Liane Welch
Nicole Stevens*
Patrick McHugh*

Washington County

Commission (v)
Commission (a)
Large City (v)
Large City (a)
Small City (v)
Small City (a)
Citizen-at-Large
Citizen-at-Large

Jerry Willey
Stacy Shetler*

Jolynn Becker
Marsha Kirk*

Don Odermott*
Mike Borresen*

Transit Districts

Columbia Co (v) *John Dreeszen*
Columbia Co (a)
Clatsop County (v) **Tracy MacDonald***
Clatsop County (a)
Tillamook Co (v)
Tillamook Co (a) *Brian Vitulli*

Ports

Port of Astoria (v) **Frank Spence***
Port of Astoria (a) *Will Isom*
Port of Columbia Co (v)
Port of Columbia Co (a) **Sean Clark***
Port of Tillamook Bay (v) **Michele Bradley***
Port of Garibaldi (a) *Mike Saindon*

Others in attendance:

Debbie Boothe Schmidt, SETD
Jayson Buchholz, ODOT
Mark Buffington, ODOT
Wes Cochran, EDA
Colin Cooper, ColPac EDD
Caroline Crisp, ODOT
Melyssa Graeper, ODEQ and RST
Jeff Harrington, City of Astoria
Tony Hyde, Columbia County
Bill Jablonski, ODOT
State Representative Cyrus Javadi
Chris Laity, Tillamook Co Public Works
David McCall, City of Bay City
Arla Miller, ODOT Transit
Senator Suzanne Weber

*Members denoted with asterisks were in attendance.

Item 1: Welcome and Introductions

Members and guests introduced themselves.

Item 2: NWACT Minutes/Updates

July's meeting minutes were reviewed. Commission Garret motion to approve; Michele Bradley seconded the motion, it passed unanimously.

Public Comment: None

ODOT Regional 2 Updates: Rockaway Beaches' Community Path grant is in contracting. St Helen's Community Paths grant will go into procurement this winter. The Highway 6 study is complete and will be provided to the legislature. The grant application to improve the Butte Creek bridge has been submitted with a letter of support from the NWACT.

It was noted that the USDOT Thriving Communities grant cycle will open soon.

In Astoria, repaving is taking place on US30 to delineate new turn and bike lines. The project is expected to finish in September. ADA ramps are being worked on in downtown Clatskanie.

The Colvin Road detour on Highway 30 should be restored in early October. Work on the project will begin again in the spring, but will not require a detour.

The sidewalk project in Seaside will be completed with a ribbon cutting shortly. The Astoria Megler bridge project is wrapping up.

Upcoming projects include a sidewalk and pavement project in Garibaldi from 1st through 12th Streets, coming in 2024. In Rainier, the Fox Creek project is seeking funding. There will also be a study on Beerman Creek regarding King Tides effects. Upcoming paving/grinding projects include Highway 26 at Douglas Park and Highway 30 at Tide Creek. St Helens and Scappoose will be provided grinding work to smooth the transition between concrete and asphalt paving. Warrenton is seeing working on wheelchair ramps and paving in their downtown.

Councilor Marsha Kirk requested an update Banks Fire Departments request for improved access to Highway 26 from their station. Bill Jablonski said he followed up but a meeting will need to take place to get the ball rolling.

AOC Update: No update since the legislative session is over.

Tillamook County Update: The county is in the process of updating their Transportation Systems Plan. They have also received congressional funding for bridge repairs, and two awards for culvert work. Additionally, the Cape Meares Loop Road project is nearing completion, utilizing three federal funding awards, five retaining walls, with project cost of \$22 million. A ribbon cutting will be held.

Upcoming projects include culvert replacements along the Salmon Super Highway. A letter of support for grant applications for the project was requested. Stacy Shetler moved to approve a letter of support, Michele Bradley seconded and the motion passed unanimously.

Item 3: Open Chair Position: Rosemary Lorchke and Kathy Kleczek agreed to work together as a nominating committee for the open 2nd Chair Position as well as general recruitment to vacancies.

Item 4: Highway 6 Study Findings: Caroline Crisp shared the findings of the Highway 6 Corridor Study. Senator Weber commented that rumble strips are her first priority. As well as finding an east bound passing lane, and the area of mile markers 31-35.

Commissioner Thompson remarked that ODOT is underfunded and her priority of safety.

Bill Jablonski cautioned that most solutions have such high costs they their implementation would be dependent on federal funding assistance.

A discussion followed regarding increased highway use coming from the metro areas burdening existing transportation facilities and drive high crash numbers. Don Odermott requested to see crash data during the 'urban surge' weekend periods.

Item 5: NWACT Strategy Update: Caroline Crisp reviewed the process. The NWACT has completed the vision and significant themes. In the coming weeks, representatives from each county will discuss updating the significant projects list. The NWACT will review the full list in November.

Item 6: Highway 26 Accidents: Mayor Wright shared his concerns about the number and severity of crashes on Highway 26. Data provided by OSP was shared on accident rates and types. Discussion on the topic included comments requesting more OSP patrol, notes that Knappa speed reductions have not slowed drivers, and that the Buxton/Manning area backs up thirty minutes or more on the weekend.

Item 7: ODOT Services Changes: Mark Buffington and Bill Jablonski provide an update from ODOT including a hiring freeze in the maintenance department. The group is told to expect lower levels of service this winter due to lack of personnel. Only Highways 26, 30, 6, and 101 will be prioritized. There will be fewer snow plows and no stripping on secondary roads.

In the 2024-2027 STIP, budget numbers will not be assigned to projects. Instead buckets of funding will be available on a first-come, first-served basis. Projects will stay 'in line' from year to year, to receive funding as it comes available. This new methodology will emphasize phased approaches to projects.

Item 8: NWACT Business/Member Updates:

Councilor Adams with the City of Astoria notes that she's been answering questions about the road re-stripping and re-configuration and is anticipating the arrival of flashing beacons to be installed at 23rd Street near Columbia Memorial Hospital.

Stacy Shetler with Washington County shared that they are applying for funding for seven bridge projects.

Debbie Boothe-Schmidt with the Sunset Empire Transportation District shares that they are considering restoring two routes. Interviews for a new Executive Director are also underway as well as plans for additional board training. They are also embarking on a volunteer project to build two bus shelters with existing materials.

Michele Bradley with the Port of Tillamook Bay shared that they having a paving project underway with ODOT's help. They've also secured emergency supplies for 100 people as part of a community preparedness plan.

Mayor Steve Wright of Seaside shared his appreciation for the Highway 101 sidewalk redesign.

Don Odermott of Washington County brings the Westside Multi-Modal Corridor Study to the attention of the NWACT due to its inclusion of Cornelius Pass, a long time area of concern for the group. He recommends we include a presentation of the study at an upcoming meeting and the group agrees.

Councilor Marsha Kirk of Banks shares the news of a new flashing light at the Banks High School.

Kathy Kleczek of Clatsop County shares the news of new 'movi-mats' in Seaside which allow greater access across sandy areas for people with different mobility needs.

SETD Board Member Tracy MacDonald gave his thanks for the NWACT's support of SETD and announces that this will be his last meeting.

Meeting was adjourned at 2:57p.

Draft

Area 1 updates NWACT	Nov-23				
	STIP Project	Phase/Year	Budget	Completion Date	Comments
Planning	US 101 Gearhart Great Streets Project	Design/PE 2023	\$11,835,467	PE 2024	Gearhart has been selected as the fourth project in the Great Streets application. Currently, ODOT is internally negotiating funding to cover the cost of this road diet along with a signal enhancement.
	US 30: Basin St - 8th Street Great Streets				After being ranked first in the initial round of review, our team felt confident that we would be awarded the construction funds for the median islands and RFBs in this project. However, in the subsequent round of review with new criteria, this project was not selected. Caroline will be exploring additional grant opportunities for this project, such as...
	Tillamook County TSP - ODOT budget	PL 2023		PL2023	Caroline and Chris are currently working on the SOW (project scope) for the TSP. They are excited to launch the statement of work in the new year, inviting consultants to bid.
	St Helens Path - Oregon Community Paths	PL 2023		PI 2023	Caroline and Jennifer are working on the SOW for the path right now and are hoping to launch the solicitation in January.
	NWACT Work Plan				Attached is the NWACT Draft Workplan, which is open for feedback for the next two weeks. This Workplan prioritizes projects for the OTC and helps ODOT advocate for projects to be included in the STIP.
Project Developm't (current)					

	OR202: Nehalem River Bridge	PE/2023	\$1,754,838	PE/2026	Full bridge deck and rail replacement - early in design
	US101 @ Broadway Signal Upgrades (Seaside)	PE/2023	\$871,844	PE/2026	Starting consultant selection - replace/upgrade signal
	US101 MP 23.9 Culvert Replacement (Beerman Crk)	PE/2023	\$293,255	PE/2027	Project kick-off Jan 2024- replace failing culvert
	OR6 Roadside Barrier Upgrades	PE/2023	\$1,867,593	PE/2024	Project at DAP - construction expected 2025 full barrier upgrade/replacement Tillamook to Banks
	OR6 MP 4.4 - 9.0 (Paving)	PE/2023	\$868,791	PE/2024	Paving construction anticipated 2025
	OR6 @ Wilson River Loop Road (MP2.07)	PE/2023	\$727,550	PE/2026	Upgrade NE intersection of WRL and OR6 - construction anticipated 2025
	OR 6 Devila Lake Fork Wilson River Bridge	PE/2023	\$218,900	PE/2024	Bridge painting anticipated summer 2024
	US101 Nedonna Creek	PE/2023	\$1,100,000	PE/2025	Culvert replacement in cooperation with Oregon Coast Scenic Railroad/POTB

	US30 Rainier - Wonderly Rd	PE/2023	\$429,300	PE/2025	Preservation design started, construction funding not identified
	US101 Urban Upgrades (Garibaldi)	PE/2020	\$1,837,000	PE/2025	Highway preservation, sidewalks, ADA ramps, rail safety expected to begin construction 2024
	US101 Pacific Way (Gearhart)	PE/2023	\$688,845	PE/tbd	Signal replacement under design - construction funding not identified
	US30 SE Maple St Rail Safety Crossing (Scappoose)	PE/2023	\$641,000	PE/tbd	Upgrade rail crossing - construction funding not identified
Construction					
	US30 @ Graham Creek	CON	\$3,670,160	Summer 2024	Two lanes back on the highway, small traffic shift in place for the winter months.
	US26 @ Mendenhall	CON	\$6,332,331	Nov-23	A few more weeks of work left to get this wrapped up.
	US30 Astoria Roadway Reconfiguration	CON	\$1,500,000	Winter 23/24	Mostly complete, waiting on bike detection camera to become available.
	US30 Clatskanie ADA Ramps	CON	\$498,000	Nov-23	Work is underway. Working closely with the contractor to provide compliant ramps.

	US30 EB Larson Road Longview Queue Warning	CON	\$1,654,900	Spring 24	Project recently bid, just getting started
	US30 Clatskanie River Bridge Scour	CON	\$321,221	Summer 24	Project recently bid, just getting started
	US26 Little Humbug Creek Bridge	CON	\$4,194,879	Fall 24	Project recently bid, just getting started
	US101 Ave A - Ave K Seaside	CON	\$8,841,154	Fall 23	Project is complete with a couple clean up items needed from the contractor.
Maintenance	All crews doing winter preparations.				
	Strategic tree removal of hazard trees in Manning and Warrenton sections on US26, OR6, and OR47.				

	Striping completed for the season.				
	All crews will split into day/night shifts for winter coverage starting in November.				



Oregon

Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301

October 25, 2023

Dear Area Commissions on Transportation and Modal Committee partners,

We are reaching out today to provide an update on the 2027-2030 Statewide Transportation Improvement Program (STIP). Compared to previous cycles, *the 2027-2030 STIP looks very different in many ways.*

There is less money, less flexibility, and growing debt to repay. As a result, the 2027-2030 STIP development and outreach process also looks different. Typically, the Oregon Transportation Commission (OTC) crafts different scenarios showing how unallocated funds could be spent and what outcomes these different mixes of spending could achieve. However, because the unallocated portion of funding for the 2027-2030 STIP is a small fraction of what was available in the 2024-2027 STIP cycle, the OTC asked ODOT to identify leveraging options for these limited dollars to advance key outcomes.

Such a focus means that the OTC will not develop scenarios where funding is spread across existing programs. Due to this shift in approach, ODOT staff have not reached out to the ACTs and modal committees in the same way as past years. Once the OTC affirms the leverage and outcomes-based program, ODOT staff will engage with you on what that can look like on the ground. Below is a description of the program approach envisioned so far.

Background and Proposal

With the latest federal reauthorization sunseting in 2026, the 2027-2030 STIP funds are projected to be 7% lower than 2024-2027 STIP. To meet ODOT's commitment to build an accessible transportation system, a significant amount (\$625 million) is dedicated to ADA curb ramp projects, including re-paying bonds used for ADA projects in the 2024-2027 STIP. In preparation, program funding is set to the minimums required under state and federal law and our agreements with local governments. In the case of the Fix-It Program, this amounts to 40 percent less than the 2024-2027 STIP.

Previously, limited funding was reserved for discretionary programs like Transportation Options and Elderly and Disabled, while historic programs like Mass Transit and Enhance have been zeroed out to maximize the amount of unallocated funds. Even with these changes, of the \$2.94 billion STIP funding, only \$70 million remains unallocated.

With dramatically less unallocated funds, there will be marginal benefit to those limited dollars if they are spread across all the funding programs, such as Public and Active Transportation, Fix-It, Enhance, and Safety – as done in years past. Therefore, the OTC decided not to develop investment scenarios.

One option the OTC considered was to invest all \$70 million in one program area, like Fix-It because they recognize the significant under-funding for operations and maintenance activities. With federal dollars, the Fix-It program garners the most support and interest for additional investments. Yet, given the unit cost of Fix-It items such as interstate paving, that \$70 million would be consumed relatively quickly. Instead, those limited dollars could be stretched further to advance key outcomes, like safety, and take advantage of mobilization and other costs when paired or leveraged with other planned investments.

With this in mind, ODOT is aiming to establish a Strategic Outcomes Program that looks for project opportunities across the state (with funding from other programs), that can have expanded, and more impactful scopes of work focused on key outcomes and provide the highest benefit to the system and communities. In accordance with the recently adopted Oregon Transportation Plan, the top outcomes identified included safety, followed by equity and climate.

Utilizing lessons learned and the best elements from similar past programs, like *STIP Leverage* and *Great Streets*, the \$70 million for the Strategic Outcomes Program in the 2027-2030 STIP funds will be paired with other STIP investments to further safety, equity and climate outcomes. The OTC directed ODOT to identify projects where the top priorities of multiple programs intersect. We will seek a combination of investments that support advancements in safety, equity and climate as well as a balance of investments across urban and rural areas. Unfortunately, \$70 million is a relatively small amount and will not stretch far, so every region may not benefit from this funding.

To inform this work, we are combining multiple data layers into a ‘heat map’ to show where the top priorities for safety, biking and walking, climate adaptation, and asset preservation intersect. This mapping will help highlight potential strategic locations that are prime candidates for more holistic community and system investments, and to help further safer and more equitable and climate-friendly outcomes. We will also evaluate these potential projects to consider alignment with community interests, feasibility and readiness, scope, costs, and other factors.

Next Steps

In November the OTC will make a final decision on the 2027-2030 STIP funding allocations. Staff will reach out to the Area Commissions on Transportation, modal advisory committees, and others once we know more to help shape what this will mean on the ground.

ODOT's Strategic Action Plan Update

Mary McGowan, Strategic Action Plan Project Manager

November 9, 2023

What is the Strategic Action Plan?

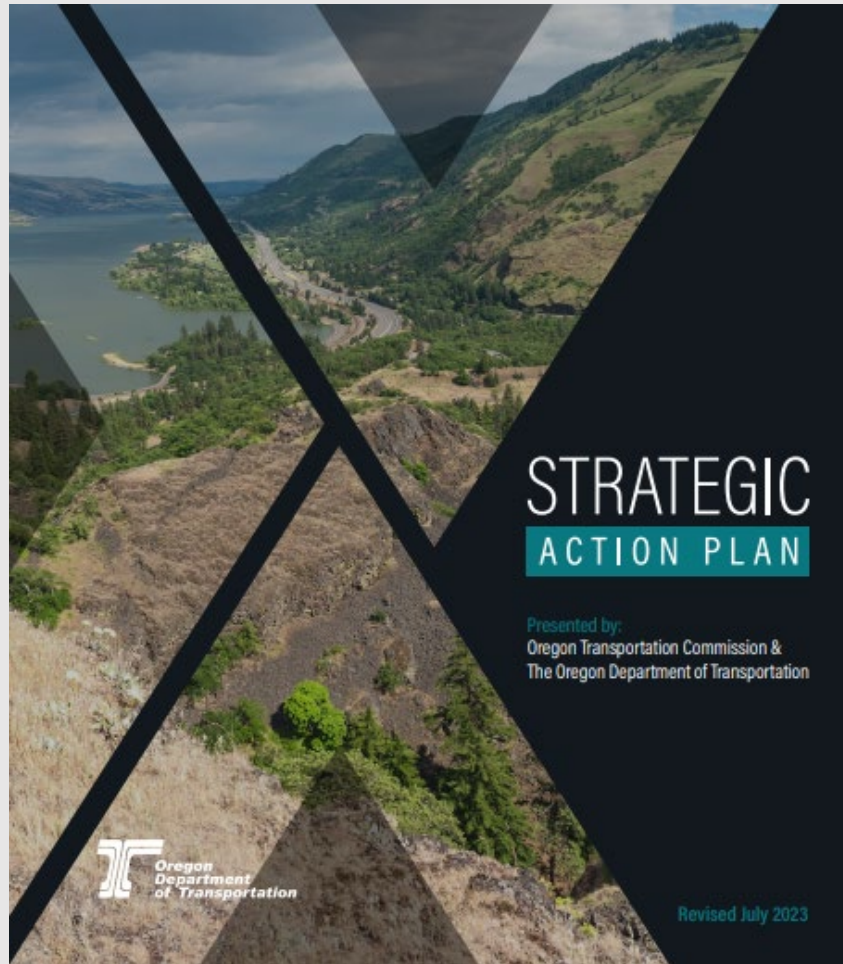
What it is:

- OTC and ODOT document describing ODOT's priorities
- Covers near term actions (3-5 years)
- Identifies measurable outcomes

What it is not:

- Long-term policy
- Comprehensive list of all agency programs, activities and investments

Why was the Strategic Action Plan created?



- Operationalizes long term policy/plans with short term actions
- Communicates priorities with external partners, such as the Governor's Office, Legislators and the public to see how we are doing business
- Demonstrates ODOT is forward-leaning (e.g., climate and equity)
- Increases transparency and accountability (short-term performance metrics)

Key Accomplishments from 2021 & 2022

Greenhouse Gases and Electrification

- Stood up ODOT's Climate Office
- Developed and applied a GHG lens to inform the STIP
- Executed a contract to recapitalize and expand the West Coast Electric Highway
- Allocated funding to expand EV charging across Oregon



Key Accomplishments from 2021 & 2022

Active and Public Transportation

- Finalized plan to invest nearly \$100 million in the 24-27 STIP
- Dedicated \$10 million to pedestrian safety



Key Accomplishments from 2021 & 2022

Increase our Workforce Diversity

- Strengthened training and intern programs to reduce employment barriers and improve opportunity
- Established baseline for belonging in the Employee Engagement Survey
 - Survey will be conducted regularly
 - Launched tools to create a more equitable hiring process
 - Documented best practices for interviews and launched Panel Interview Training



Key Accomplishments from 2021 & 2022

More Dollars to Historically Underutilized Businesses

- Delivered a 5-year action plan outlining how we propose to embed equity into procurement processes and diversify the workforce on projects (fulfilling Executive Order 22-15)
- FY 2022 22.44% of federally funded contracting went to DBEs, equaling \$199 million.



2024-2028 SAP Strategic Priorities



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

2024-2028 SAP Outcome Areas

- **Promote Sustainable, Resilient and Reliable Funding**
- **Improve Safety to Reduce Persons Killed or Seriously injured**
- **Provide Excellent Customer Service**
- **Preserve Transportation Assets**
- **Maximize Value & use of ODOT's Data Assets to Inform People, Processes & Programs**
- **Build and Equip a Diverse and Inclusive Workforce**
- **Implement Decision-Making Processes to Improve Equitable Outcomes**
- **Reduce Emissions and Electrify Oregon's Transportation System**
- **Improve Access to Active and Public Transportation**
- **Reduce Congestion in the Portland Region**

Internal Engagement

- **Engaging staff helps them see themselves in the Plan and shape the strategic vision:**
 - Formation of an advisory committee
 - Ongoing and direct coordination with Outcome Area Leads
 - Business-line presentations
 - Senior Leadership Group engagement
 - All-Staff Townhall
 - Targeted internal review of the draft SAP

Targeted External Engagement

- Engagement is targeted at two key phases of the project:

1. Review proposed Priorities and Outcome Areas
2. Review of the draft SAP

- Engagement Considerations:

ODOT Advisory Committees

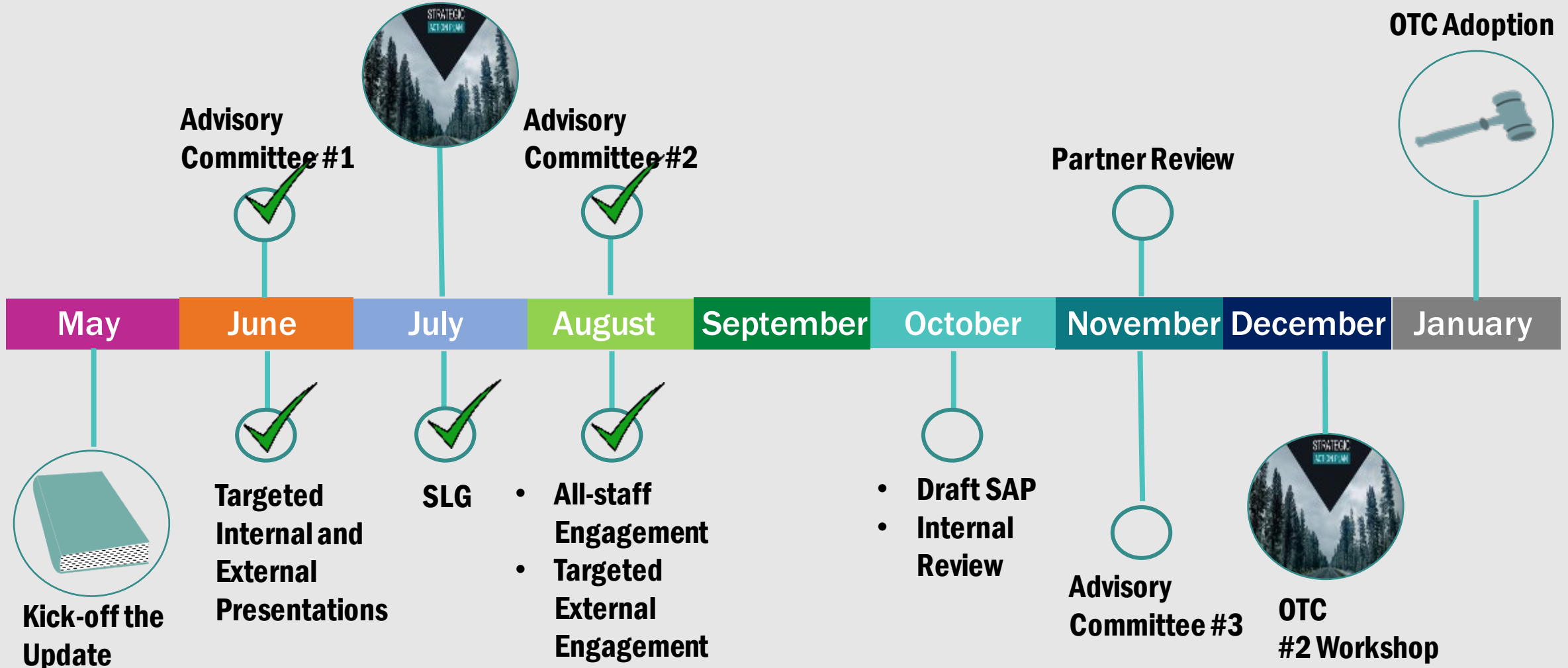
- ACT/Modal Advisory Committee Chair Mtg
- 6/29 ✓
- Continuous Improvement Advisory
Committee – 8/16 ✓
- Equity and Mobility Advisory Committee ✓
- ACT Presentations ✓

- Tribal Government consultation ✓
- MPO/Public transit providers ✓
- Modal Advisory Committees
- OTC discussions/workshop

Schedule

OTC #1 Discussion

OTC Adoption



Next Steps

- **November:** Partner review
- **January:** Anticipated OTC approval

Questions and Discussion

- General reactions or feedback on the updated Priorities/Outcome Areas?
- Feedback on the general approach for the update?
- Is there a critical milestone in which we should return to this group as we work to implement the SAP?

Work Plan for The Northwest Oregon Area Commission on Transportation

Dates Covered: 2024-2026

Introduction – Purpose

Area Commissions on Transportation offer venues to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. Per the OTC [Policy on Formation and Operation of ACTs](#), each ACT is expected to prepare a two-year Work Plan that identifies their areas of interest and priorities. Doing so is intended to help focus the work of each ACT and clarify how the group will engage and inform regional and statewide issues. The Work Plan is pre-populated with statewide items that the OTC and ODOT have identified will benefit from ACT engagement. Within this Work Plan the ACT should identify the topics to be covered over the next two years, recognizing things will arise that will require ACT attention that are not yet anticipated. Any identified topic should have a transportation nexus and be tailored to the ACTs ability to contribute or influence.

ACT Chair

ACT Chair Lianne Thompson

Co- Chair Bill Jablonski

Interest Areas and Priorities

Interest Areas

During our July NWACT meeting, members were informed about the 5 different STIP funding areas: Non-Highway, Operations, Resiliency, Safety, and Rail/Air/Marine. Members were then asked to identify projects that they needed to be completed, as well as some past successes.

The NWACT identified 68 projects that fall into the 5 categories, with Safety and Non-Highway being the top two accounted for. **Safety programs** use crash data to reduce deaths and injuries on Oregon's roads. **Non-Highway programs** provide dedicated funding for projects that help people get around without a car, including pedestrian, bicycle, and public transportation

programs at both the state and local level. Operations/Preservation of the current state highway system came in 3rd with 15 projects identified. While projects of Resiliency came in 4th and Rail/Air/Marine came in 5th.

Table 1: NWACT’s Project’s within STIP Funding Areas

Safety	18
Non-highway (Bike + Ped)	16
Operations/Preservation	15
Resiliency	12
Rail/Air/Marine	7

2023 Significant Regional Transportation Priorities

ODOT’s Region 2, Area 1’s Senior Transportation Planner Caroline Crisp and NW Oregon Economic Alliance’s Deputy Director Sarah Lu Heath met with each of the four counties and their respective cities in the fall of 2023 to list the region wide, county-wide and city wide projects. The priorities and the project backgrounds are as follows:

2023 Top Regional Transportation Priorities: Not listed by priority

- Funding for Highway 6 Safety Measures: Package H Strategies to Address Behavioral Components OR 6 and across the state
- Safety on US 30 in Columbia County (intersection improvements within Scappoose, St. Helens, Rainier, Clatskanie)
 - Including bike/ped, Scappoose/high school way, Gable/ Highway 30, Rainier/ Veterans Way, Van Street Clatskanie OR
- Highway 6 Safety and Resiliency Improvements
- Salmonberry Trail phases
- Westport Development

2023 Significant Regional Transportation Priorities: Not listed by priority

- Highway 130 Single Lane Bridges
- US26 (OR6 Junction to OR47 North Junction) Safety Corridor Improvements – Planning Phase
- Northwest Transit Access Project
- Sand Lake Road

Transportation Projects by County with Background: Within each city are listed by priority

Columbia County

Columbia County, Scappoose, Columbia City:

- Intersection improvements along US 30 related to the railroad at High School Way,

NWACT Work Plan

11/1/2023

Gable Road, and St. Helens (\$TBD)

- The Rail Safety and Mobility Study Integration (\$TBD)
- Scappoose Alternate Route (\$10,000,000, although the project mainly needs, planning support right now so more like \$500,000 for that)
- Slide Areas such as Tide Creek on US 30 (\$TBD)
- Access to Industrial Property at Deer Island on US 30 (\$TBD)

St. Helens:

- U.S. 30 – Gable Road Intersection Improvements (Mile Post 26.7) (Design \$500,000, Construction \$3,500,000)
- St. Helens - Scappoose Refinement Trail (Design and Construction TBD)
- St. Helens U.S. 30 Corridor Segment (Design \$1,180,000) (Construction \$4,700,000)
- Old Portland Road (U.S. 30 Business Loop) – Kaster Road Improvements (Design \$360,000) (Construction \$1,800,000)

-

Scappoose

- Railroad and Hwy Crossing safety upgrades @ High School Way & Hwy 30 (\$1,500,000)
- Railroad and Hwy Crossing safety upgrades @ Maple Street & Hwy 30 (\$1,500,000)
- Railroad and Hwy Crossing safety upgrades @ E. Columbia Ave. & Hwy 30 (\$1,500,000)
- Video Detection Signal Upgrades at all Hwy 30 signals along the Scappoose corridor (\$1,000,000)
- ADA accessibility improvements along US 30, particularly in relation to rail. (TBD)

Clatskanie:

- Signal and upgrades to Hwy 30 and Van Street Intersection (related to increased development of Port Westward) (\$1,000,000)

Rainier:

- Upgrades to Hwy 30 and Veterans Way Intersection, pedestrian safety improvements (\$1,000,000) *
- Updated Transportation System Plan (\$300,000)
- Upgrades to Hwy 30 and Rock Crest Intersection, part of Highway 30 improvements, pedestrian safety improvements (\$1,000,000)

Vernonia:

- Pedestrian improvements from Knott to the Green Bridge

Clatsop CountyAstoria Working Waterfronts:

- Tongue Point/Hwy 30 Access Road (Melanie Olsen; City of Astoria)
- North Tongue Point Road Jurisdiction and Access Study (\$10,000,000)

NWACT Work Plan

11/1/2023

○

Warrenton

- Warrenton Bridge (\$3,500,000)
 - Alt 101 or US 104 South crosses the Skipanon River on Warrenton main street towards Lum's Auto store. The bridge is on ODOT's radar for replacement and to increase clearance. The main concern is for pedestrians, especially children, as there are no bike lanes or pedestrian lanes. There are a high number of walkers and people taking the bus. Cars should go in the opposite direction to avoid pedestrians. This road is frequently used by trucks and semis.

Astoria

- Remaining Highway 202 sidewalk funding (\$500,000 - 1,000,000)
 - Insufficient funding was allocated for bidding, requiring a crossing. There are children getting on buses and a convenience store that is always open in the area. There are also many nearby affordable housing units. This area is heavily used. The goal is to ensure that the first phase is done correctly. The current money would go towards Phase 2, which is already funded and out for bidding. A crossing is needed.
- 30th and 33rd signal communications (TBD)
 - On the east end of town, there are two signals at 30th and 33rd that do not communicate with each other, causing congestion. This issue is near the Safeway and the Police and Fire Departments. With the reduction in lanes on 30th, it is important to have better signal communication to safely move people through the corridor. The two signals are not of the same age and cannot communicate with each other.
- HWY 30 pedestrian Safety (TBD)
 - There is a need to prioritize pedestrian safety on HWY 30 through town. The current recognition is helping a lot of tourists who come to this area, so safety should be a priority. It is very likely that funding will be provided for the section from 8th to the Basin Street.

Un-incorporated Clatsop County: (Terry Hendryx)

- Westport Road design and construction (\$7,000,000)
 - Builds a safer transportation network by providing an alternate route that avoids residential neighborhoods and increases access by improving direct access for trucking operations and providing Ferry access to Washington.
- Add a rail siding in Westport (\$1,100,000)
 - Builds on recent development of the barge facility on Westport Slough, integrating rail to the site makes the facility truly multi-modal. (Col-Pac understands this is a desire within the business community.)

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- Oregon Coast Trail at Highway 101 (TBD)
- Specifically pedestrian upgrades for crossing Hwy 101 EG: Hug Point, Arcadia Beach, Short Sands, Neahkahnie Mtn, Bay City to Hayes Oyster Drive (connect to Salmonberry) (Lianne Thompson)

Seaside:

- Funding request for seismic analysis for the city's 11 bridges (Spencer Kyle)

Tillamook County:

- OR 6 Wilson River Highway Corridor Study (HB 4053)
 - Highway 6 Study has identified a variety of projects that should be prioritized. While these ranked high overall, issues of maintenance and resilience are key prioritizes of the County. A federal request is likely to be the only source that could fund the capital projects. However, the OTC can allocate funds for low – hanging fruit packages of the project such as PACKAGE A: SYSTEMIC SIGNAGE, PACKAGE B: CORRIDOR PAVEMENT MARKINGS PACKAGE C: RUMBLE STRIPS. (Also, community conversations highlight need for better turnouts, signage, passing lanes.) (Erin Skaar)
- One-lane bridges on Hwy 130 need replacement/expansion with two-lane bridges.
 - The third bridge (going eastbound from Hwy 101) is of specific interest. It is not acceptable to have single lane bridges on a highway. (Chris Laity)
- Salmonberry Bridge (\$7,750,000)
 - The Salmonberry Bridge in Oregon is currently unable to withstand a Cascadia Subduction Earthquake and cannot support heavy loads, hindering forestry work. A new 250-ft bridge is needed to address these issues and accommodate increasing storm frequency. The bridge will also connect to the proposed Salmonberry Trail and serve as a fiberoptic route.
- Salmonberry Trail
- Highway 101 just North of Kelly's Brighton Marina – Road Sliding Away
- Garibaldi Rockwall and Juno Hill – US 101 (David McCall)
 - Specifically, the 'rock wall' between Garibaldi and Bar View. The railroad existed before the highway and the rock wall is pushing the highway. Connects with Oregon Coast Trail, Oregon Coast Scenic Railway, Oregon Coast Bike Route, Tillamook Bay Heritage Trail.
 - Juno Hill- There is another rock wall bridge that if this bridge falls, there will be a very long detour up to Vernonia. These three areas are incredibly dangerous for people who ride their bike, walk and drive.
- Sand Lake Road—Estuary Section (\$1,500,000 per bridge -\$15,000,000 total)
 - The Sand Lake Road in Tillamook County, Oregon is a vital economic route that is

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directly impacted by sea level rise and storm severity. The 3.7-mile portion of the road needs reconstruction due to inadequate structures and its inability to handle the county's high precipitation.

Washington County

- Cornelius Pass (the connection between Hwy 30 and Hwy 26) (\$100,000,000)
- Hwy 47 – Bike Ped safety @ trestle near Stub Stewart State Park - MM 71
- US26/ OR47 Staley's Junction
 - The variable speed and acceleration lane at Staley's Junction may need further improvement. It is included as a priority for the 24-27 STIP. The project asks for Planning/PE funding. It aims to eliminate the left turn movement by providing a flyover from SB Hwy 47 to EB Hwy 26. It also plans to realign a segment of Highway 47 for safer turn movements. Additional funding for construction will be requested after the Planning/Design phase.
- Extend WB Merge Lane from Hwy 47(Banks) to Hwy 26
 - Extend the merge lane from Hwy 47 for approximately 1800' from where it joins Hwy 26 WB and extends past a popular farm store. By extending the merge lane and restriping, a turn lane can be provided at the Jim Dandy Farm Market on the south side of Hwy 26, eliminating unsafe passing and rear-end collisions. Reevaluate the situation during the busy summertime due to the high activity of the farm store. The main cause of congestion is the left turn into Jim Dandy. This congestion can extend all the way to North Plains and the gravel roads.
- Supporting multi-county projects:
 - Salmonberry Trail - NW Oregon Regional Solutions Team
 - Cornelius Pass Road (Hwy 30 to Hwy 26) - Columbia County
 - Highway 6 (Slide Zones) - Tillamook County

Banks

- Hwy 6 and Aerts Road Intersection (Banks)¹
 - The project aims to improve the intersection at this location, potentially by constructing a roundabout. The final decision on whether to proceed with the roundabout will be made by ODOT Traffic based on data provided by the city and the consultant working on the City of Banks 2023 TSP update. The goal is to ensure safe access to and from Hwy 6 and the southeastern part of Banks (UGB Expansion Area), as well as provide access to areas currently cut off from direct access to the City by Hwy 6.
- Banks Fire Station / Manning congestion
 - Corridor Bottleneck Operations Study might could shed some light on this area

* The TSP adoption is pending ODOT traffic approval and notice of approval.

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- Fire station traffic or “Fire” signal, deceleration/turn lanes
- Hwy 6 Safety Study Projects
 - Gales Creek / Hwy 6 intersection safety improvements
- Timber Road- Lifeline Route
 - Resiliency, slide stabilization and slide repair, looking through short term and long term solution. Connects OR 6 to OR 26, can get resiliency support to the coast for potential earthquake disaster need.

Two-Year Goals and Initiatives

The NWACT's Work Plan is a collaborative list of projects that reflects the values of the NW region. We hold dear the safety, education, active transportation options, reduction of greenhouse gas emissions, and climate resilience of our rural communities, while also recognizing the importance of freight mobility to our economic growth. Our rural community faces unique challenges, including disinvestment in our environmental justice populations, as well as specific challenges for people with disabilities, such as the sprawling landscape and those aging in place. Nonetheless, our community's altruistic spirit is woven throughout this document and aims to inform the Oregon Transportation Commission of our principles and priorities.

Objective 1: Increase participation of environmental justice populations.

To accomplish this, we will:

- Attend two events or locations with a high percentage of environmental justice populations.
- Create a social media toolkit to promote NWACT to nontraditional members, including a Facebook post, a quarter flier, and an introduction email.
- Host hybrid meetings that will travel across Oregon's Northwest.

Objective 2: Inform our ACT members of opportunities for collaboration of ideas and project advancement.

To accomplish this, we will:

- Have our consultants track upcoming topics and concerns, as well as educational opportunities provided by members and ODOT.

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- Provide time for public comment and establish a transparent line of communication with members who may be struggling with projects.
- Prepare correspondence, such as letters of support from the NWACT Chair regarding transportation recommendations and other related matters.
- Have ODOT present state and federal grant opportunities via presentations and assistance.

Objective 3: Maintain an organized and effective leadership position as a unified, collaborative ACT.

To accomplish this, we will:

- Update our website within 30 days of any changes.
- Send out meeting materials, ensure the room is up to standard, and set out nameplates.
- Update meeting minutes, work plans, bylaws, and operating agreements as directed and approved by NWACT members. Meeting minutes must be completed and submitted to ODOT within 30 days of the past meeting.

Meeting Topic Plan

Our ACT has identified a two-year meeting plan with dates/timing and discussion topics as follows:

The minimum list for 2024-2026 includes:

- 2027-2030 STIP development
 - May-June 2023: This phase will focus on introducing the public to the STIP and the funding constraints for the 2027-2030 STIP. ODOT seeking ACT input on funding priorities.
 - August-October 2023: This phase will focus on seeking input on the funding scenarios.
- Connect Oregon
 - Likely early – mid 2024
- Oregon Highway Plan
 - ACT engagement in this plan update to begin in 2024
- Rail Plan
 - ACT engagement in this plan update in 2024
- Transportation Safety Action Plan
 - Next update on this plan to begin in late 2024
- Issues of statewide interest (e.g., revenue and funding discussions, legislation, etc.)
- Identify regional funding needs and priorities
- Seek support for legislative funding requests
- Equity and transportation

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- Engage diverse voices
- Consider equity in transportation plans, projects, and processes

Reference: OTC ACT Formation Policy

https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf