

**MEETING AGENDA**

**Date:** Tuesday, December 12, 2023  
**Time:** 2:00 pm—3:00 pm

**Location:** Virtual  
<https://us02web.zoom.us/j/83755031485>

**Contacts:** Lianne Thompson, Chair:  
503.741.1715  
Sarah Lu Heath, Staff: 971.328.2877 or  
[SarahLu@nworegon.org](mailto:SarahLu@nworegon.org)

**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
<b>Item 1</b> 1:00 p	<b>Welcome and Introductions</b>		Sarah Lu Heath
<b>Item 2</b> 1:30 p	<b>Vote on the NWACT Work Plan</b>	✓	Lianne Thompson/ Caroline Crisp
<b>Item 3</b> 1:35 p	<b>Discuss the OTC Strategic Action Plan</b> <ul style="list-style-type: none"> <li>• Provide comment/feedback as determined</li> </ul>	✓	Lianne Thompson

✓ Indicates the NWACT should vote on this item.

**Attachments:**

OTC's Strategic Action Plan presentation  
NWACT Work Plan Draft

Note: A complete meeting packet is available on the  
NWACT website at [NWOregon.org/NWACT](http://NWOregon.org/NWACT)

## **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 3<sup>rd</sup> with 15 projects identified. While projects of Resiliency came in 4<sup>th</sup> and Rail/Air/Marine came in 5<sup>th</sup>.

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. Following months of email coordination and editing. 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:

## NWACT Work Plan

11/27/2023

- Intersection improvements along US 30 related to the railroad at High School Way, 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 County**Astoria Working Waterfronts:

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- Tongue Point Transportation Planning Study - \$250,000 (City of Astoria) Melanie Olsen
  - The City of Astoria is seeking funds for a transportation planning study to address access, safety, and other improvements to help advance industrial land and housing development at North Tongue Point. The total cost estimate is \$250,000.
- North Tongue Point Road Design and Construction - \$9,750,000 (City of Astoria) Melanie Olsen
  - Once the study is completed, the city would then seek design and construction funding to implement the recommendations from the plan. Current cost estimate is \$9.75M, though they expect to refine that number with the planning project.

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.

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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.)
- 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:

- Bridge Seismic Analysis: Evaluation of Seaside bridges to determine seismic condition and priorities for replacement. It is believed that the current bridges would not withstand a significant seismic event and a better understanding of their seismic conditions is required to determine if the bridges need to be replaced or retrofitted and in what order. (\$100,000)
- Avenue “S” Improvements: Reconstruct roadway base, add sidewalks and multi-purpose pathway, bike lanes, and street lighting and street lighting. The roadway has settled considerably, asphalt surfacing has deteriorated, lack of sidewalks and street lighting. (\$1,150,000)
- Avenue “P”, “Q”, and “R” Improvements: Installation of storm sewer, sanitary sewer clean-outs, electrical for street lighting, reconstruct roadway base, add sidewalks and asphalt paving, and signage. These are gravel roadways. The roadways are prone to potholes. There are no sidewalks, a lack of storm sewer and no street lighting. (\$1,100,000)
- Holladay Streetscape Project: Installation of storm sewer, sanitary sewer clean-outs, electrical for street lighting, reconstruct roadway base, add sidewalks and asphalt paving, and signage. The current street scape is 1914 vintage, including much of the underground utilities, sidewalks and roadway. Sanitary sewer pipe is terracotta and allows for groundwater to infiltrate into the sanitary sewer overloading the system and causing failure of the road. (\$14,400,000)

**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 priorities 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
- Oregon Coast 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 a bridge on Hwy 101 at Juno Hill. If this bridge fails, the connection between north and south of the bridge would require a very long detour (approx. 125 miles). The integrity of this bridge is vital to transit within the county, as there is no alternative to this crossing.
  - 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 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.

**Bay City**

- Safe Pedestrian crossing over Hwy 101 (\$10,000,000)

**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)<sup>1</sup>
  - 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
  - Fire station traffic or “Fire” signal, deceleration/turn lanes
- Hwy 6 Safety Study Projects

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



## NWACT Work Plan

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- 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 Goal 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.

*These objectives were written with ODOT and COLPAC staff as a means to achieving the goal above through the following 3 procedural initiatives.*

**Initiative 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 such as high schools or senior centers.
- 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.FF

**Initiative 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.

## NWACT Work Plan

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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.

**Initiative 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 NWACT administrator will ensure agendas reflect feedback as provided.

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

## NWACT Work Plan

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

# ODOT's Strategic Action Plan Update

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Mary McGowan, Strategic Action Plan Project Manager

November 9, 2023

# What is the Strategic Action Plan?

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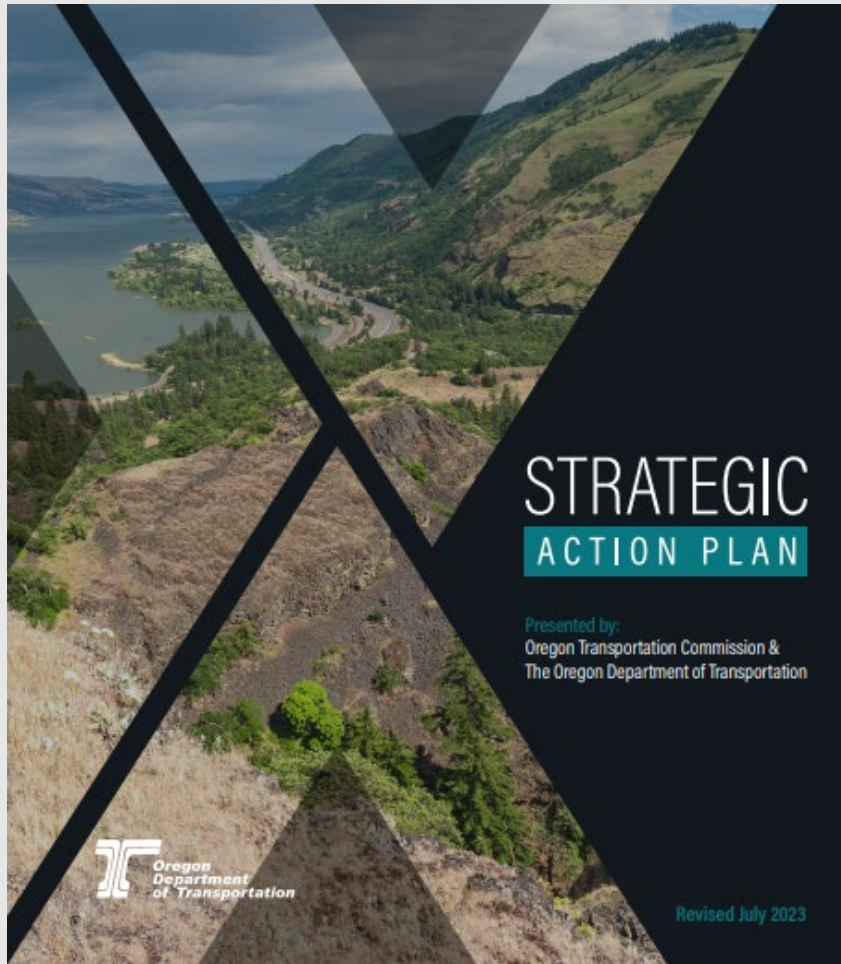
## What it is:

- 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

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## 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

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## 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

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## 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

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## 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

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- **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

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- **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

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- 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

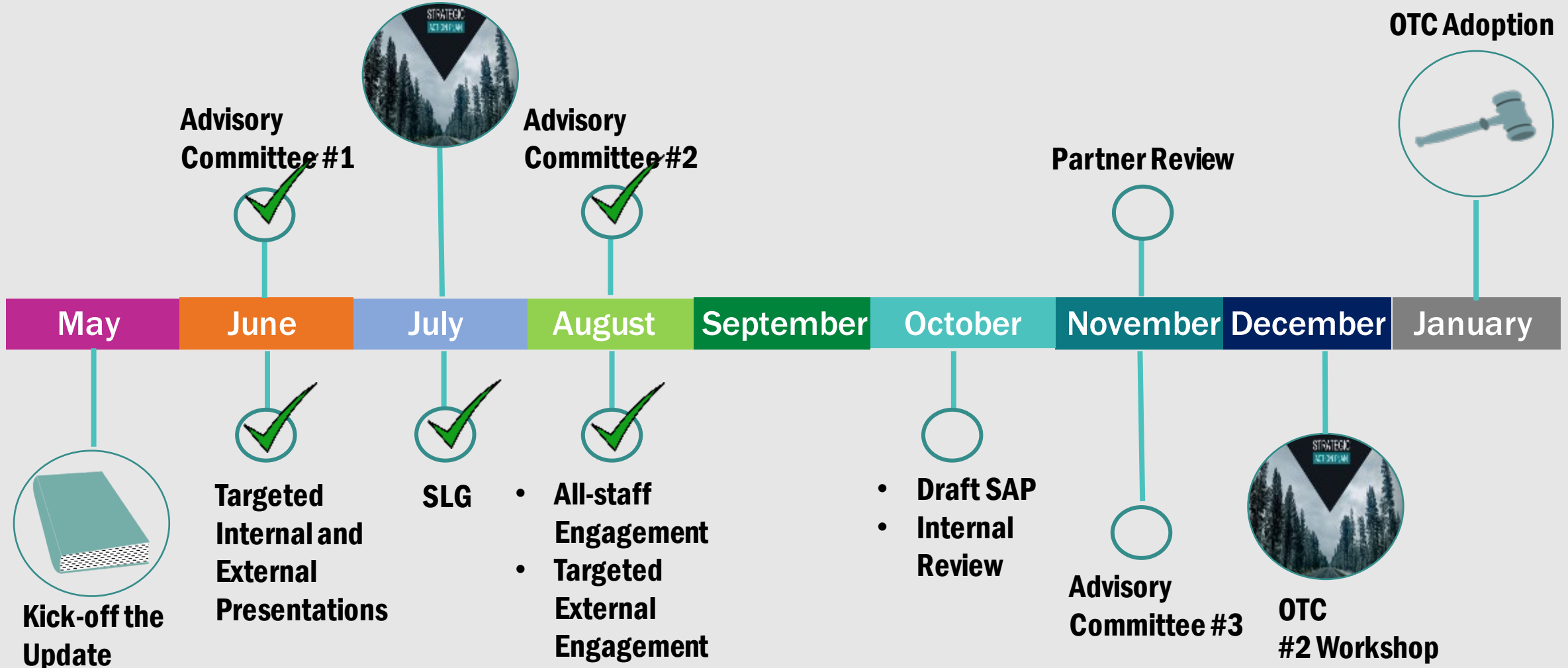
- ACT/Modal Advisory Committee Chair Mtg  
- 6/29 ✓
- Continuous Improvement Advisory  
Committee – 8/16 ✓
- Equity and Mobility Advisory Committee ✓
- ACT Presentations ✓

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

# Schedule

## OTC #1 Discussion

## OTC Adoption



# Next Steps

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



# Questions and Discussion

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- 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?