






NORTHWEST AREA COMMISSION ON TRANSPORTATION MEETING AGENDA

Date: Thursday, February 13, 2025
Time: 1:00 pm—3:00 pm
Contacts: Casey Garrett, Chair
 Sarah Lu Heath, Administrator
 971-328-2877 or sarahlu@nworegon.org
 Caroline Crisp, ODOT Staff
 (503)313-6812 or Caroline.crisp@odot.oregon.gov

Location: Bay City Community Hall
 5525 B Street, Bay City, OR
Virtual: <https://us02web.zoom.us/j/83755031485>
Call-in Number: 1-253 215 8782
Meeting ID: 837 5503 1485
 A complete meeting packet is available at NWOregon.org/NWACT

Item 1 1:00p	Welcome and Introductions		Sarah Lu Heath
Item 2 1:05p	NWACT Minutes/Updates  December 12, 2024 Meeting Minutes (attached)  Public Comment  Limited to 3 minutes per person  Including comment on ODOT’s updates in packet  Tillamook County Transportation Update	✓	Casey Garrett Bill Jablonski Chris Laity
Item 3 1:35p	Impaired Driving in Northwest Oregon		Nicole Charlston Lt Hasenkamp
Item 4 2:05p	Update: 2025 Transportation Package		Rep. McLain
Items 5 2:30p	Regional Transit: OTA Legislative Proposal Oregon Coast Visitors Association Pilot Proposal		Brian Vitulli Marcus Hinz Debbie Boothe Schmidt
Item 7 2:50p	Upcoming Grant Opportunities Port Infrastructure Development Program High Priority Program-Commercial Motor Vehicle		Caroline Crisp Sarah Lu Heath
Item 8 2:55p	NWACT Business/Member Updates Updates: 2-3 minutes, transportation projects, grant requests, relevant closures, or construction projects, etc.		All

- Attachments:**
- December 12, 2024 Minutes
 - ODOT Project Updates
 - Impaired Driving in Northwest Oregon presentation
 - OCVA Pilot Shuttle Proposal
 - NW Oregon Transit Alliance Letter of Concern

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 or sarahlu@nworegon.org at least 48 hours prior to the meeting.

**Northwest Area Commission on Transportation
Meeting Minutes
December 12, 2024**

The meeting was called to order at 1:00pm by Co-Vice Chair Marsha Kirk in Vice Chair Casey Garrett's absence.

Clatsop County

Commission (v) Mark Kujala
Commission (a) Terry Hendryx
Large City (v) **Elisabeth Adams***
Large City (a) **Steve Wright***
Small City (v)
Small City (a) **Kathy Kleczek***
Citizen-at-Large **John Nygaard***
Citizen-at-Large

Columbia County

Commission (v) Casey Garrett
Commission (a) **Mike Russell***
Large City (v)
Large City (a) **Dave Sukau***
Small City (v) Bob Brajcich
Small City (a) **Scott Jorgenson***
Citizen-at-Large **Rosemary Lohrke***
Citizen-at-Large **Betsy Johnson***

Tillamook County

Commission (v) **Doug Olson***
Commission (a) **Chris Laity***
Large City (v) Aaron Burris
Large City (a) Nathan George
Small City (v) **Lianne Welch***
Small City (a) **David McCall***
Citizen-at-Large
Citizen-at-Large **Patrick McHugh***

Washington County

Commission (v) **Jerry Willey***
Commission (a) **Stacy Shetler***
Large City (v)
Large City (a) Jolynn Becker

Small City (v) **Marsha Kirk***
Small City (a)
Citizen-at-Large **Don Odermott***
Citizen-at-Large

Transit Districts

Columbia Co (v)
Columbia Co (a) **John Dreeszen***
Clatsop Co (v) **Debbie Boothe Schmidt***
Clatsop County (a) **Craig Johnston***
Tillamook Co (v) Mary Johnson
Tillamook Co (a) **Brian Vitulli***

Ports

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

Others in attendance:

Caroline Crisp, ODOT NWACT
Bill Jablonski, ODOT NWACT
Arla Miller, ODOT Transit
Benjamin Burgener, Scappoose City Manager
Mark Buffington, ODOT District 1
Chris Wheatley
Cynda Bruce, Lincoln County Transit
Tony Walters, citizen at large
Jeff Harrington, City of Astoria
Jay Blake, Planning Manager Clatsop County
Gail Henrikson, Clatsop County

*Members denoted with asterisks were in attendance.

Item 1: Welcome and Introductions

Marsha Kirk calls the meeting into order and welcomes introductions.

Item 2: NWACT Minutes/Updates

Don Odermott noted that Representative Cyrus Javadi was noted as being present in the previous meeting, but he was not. Also noted that the Tillamook transportation system project was not completed but commencing and the contract is now underway. Updates to the minutes will be made. No public comments were received.

Motion: Steve Wright

Second: Liane Welch

All in favor voted unanimously to approve with amendments.

ODOT Public Comment:

- Bill Jablonski shared updates that US101 Garibaldi project is moving forward including east side concrete work progressing.
- Caroline Crisp notes that ODOT is advancing the Killiam Creek \$12 million bridge project alongside Lane county emergency bypass project.

Columbia County Transportation Update:

- Mike Russell shared the history of the John Gumm Building. He provided an update on Columbia County roads, including focus on maintenance and pavement preservation. The County received a Safe Streets grant to develop a safety action plan to identify “hot spots” on local, county and state roads. The County anticipates an agreement to select a consultant for this work will be executed shortly.
- Commission has also participated in safety fairs and community events to promote traffic and pedestrian safety.

Item 3: NWACT Leadership

As of October 10th meeting, it was confirmed that Clatsop County Commissioner Lianne Thompson stepped down from her position as chair and a nominating committee was approved then. The following slate was proposed:

Casey Garret as chair

Liane Welch as vice chair

Marsha Kirk as vice chair 2nd position

Motion to Accept: Steve Wright

Second: Jerry Willey

Approved unanimously. Mayor Liane Welch accepts her nomination for vice chair and thanks the community.

Item 4: Update – 2025 Transportation Package

Representative Susan McLain was called into a special session so was not available to present package updates during the meeting.

Item 5: Report – PROTECT Grant for US101 Killam Creek funding

Caroline Crisp, ODOT Senior Transportation Planner, presented the proposal for the Killam Creek Proposal in Tillamook County, including eligibility criteria, design components, and demographic data sourcing.

- The project is considered a high priority for salmon superhighway and will be prioritized in the grant program as such. The current funding ask includes seeking \$12.2 million in CON funds.
- The project also represents a fix-it priority route and designated evacuation route with no short state roadway accessible.
- The presentation included design details that are captured in the slideshow that will be provided to the group in the meeting notes. The impact of flooding on disadvantaged communities is a significant consideration in the prioritization of the project. In the instance of a catastrophic event, the region is disproportionately vulnerable to its damaging effects.
- Caroline Crisp welcomes comments on the presentation.

Stacy Shetler asked about the green infrastructure design components mentioned in the presentation. Caroline Crisp responded that the project will leverage bioswales and sustainable steel to make the improvements.

Chris Laity noted that just upstream of the project in the county is a project that will complement the build-out of a larger bridge. He also notes that Tillamook will likely have to perform additional requirements in regards to the biological opinion towards the project.

Sarah Lu Heath asked what ODOT's determination for which projects are selected in any given year. Caroline Crisp described that ODOT has an internal project selection in which a small group, that she is a part of, creates presentations to advocate for specific projects that are sourced from community input. Bill Jablonski added that projects that have transportation-related, as well as interdisciplinary aspects (fish passage, ODFW alignment), are well positioned for selection.

Liane Welch noted that with the reality of the FEMA BiOp that ODOT should be working in tandem with Sarah Absher. Bill Jablonski notes that ODOT has to follow the federal nexus so automatically must work within floodplain regulation.

Item 6: Report – ACT/Model OTC Chairs Meeting

Due to illness, this topic was taken off the agenda.

Item 7: Upcoming Grant Opportunities

1. USDOT RAISE Grant

Sarah Lu Health shared brief updates on the nature of the grant. This is kept on the agenda for tracking in the future.

2. USDOT PROTECT Grant – Sarah Lu Heath noted that the application deadline is coming up on February 24, 2024.

Sarah Lu Heath recognized the transit district representatives in attendance including Brian Vitulli, John Dreeszen, Chris Wheatley, and Debbie Boothe-Schmidt. Benton area transit did not have a representative present at the meeting but were recognized as members of the Commission.

Sarah Lu provided a presentation on the NWACT to the group, including the services, mission, goals, and focus areas of the group. New features including online trip planning and navigation are now available on the northwest connector website. Sarah Lu Heath also highlighted the goal to provide online sales for multi-day passes currently only available onboard from the driver.

Steve Wright asks whether Finn Johnson from OCVA has been contacted. Sarah Lu Heath responded that staff had met with him last year and he made a presentation to the group. Following his presentation on OCVA's transportation initiative, the Commission's impression was ultimately that their plan presented duplicative efforts to the NWACT's efforts.

Brian Vitulli added commentary that when the transit group met with OCVA he felt blindsided by the proposal the team presented without engagement of district staff or opinion. The district relies on ridership numbers to capture federal funding and the possibility of introducing a duplicative service provider would detract from the current efforts and complicate the transit landscape. Brian previously relayed this commentary to OCVA and communicated this to the ODOT representative as well. Debbie Boothe-Schmidt echoed the risk of a summer-only operation initiative taking away district provided ridership and resulting revenue for the transit district.

David McCall inquired about the funding structure of the transit districts and how OCVA plans to fund their service. Brian Vitulli responded that he understand OCVA is pursuing state funding which complicates the financing strategies that the districts currently work with. He also brought up the complication of OCVA wanting to utilize the districts' transit hubs.

Liane Welch asked what the process/timeline of responding to this initiative would be. Sarah Lu Heath responded that there aren't any current protocols on addressing this issue but opened up the floor to suggestions.

Doug Olson recommended that Marcus Hinz should be invited to the next NWACT meeting to discuss the pilot proposal.

Item 8: NWACT Business/Member Updates

Liane Welch positively highlighted the efforts of Mark Buffington at ODOT to adequately respond to hazardous weather and ice events and the use of de-icing technology to keep road conditions adequate.

Rosemary Lohrke commented on the reckless driving from other drivers in icy conditions.

Stacy Shetler commented on the current information on winter icing on the ODOT website and asked whether information on de-icing is also available for the public. Mark Buffington was unsure if that information was available.

Michele Bradley updated the Port of Tillamook Bay's Airport CORE grant application progress.

Chris Laity updated the group on the Transportation System Improvement Plan kick off. There are several federal declaration projects that the agency is working on. Chria Laity also noted twenty-four bridge or culvert projects in progress.

Jeff Harrington comments on the safety improvements made to pedestrian walkways from ODOT funding.

Dave Sukau shared that Scappoose is getting winter ready including deployment of some plows and sand (no de-icer used). Depending on exchange dollars for improvements and well as local fuel tax being saved for sidewalk infrastructure improvements.

Stacy Shetler shared that timber road slide repair continues with completion in the Spring 2025. The AOC and county engineers are continuing to work together alongside JCT work groups.

Brian Vitulli recognized the high level of coordination being maintained with the ODOT contractors to address the need to improve bus shelters.

John Dreeszen announces his retirement from directing the Columbia county rider and notes the exciting hand off of control to Chris Wheatley.

Debbie Booth-Schmidt announced that she will serve as the interim director of the Sunset Empire Transportation District until the position previously held by Craig Johnston is filled.

Sarah Lu Heath noted that the Aerts Road project is receiving public comment

Steve Wright shared that a pavement improvement plan was presented to the Seaside council of which at least \$2 million would be needed to make baseline improvements.

David McCall provides updates on Bay City culverts. An OSG grant was recently approved by city council and is now going into agreement with engineers to repair five culverts and the construction of a fish ladder.

Bill Jablonski congratulated the group on great work accomplished in 2024 and looks forward to the funding opportunities in 2025.

Marsha Kirk called for additional comments and then with no response meeting was adjourned at 2:24pm.

Area 1 updates NWACT

Complete 2427 STIP @ https://www.oregon.gov/odot/STIP/Documents/OnlineSTIP_Public.pdf

STIP Project	Phase/Year	Completion date	Comments
Planning			
Tillamook County TSP - ODOT budget	PL 2023	PL2025	County decided on a Consultant, ODOT is currently in negotiations with them.
US101 Flooding studyCircle Creek	PL 2024	PL 2025	Hyrdolics engineer is reviewing the Statement of Work, then the procurement process will start and the document will be sent to the DOJ.
St Helens Path - Oregon Community Paths	PL 2023	PI 2023	Consultant solistation is now at ODOT procurement. Waiting on EA from the feds then will be in DOJ.
Rockaway Beach Path	PL 2023	PL 2023	Public Involvement plan is being reviewed and the existing conditions is completed. Was reviewed by PMT and will be reviewed by PAC.
Killam Creek			Caroline and Charolette are going after another 6 million dollar Protect grant for a project in Tillamook County, currently within ODOT review, if selected will be able to apply in federal grant cycle.
Project Development (current)			
OR202: Nehalem River Bridge	PE/2023	PE/2026	Full bridge deck and rail repalcement - DAP complete Nov 2024
US101 @ Broadway Signal Upgrades (Seaside)	PE/2023	PE/2026	Engineering design being completed by ODOT. Kick-off March 2025
US101 MP 23.9 Culvert Replacement	PE/2023	PE/2027	In design- replace failing culvert, in design

				PE/2024	Project at Final Plans - construction expected updated to 2026 full barrier upgrade/replacement Tillamook to Banks
	OR6 Roadside Barrier Upgrades	PE/2023		PE/2024	In design -Paving construction anticipated 2025
	OR6 MP 4.4 - 9.0 (Paving)	PE/2023		PE/2026	Preliminary Plans 2/2025-Upgrade NE intersection of WRL and OR6 - construction anticipated NOW 2026
	OR6 @ Wilson River Loop Road (MP2.07)	PE/2023		PE/2024	Construction expected summer/fall 2025
	OR 6 Devila Lake Fork Wilson River Bridge	PE/2023		PE/2025	Project going thorough scope revision to include POTB rail. Design only right now
	US101 Nedonna Creek	PE/2023		PE/2026	
	US30 Rainier - Wonderly Rd	PE/2023		PE/2026	In Advanced Plans, construction 2026
	US101 Pacific Way (Gearhart)	PE/2023		PE/2026	Signal replacement design at Preliminary Plans - construction 2026
	US30at SE Maple St Rail Crossing (Scappoose)	PE/2023		PE/2026	Design at DAP -upgrade rail crossing - construction 2026/27
	US101 Butte Creek Culvert	PE/2022		PE/2026	Design at Preliminary Plans- Construction is fully funded by PROTECT grant. Construction 2026
	US30 MP 74.1 Bradley Hill Rockfall	AI/2024		tbid	ODOT performing advanced investigation to determine repair options.
	US101 Beerman Creek Culvert	PE/2025		tbid	Performing design work. No construction funding identified yet
	Construction				

	US26 @ Mendenhall	CON	Summer 2024	Work is substantially complete, need to perform ride quality corrections.
	US26 Little Humbug Creek Bridge	CON	Fall 2024	Substantially complete, need to install permanent striping in the spring.
	US101: Urban Upgrade (Garibaldi)	CON	Fall 2025	Work is progressing
	Astoria Riverwalk Trail Lighting	CON	Spring 2025	Work has began
	Sign Replacements (NW Oregon)(21-24)	CON	Spring 2025	Work to begin in February
	Skipanon River Bridge Center Span Replacement	CON	Fall 2025	Work to begin in June
Maintenance				
	All district crews are split into day and night shifts 7 days a week primarily to cover winter issues such as ice and snow.			
	OR131 at MP1.6 repairs will start and complete by the 3rd week in February.			
	OR130 at MP2.8 repairs will start and complete by February 7.			
	Crews are accomplishing the following work on all district highways:			
	Sweep up sand from shoulders, bike lanes, centerlines, turn pockets, and sidewalks.			
	Night crews wash signs and delineator posts.			
	Pothole repair.			
	Mechanical brush cutting.			
	Ditch maintenance.			
	Equipment servicing.			
	Bridge washing.			

Manual brush removal.					
Incident response.					
Hazard tree removal.					



Impaired Driving in Northwestern Oregon

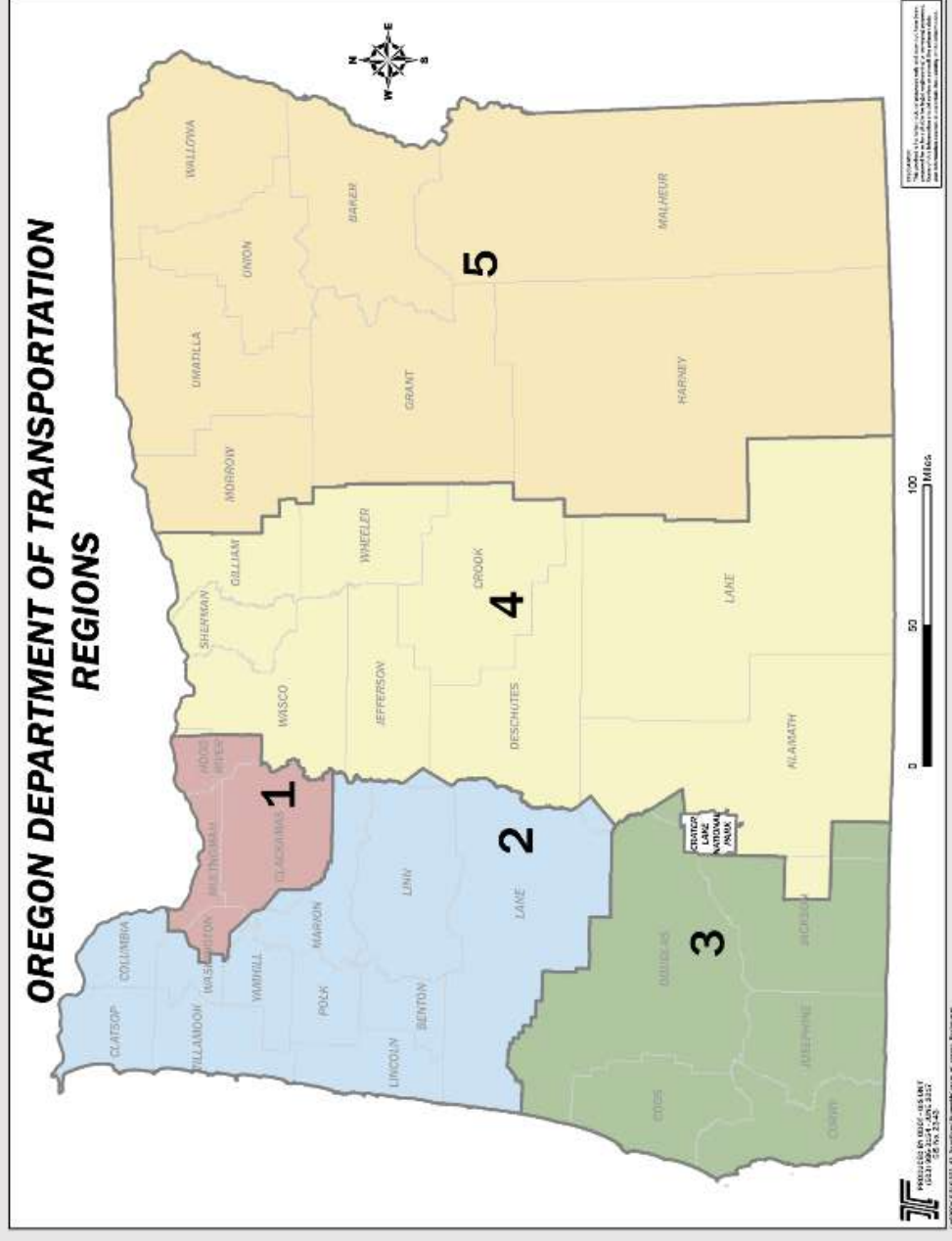
By the numbers . . .

Ryan Stone
ODOT Transportation Safety
Operations & Policy
Manager

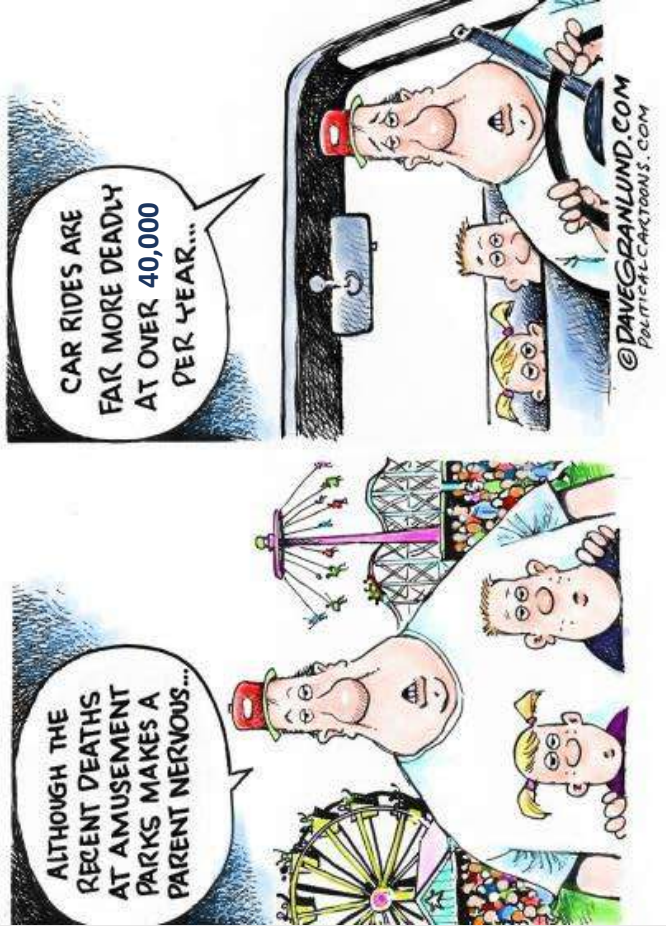
ryan.stone@odot.oregon.gov
971-345-7141

Nicole Charlson
ODOT Region 2
Transportation Safety
Coordinator

nicole.l.charlson@odot.oregon.gov
971-388-4714



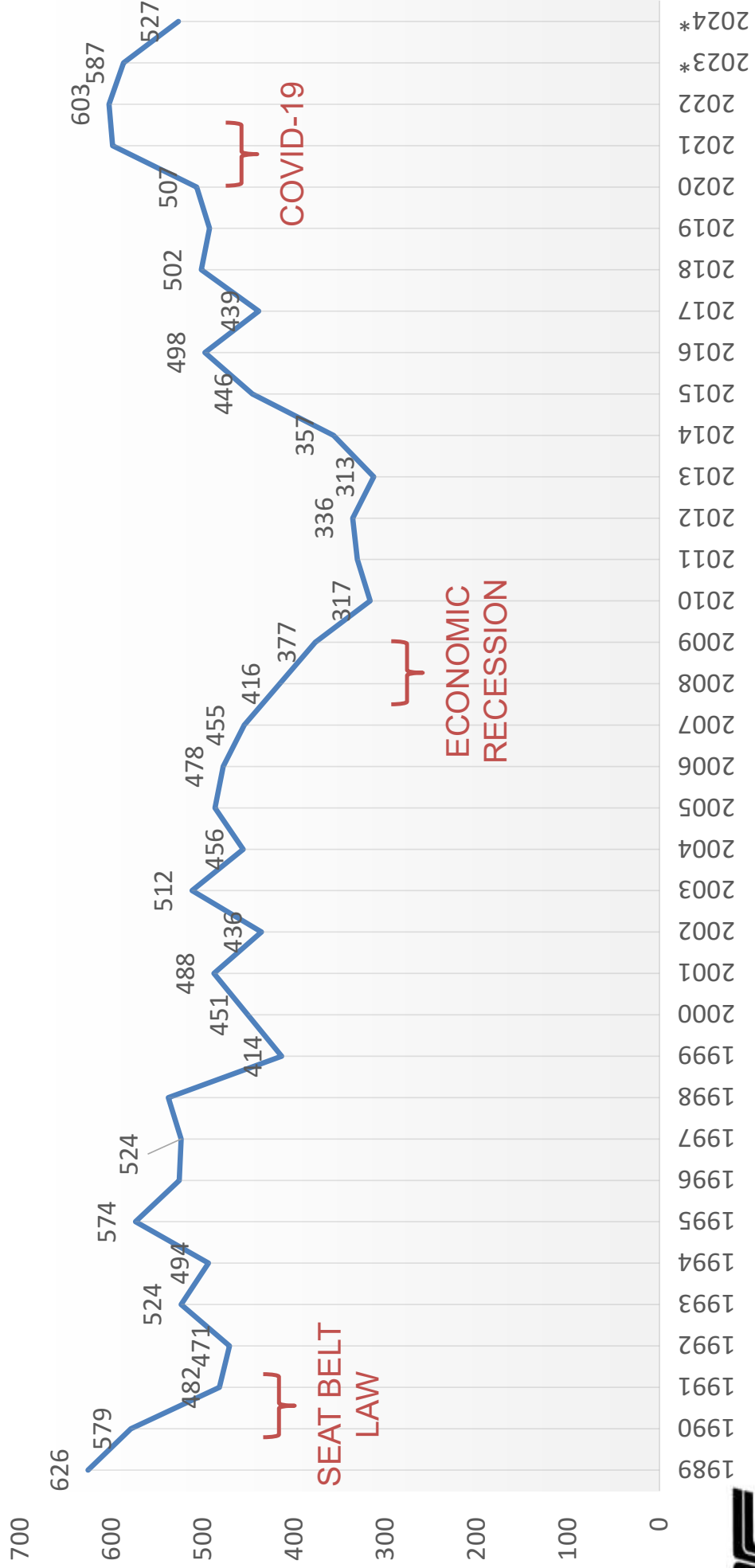
Did You Know?



- Motor vehicle fatalities: claimed 42,514 lives in the U.S. in 2022.
- Deaths from crashes in 2022 resulted in over \$470 billion in costs to society.
- An average of 116 people died each day in motor vehicle crashes in 2022; one fatality every 12 minutes.

- Driver error is the #1 cause of fatal crashes.

Fatal Traffic Crashes in Oregon



* EARLY ESTIMATES



Driving Under the Influence of Intoxicants

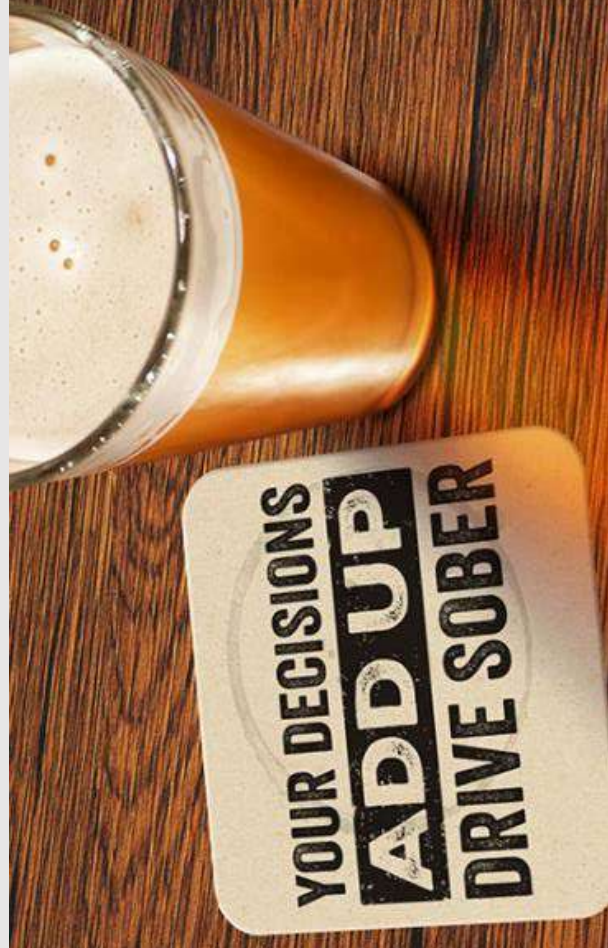
- Driving under the influence is still the cause of 70% of all traffic deaths in Oregon (2022).

1 YEAR IN OREGON

326 LIVES LOST

420

Transportation Safety – ODOT



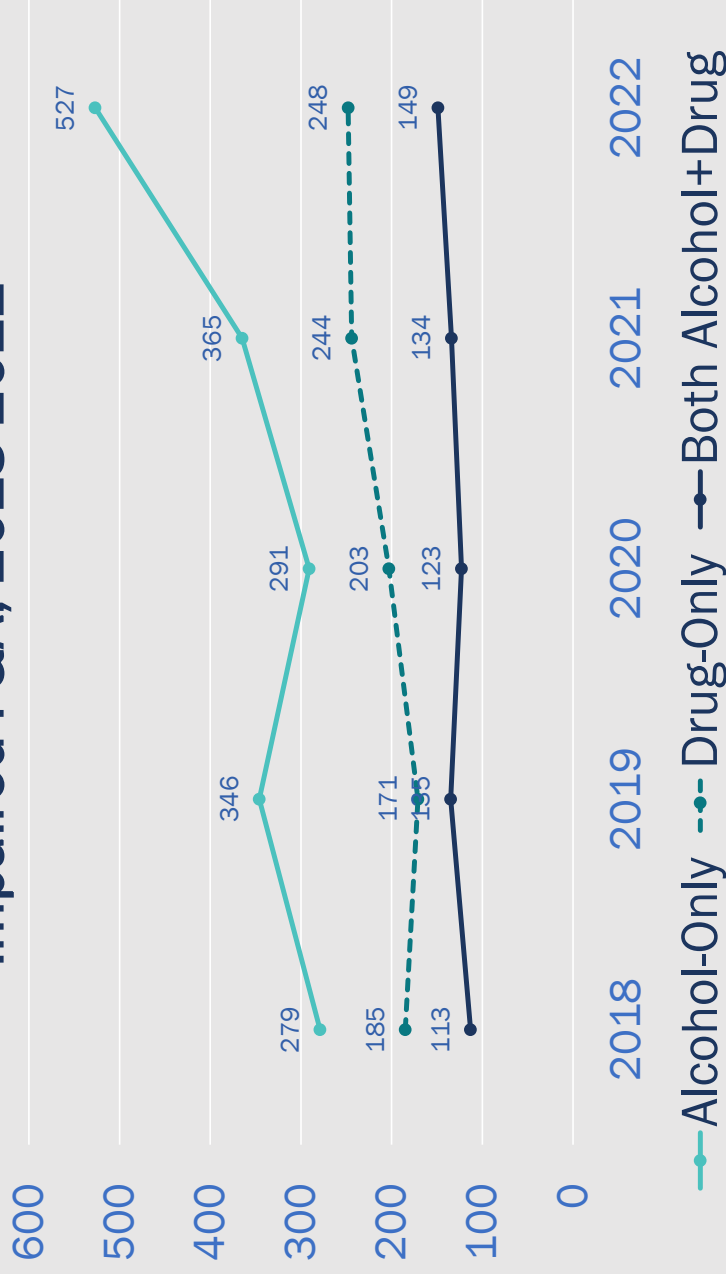
Definitions

- Fatalities (F) and Serious Injuries (A): this number represents lives lost or people injured to a significant/life altering degree.
- Serious injuries are incapacitating; they are an injury which “prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.”

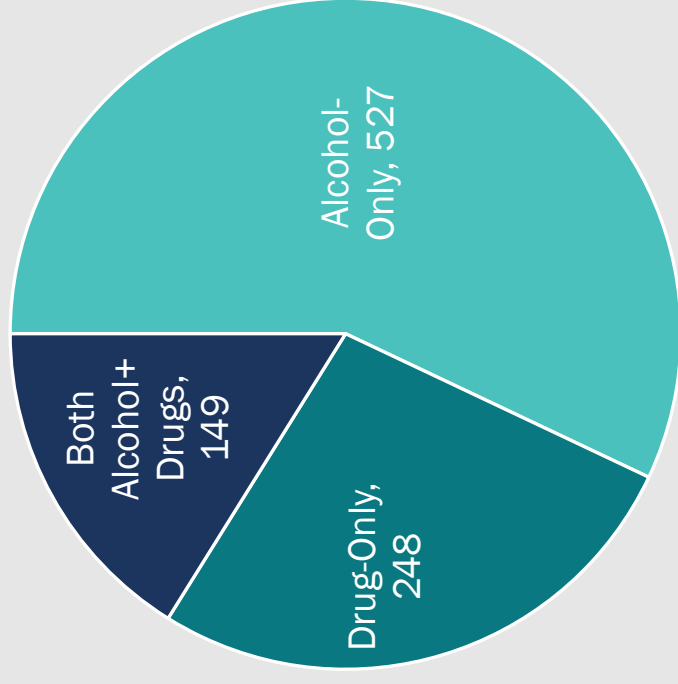
These are people whose life was permanently impacted.

Impaired Driving Trends - Oregon

Impaired F&A, 2018-2022

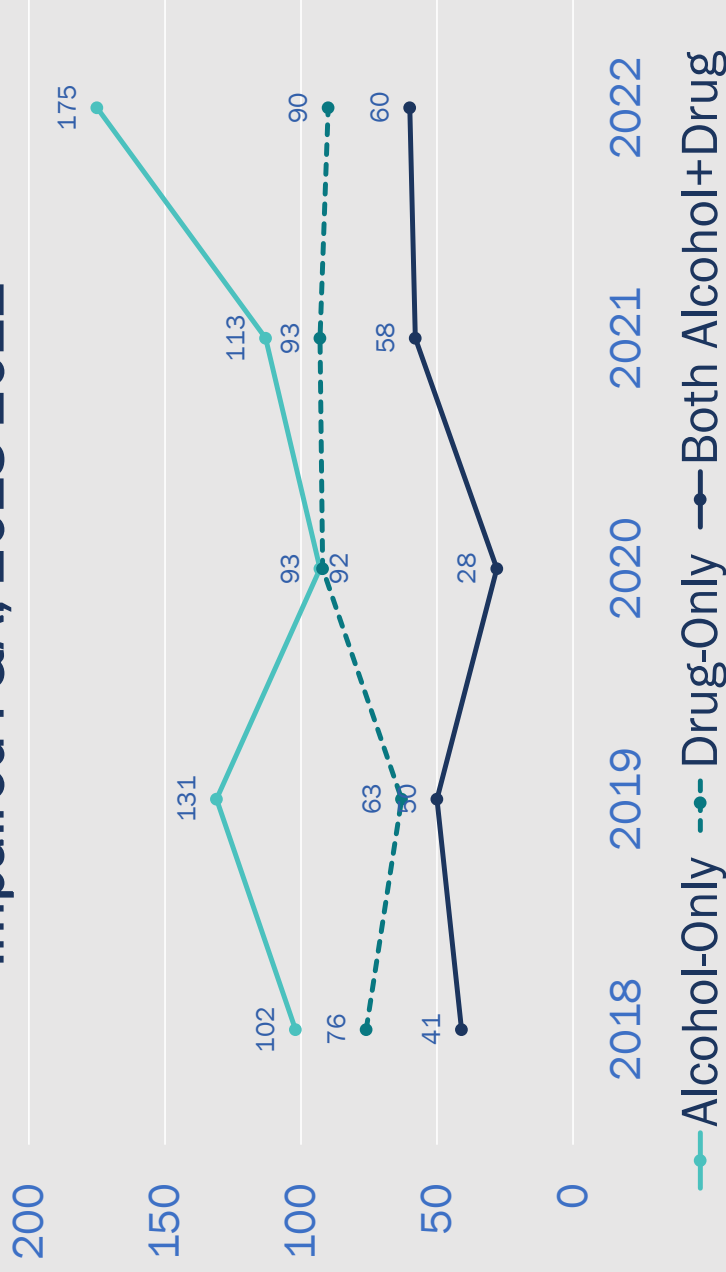


Statewide, 2022

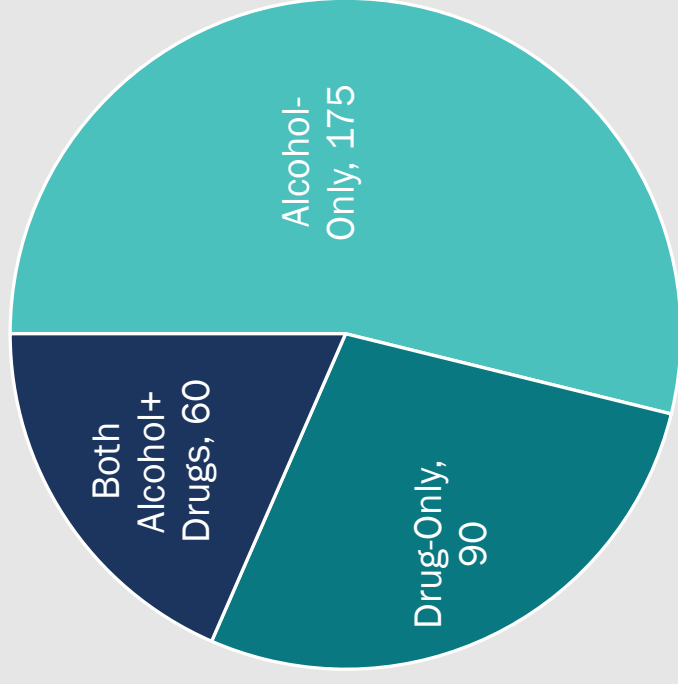


Impaired Driving Trends - ODOT Region 2

Impaired F&A, 2018-2022

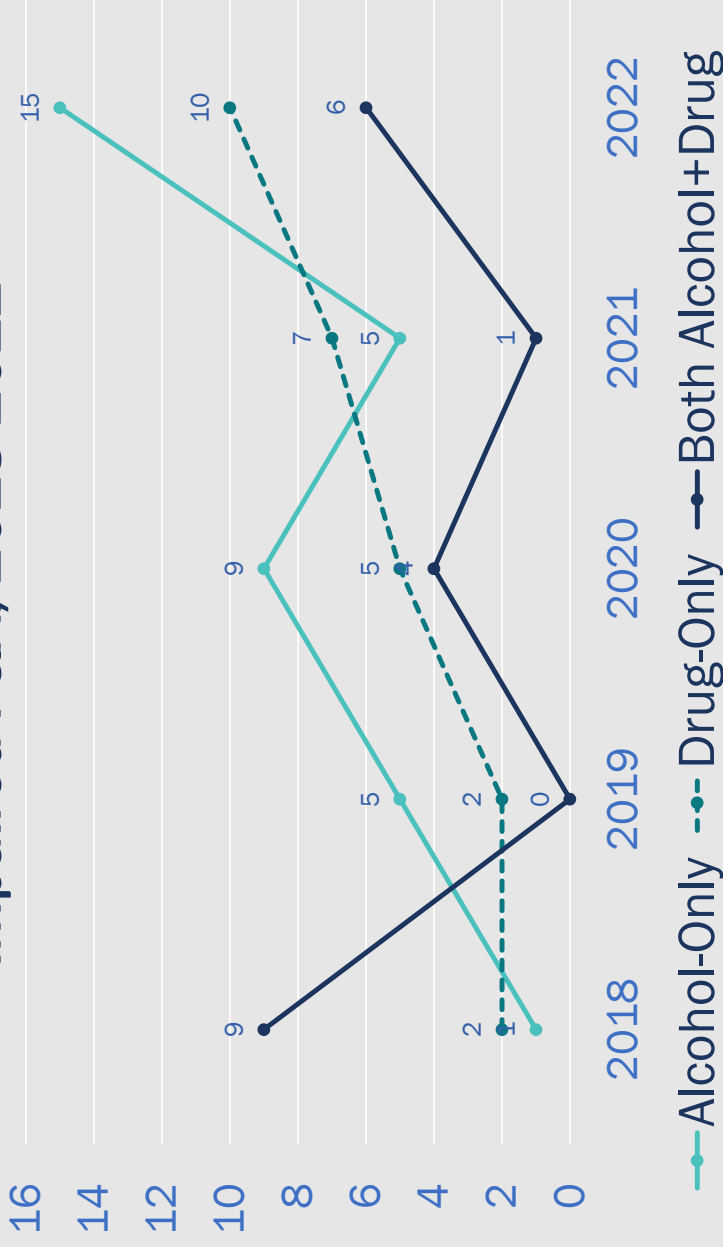


Region 2, 2022

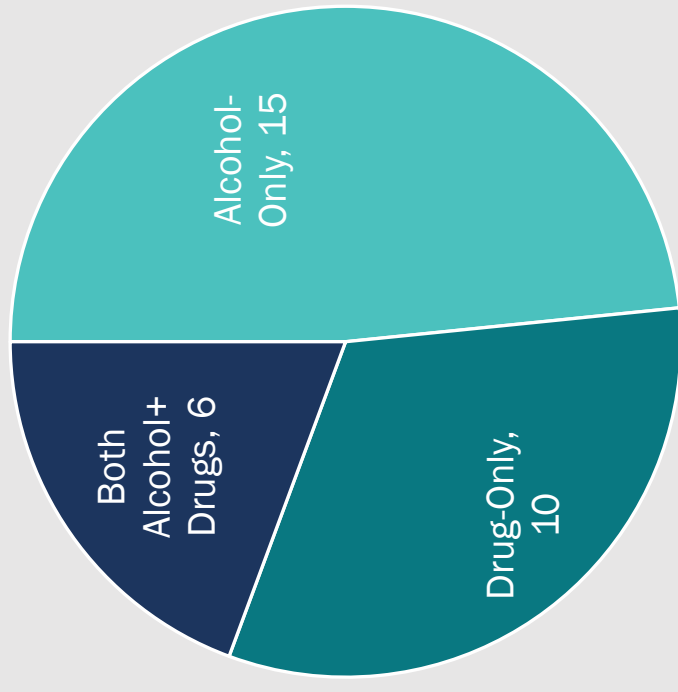


Impaired Driving Trends – Clatsop County

Impaired F&A, 2018-2022

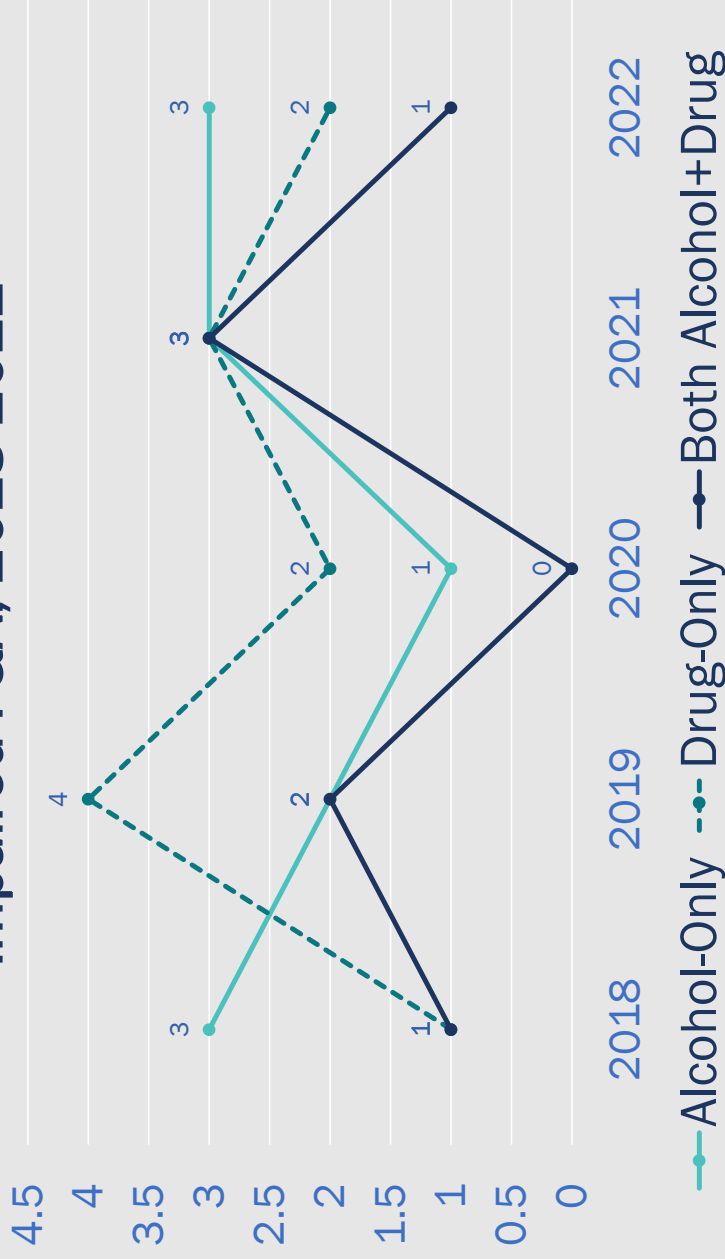


Clatsop County, 2022

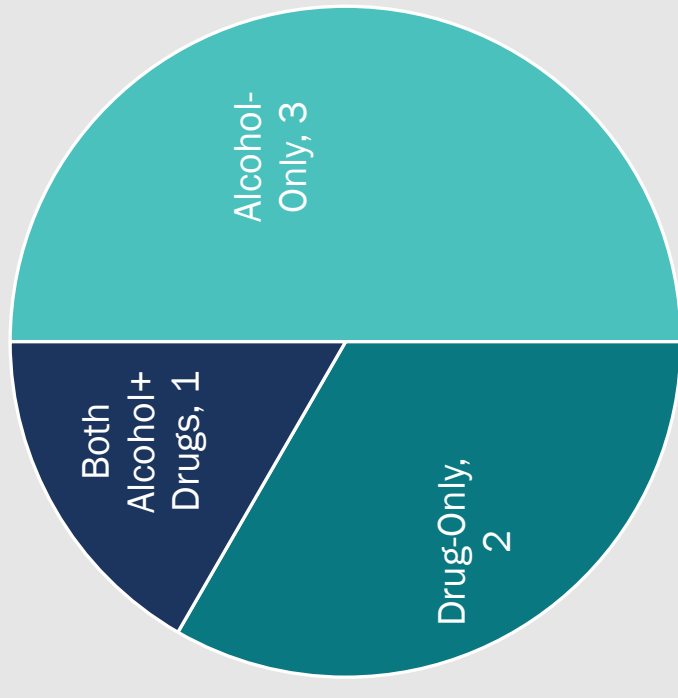


Impaired Driving Trends – Columbia County

Impaired F&A, 2018-2022

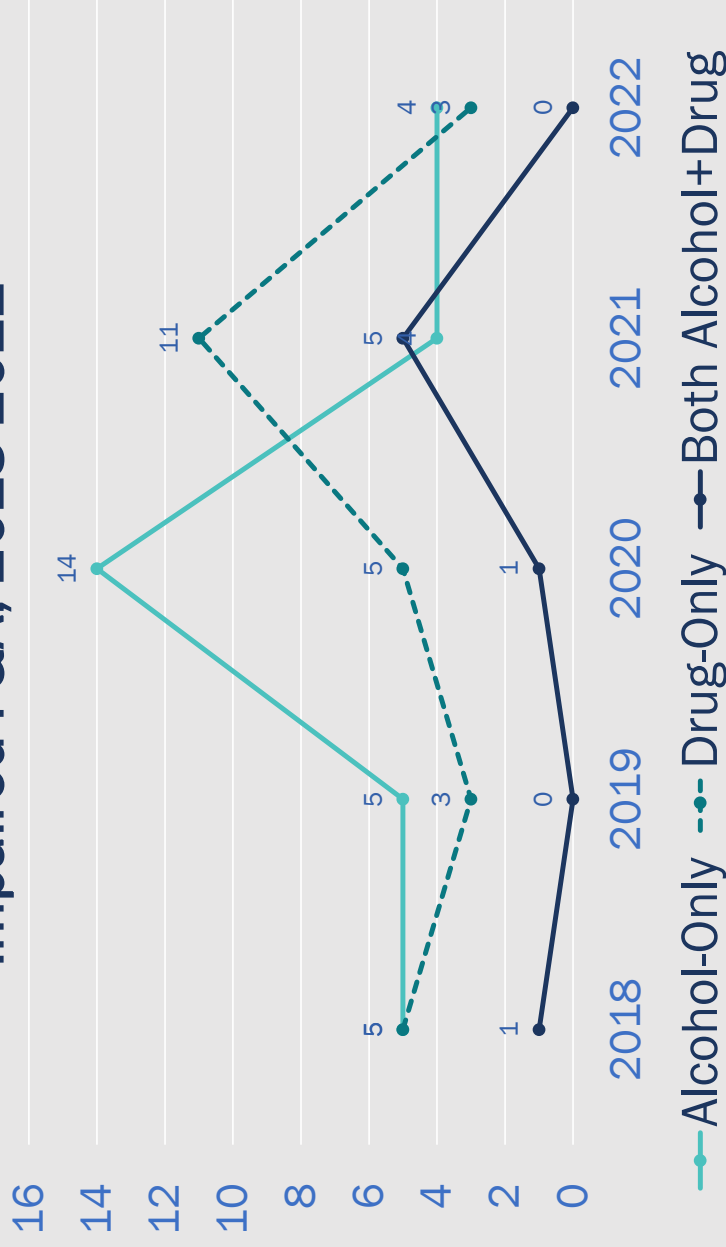


Columbia County, 2022

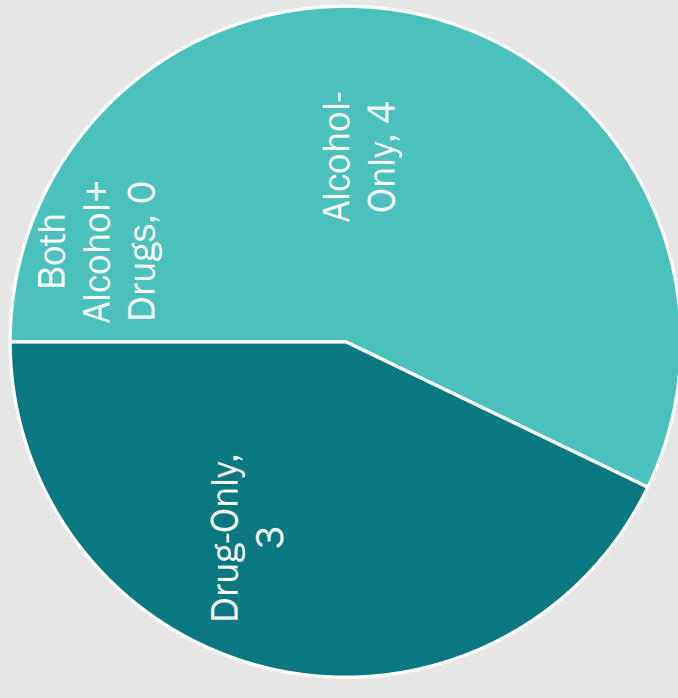


Impaired Driving Trends – Tillamook County

Impaired F&A, 2018-2022

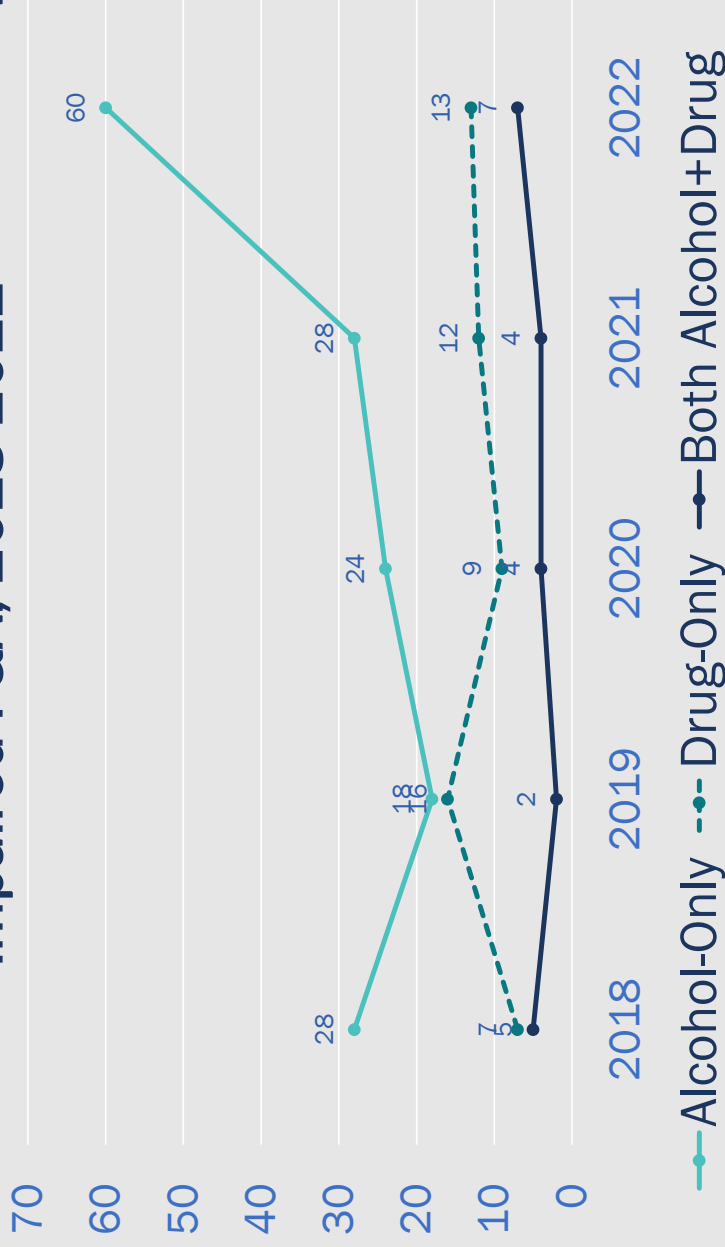


Tillamook County, 2022

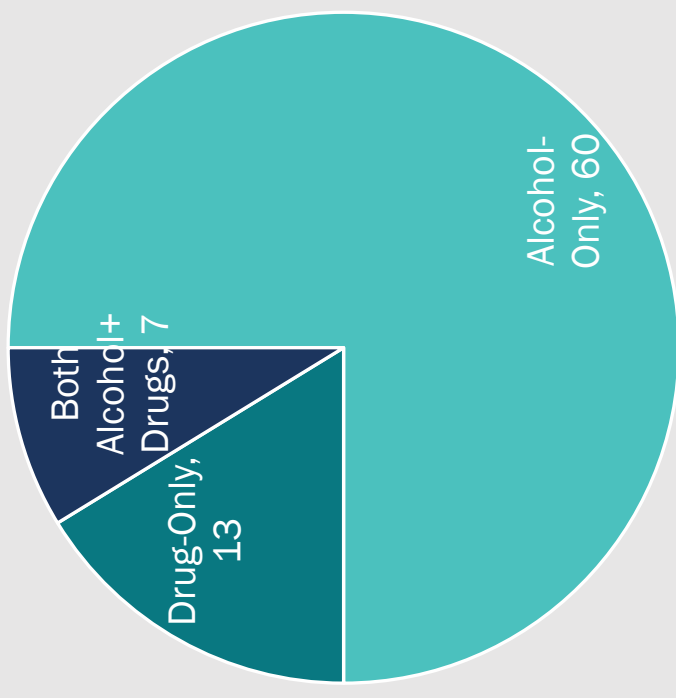


Impaired Driving Trends – Washington County

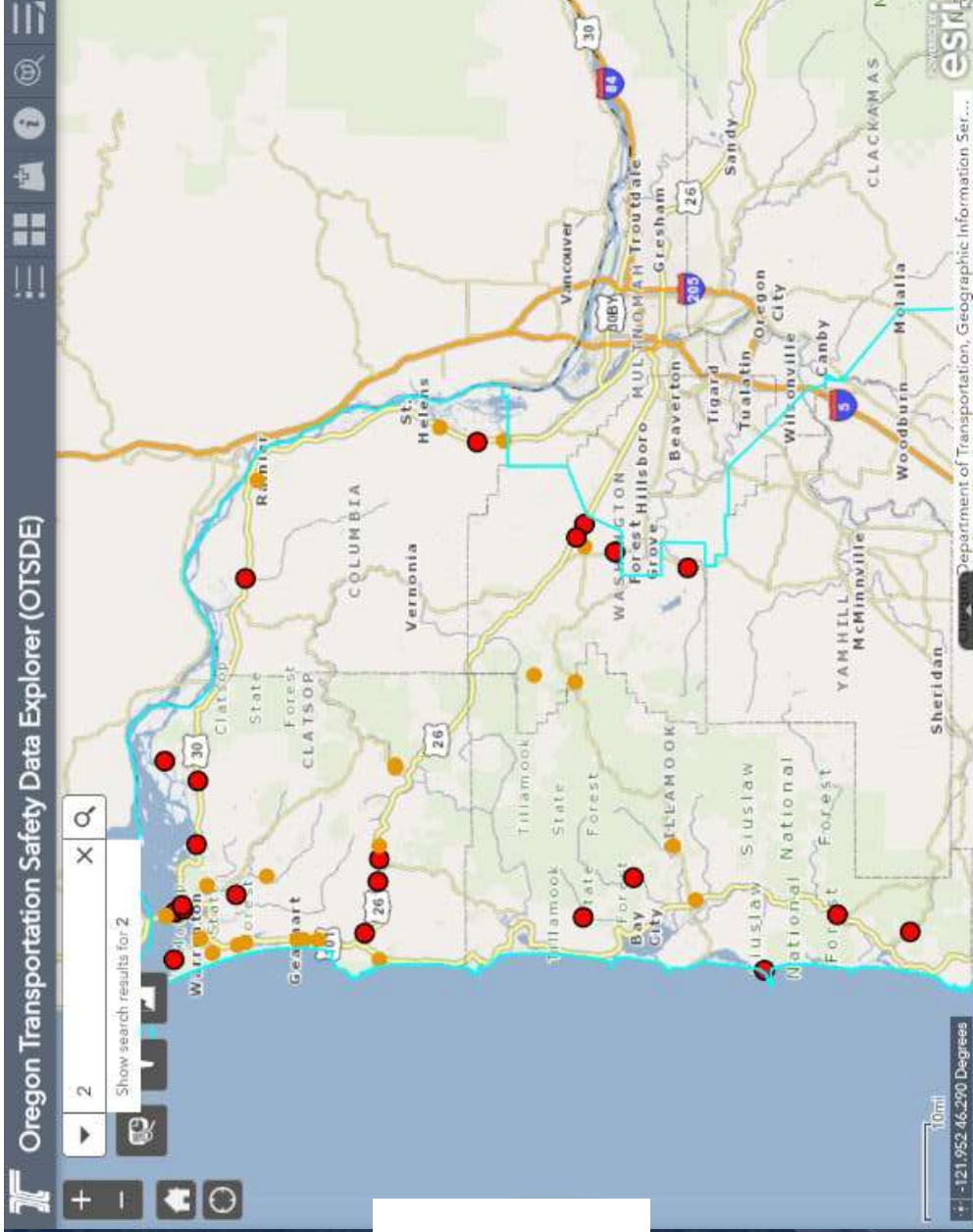
Impaired F&A, 2018-2022



Washington County, 2022



Fatal and Serious Injury Substance Involved Crashes



ODOT Crash Data, 2022

- Fatal
- Serious Injury

What Does the Data Tell Us?

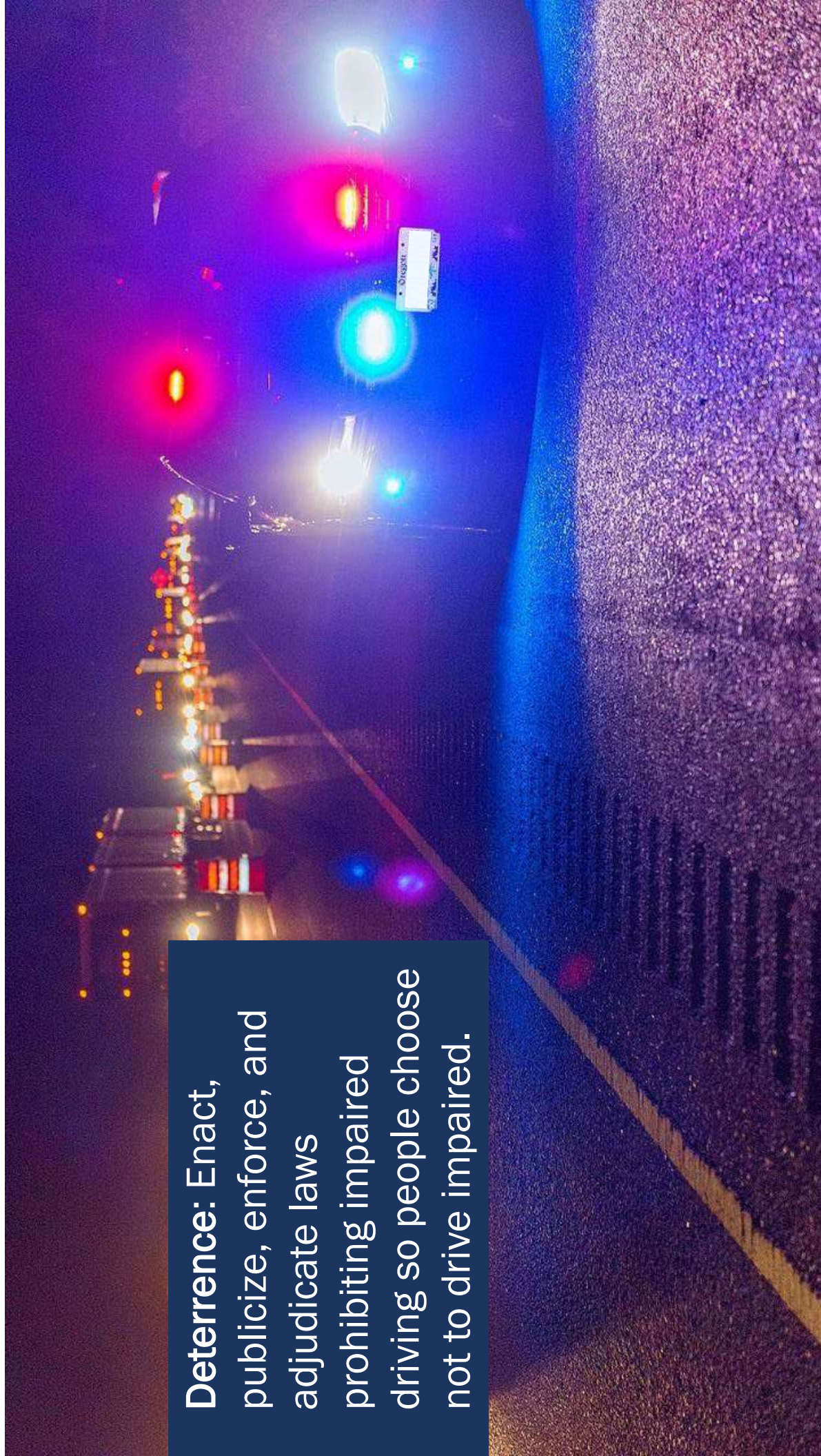
- 25% of all fatal and serious injury crashes are substance-involved in Region 2.
- 65% of all fatalities were from substance-involved crashes in Region 2.
- Drug-involved crashes are on the rise.



Current Projects in Region 2

- Support for Springfield DUII Court.
- Extra DUII patrols in Albany, Woodburn, Benton, and Yamhill counties.
- DUII enforcement grants to cities, counties, and Oregon State Police.
- Support Safe Lane Coalition's impaired driving media campaign and ODOT statewide campaigns.
- Support Marion/Polk Co DUII Victim Impact Panel.
- Teach Marion/Polk High Risk Driver Course.

Deterrence: Enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so people choose not to drive impaired.



**WE NEED
YOUR HELP**

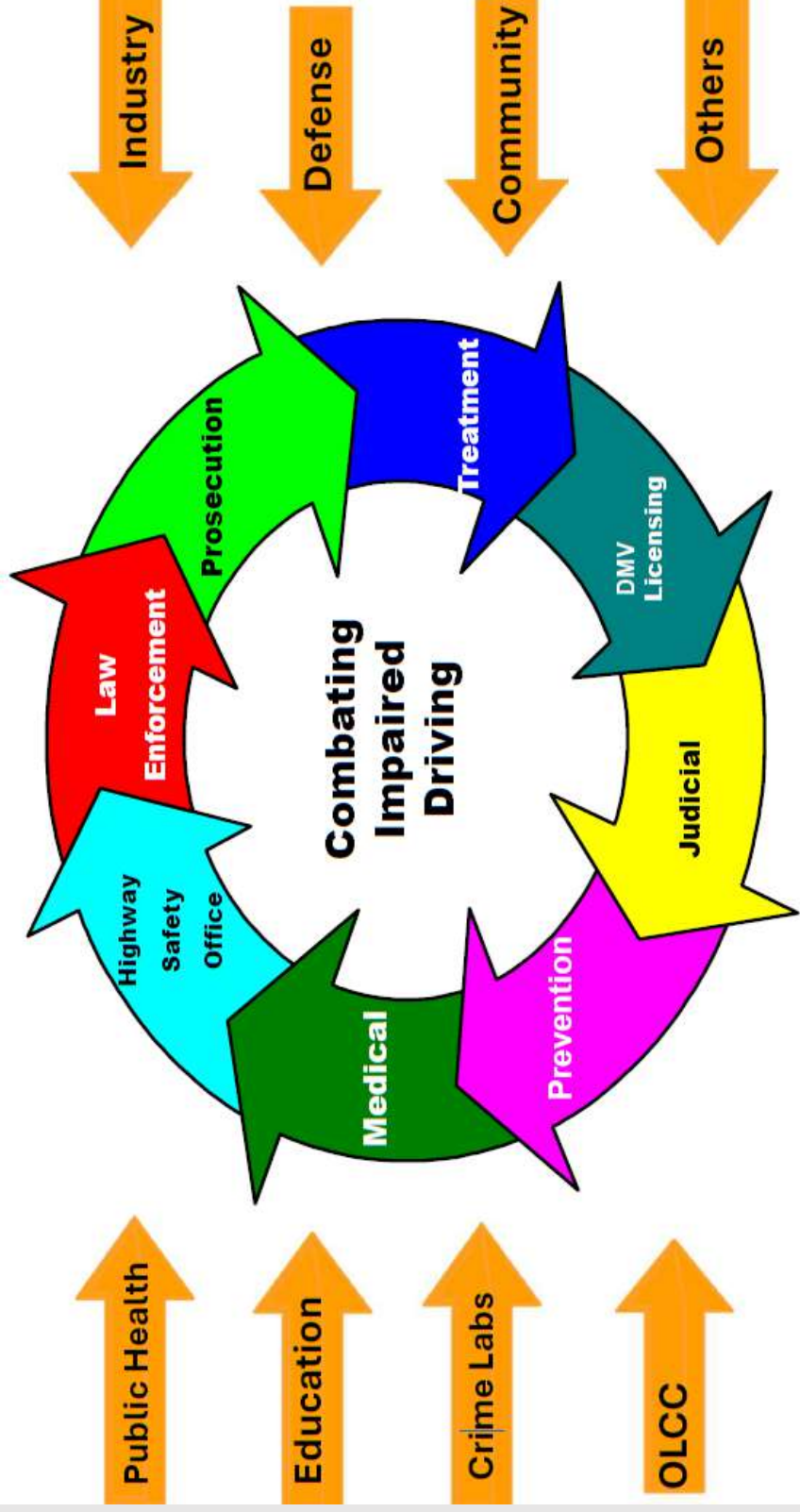


Oregon Governor's Advisory Committee on Driving Under the Influence of Intoxicants (DUII)

Objectives

- Heighten public awareness of the seriousness of DUII.
- Assist in the efforts to end the impaired driving problem in an organized and systematic manner.
- Generate public support for increased enforcement of state and local DUII laws.
- Educate the public as to the dangers of impaired driving and its effects.

GAC on DUII Partnerships



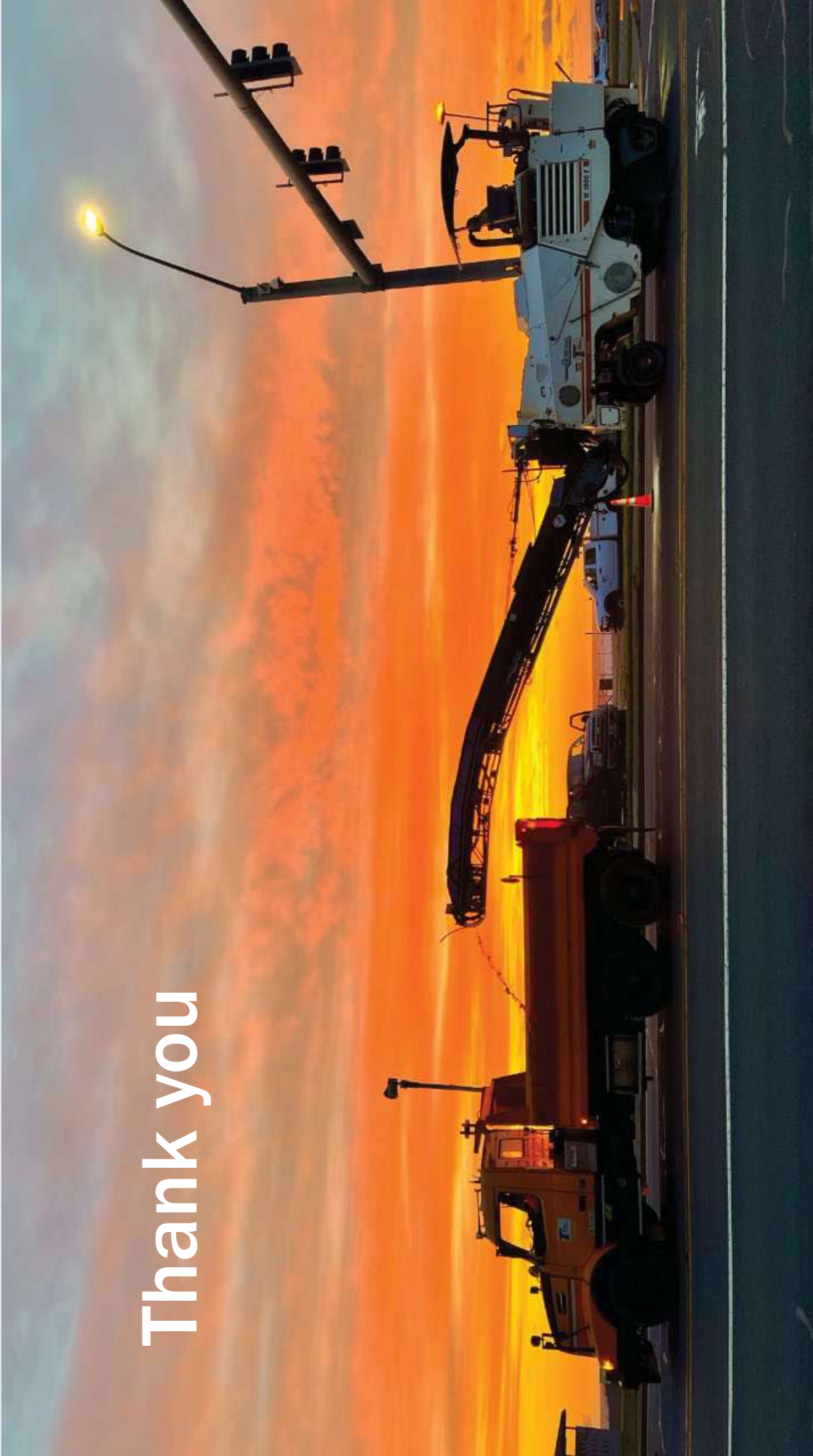
GAC DUII Legislative Concepts (2025)

- Reducing DUII impairment per se from .08 to .05 BAC.

Other discussion concepts:

- Increased penalties for DUII crashes resulting in serious injuries.
- Enhanced Ignition Interlock Device (IID) penalties.
- Increased fees for Alcohol and Drug Screening Specialists (ADSS).
- Increased penalties for polysubstance impaired driving.
- FDA only approved medication for offenders when on DUII Diversion programs.

Thank you





OTA Board of Directors Meeting

December 12, 2024

Action items below were approved unanimously by the Board

Action Item 1:

I move that the Board adopt the following position as a part of the 2025 State Transportation Package recommendation:

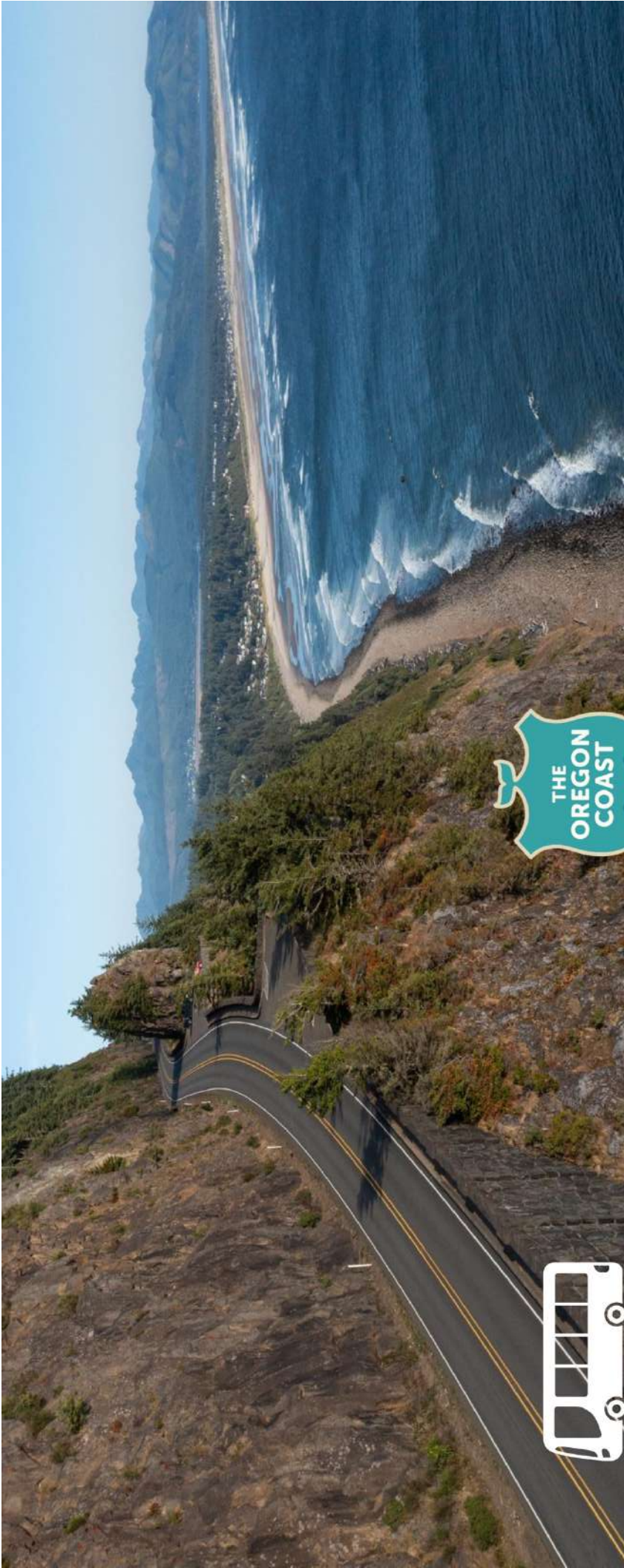
1. Increase the Statewide Transportation Improvement Fund employee payroll tax rate by 0.1% per biennium until 2032 when the rate equals 0.5%.
2. Support use of the statewide employee payroll tax exclusively for public transportation providers and services.
3. With any increase in the employee payroll tax rate, the OTA will support increased funding to assist qualifying small and rural public transportation providers and tribes, as well as support public transportation services for older adults and people with disabilities.

Action Item 2:

With the adoption of the 2025 State Transportation Package recommendation, I move that the Board adopt an increase in funding for small public transportation providers and tribes, as well as agencies that provide services for older adults and people with disabilities, with the final allocation recommendation to be determined using the following guidelines referenced in Action item 2B.

Action Item 2B: Allocation Methodology to be determined, such as:

- Small public transportation providers are 5311 recipients, Tribes, and Qualified Entities which don't receive 5311 funds, or which receive the minimum STIF payroll amounts.
- Percentage or absolute amount to be taken off the top of any increases in STIF funding, with the remainder of STIF funding distributed through the existing formula.
- 5311 recipients to receive an allocation equal to (50%, 75%, 100%) of federal 5311 funding.
- Explore increasing floor minimum funding (TBD) for Tribes & QE's that are not 5311 recipients
- Explore potential increases in funding for older adults and people with disabilities




NORTH COAST SHUTTLE


PARTNER PITCH DECK

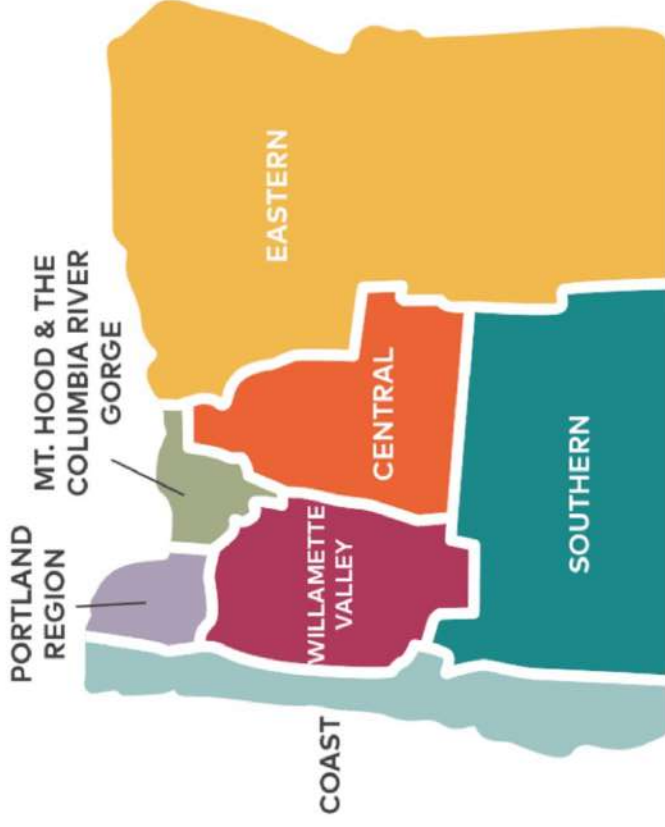
WHO ARE WE?

A QUICK LOOK AT TOURISM IN OREGON.

 TRAVEL OREGON State Level - Travel Oregon

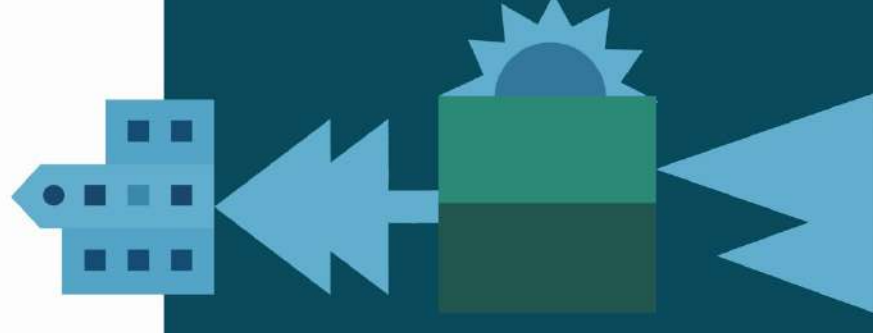
 **Regional Destination
Management Organizations
(RDMOs)**

 **SEASIDE**
is for Fun
Local Destination
Management
Organizations (DMOs)



TOURISM MANAGEMENT GOALS

NORTH COAST TRANSPORTATION



PRIMARY GOALS

- **Reduce Cars Traveling to the Oregon Coast**
 - ([Travel Oregon Stakeholder Survey, 2023](#))
- **Reduce Traffic & Parking Pressure in Coastal Destinations**
 - ([Travel Oregon Stakeholder Survey, 2023](#))

- **Reduce GHG Emissions from Travel**

- ([OCVA MAR Plan, 2022](#))

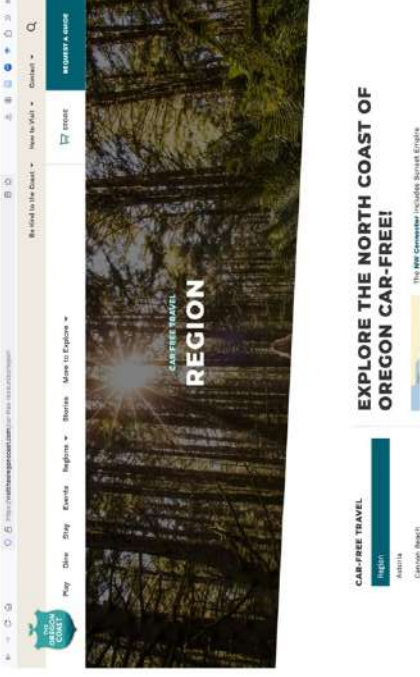
SECONDARY GOAL

- **Increase Transportation Options for Visitors who Cannot Travel via Car**
 - ([Travel Oregon 10-Year Vision](#))

EXISTING CAR-FREE STRATEGY

SUPPORTING EXISTING CAR-FREE OPTIONS

- Marketing Car-Free Travel Information
 - OCVA Website - Car-Free Travel to the Coast
 - Car-Free Travel Rack Card Distribution



PROJECT ADDITIONALITY

WE'VE IDENTIFIED A TRANSPORTATION OPTIONS NEED

- Existing Transit Agency options are oriented toward coastal residents, not travelers
- Hard to move along the coast using current services
- SETD has cut Coast-to-Valley service (due to internal management difficulties)
- Point Bus system does not connect below Cannon Beach
- Strong interest in car-free transportation reported from Travel Portland Visitor Center



NC SHUTTLE MARKET RESEARCH

BUSINESS FEASIBILITY STUDY



In 2023 we completed a business feasibility study for this project.
Scan the QR code to view it.

PILOT SHUTTLE: MARKET RESEARCH

WE ASKED POTENTIAL RIDERS ABOUT THEIR THOUGHTS

- **42%** of respondents travel to the coast once a month or more during the summer
- **81%** go by themselves or with one other person (two or one travelers)
- **49%** Spend more than \$41 per person traveling to the coast
- **46%** would pay >\$40 for a bus route like the one we are designing
- **40%** of respondents do not own a car

407

Long overdue! We'd go more often; the summer traffic between Portland and Seaside is horrible and this would be great!

There's a bus from Union Station, Portland that is more limited than what you're offering but cost-efficiency wise it gets the job done.

Yes, thanks. I'm glad you considering this. I am a healthy older person with some vision issues so driving a long way is not as enjoyable or doable for me

EMERGING PILOT: NORTH COAST SHUTTLE

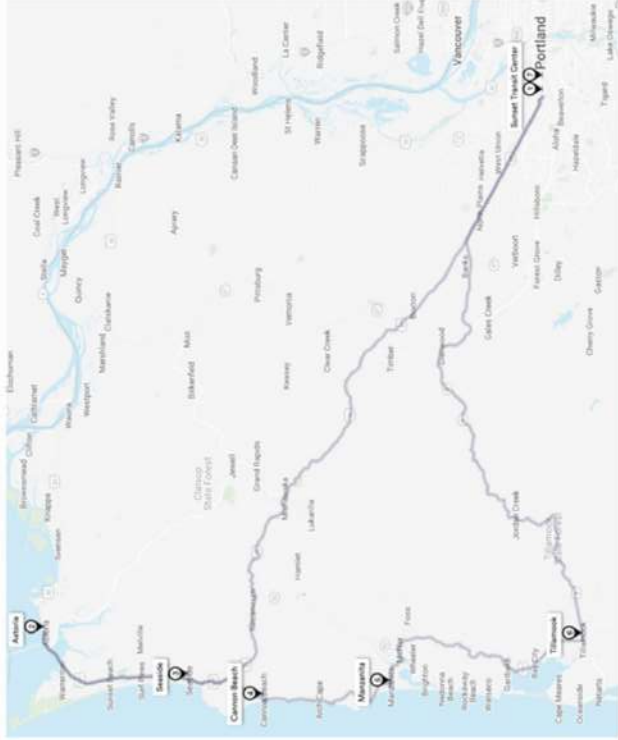
PILOT A DAY-TRIPPER ORIENTED PORTLAND TO COAST SHUTTLE

- Pilot Launch: May 2025
 - Beaverton Transit Center (TriMet) to 5 North Coast Cities
 - Day-Tripper Oriented
 - Focused on to and along North Coast
 - Non-Car Transportation Optionality
 - Working with EcoShuttle Charters (BioDiesel powered buses)



PILOT SHUTTLE ITINERARY

DEVELOPING A CAR-FREE ROUTE TO THE COAST



SHUTTLE ROUTES:

- Weekends (Friday, Saturday, Sunday)
- Memorial Day Weekend 2025 (May) through the end of August 2025.

SHUTTLE 1:

- Morning: Sunset Transit Center (Beaverton) - Astoria - Seaside - Cannon Beach - Manzanita - Tillamook
- Midday: Tillamook - Manzanita - Cannon Beach - Seaside - Astoria
- Evening: Astoria - Seaside - Cannon Beach - Manzanita - Tillamook - Sunset Transit Center (Beaverton)

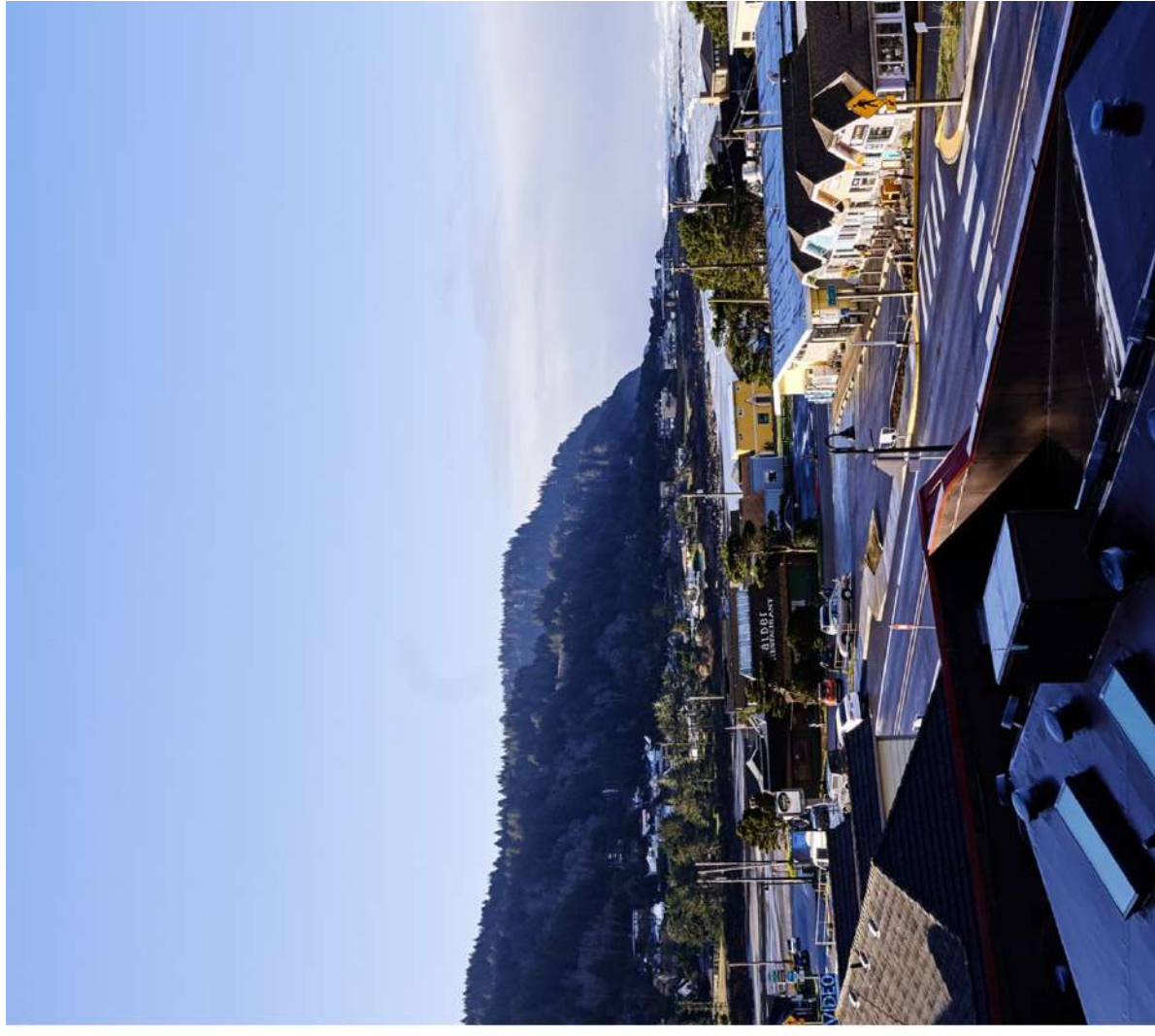
SHUTTLE 2:

- Morning: Sunset Transit Center (Beaverton) - Tillamook - Manzanita - Cannon Beach - Seaside - Astoria
- Midday: Astoria - Seaside - Cannon Beach - Manzanita - Tillamook
- Evening: Tillamook - Manzanita - Cannon Beach - Seaside - Astoria - Sunset Transit Center

PROJECT PARTNERSHIP OPPORTUNITY

- Operational Partnership
 - Eligible for CRI
- Marketing Partnership
 - Key to Pilot Success

- Amenity for Portland travelers
- Appeal to car-less travelers
- Eco-friendly Oregon Image



nwCONNECTOR

February 5, 2025

Oregon Coast Visitors Association
Re: North Coast Shuttle Pilot Proposal

Dear Mr. Hinz,

Today I'm writing on behalf of the Northwest Oregon Transit Alliance, a group made up of the Columbia County Rider, Sunset Empire Transit District, Tillamook County Transportation District, Lincoln County Transit, and Benton Area Transit. Our project purpose is to reduce greenhouse gases and fossil fuel dependence through increased transit use by visitors and commuters.

In the summer of 2023 Finn Johnson shared OCVA's vision for a North Coast Shuttle. At that time, the group shared several concerns about this proposed shuttle – duplicative service routes that directly compete with TCTD & SETD services, public confusion regarding unintegrated seasonal lines, and negative impacts to our federal formula funding levels.

In October 2024, when OCVA began publicizing this proposal our members were surprised to see that no changes were made based on our agencies' feedback. We have similar missions and would like to collaborate on efforts that meet our shared goals like offering service on corridors that currently lack transit options and better marketing of our existing transit offerings.

As presented, the Alliance cannot support your pilot shuttle proposal. We also disagree with conclusions you have drawn from market surveys and existing agency planning documents. The transit professionals leading the NWOTA agencies have over 100 combined years of public transportation experience and contend that duplicate efforts will not increase ridership but divide amongst competing services.

There is also concern that this pilot proposal creates a scenario whereby a public non-profit (OCVA) using public funds could potentially reduce federal formula funds going to existing transit agencies (TCTD and SETD). These funds are used for essential needs like continued operations, vehicle preventive maintenance, and capital vehicle purchases

We wholeheartedly support alternatives to get people out of their car and to provide transportation options. This is one of the main objectives of the NWOTA project and a major focus for NWOTA is to mitigate the impacts of the tourism industry so it can thrive. We discussed your transit proposal at an OCVA tourism conference in Astoria in the fall of 2023 with two OCVA staffers and did not hear back, making the public tour of this proposal concerning.

Currently, riders can travel by Amtrak to Albany or Portland or Salem and transfer to routes provided by Lincoln County Transit, Tillamook County Transportation District, and the Confederated Tribes of Grand Ronde Tribe to take them to the coast. TCTD's Route 5 ridership is growing and Lincoln County/Benton County's Valley to Coast ridership is the highest it's ever been. The pandemic decimated public transit across the country and our agencies are making great progress in building back their ridership base.