

NORTHWEST AREA COMMISSION ON TRANSPORTATION MEETING AGENDA

Date: Thursday, April 10, 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: Clatsop Community College South County
 1455 N Roosevelt Dr, Seaside, OR 97138

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  February 12, 2024 Meeting Minutes  Public Comment  Limited to 3 minutes per person  Including comment on ODOT’s updates in packet  Seaside Transportation Update	✓	Casey Garrett Bill Jablonski Spencer Kyle
Item 3 1:35p	ODOT Transportation Growth Management Grant Program		Kathy Kleczek
Item 4 1:50p	Highway 26		Mark Buffington
Items 5 2:00p	Transportation Package Framework Overview		Brian Worley
Item 6 2:25	Highway 30 Safety Study Legislation		Casey Garrett
Item 7 2:30p	Upcoming Grant Opportunities USDOT Bridge Investment Program ODOT Small City Allotment		Caroline Crisp Sarah Lu Heath
Item 8 2:35p	NWACT Business/Member Updates Updates: 2-3 minutes, transportation projects, grant requests, relevant closures, or construction projects, etc.		All

Attachments & Relevant Links:

- February 12, 2025 Minutes
- [Transportation Growth Management Grant Program](#)
- [Highway 6 Study](#)

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
February 13, 2025**

The meeting was called to order at 1:00pm by Chair Casey Garrett.

		<i>Citizen-at-Large</i>
<i>Clatsop County Commission (v) Commission (a) Large City (v) Large City (a) Small City (v) Small City (a) Citizen-at-Large Citizen-at-Large</i>	<i>Mark Kujala Terry Hendryx* Elisabeth Adams* Steve Wright* Kathy Kleczek* John Nygaard*</i>	<i>Transit Districts Columbia Co (v) Columbia Co (a) <i>John Dreeszen</i> Clatsop Co (v) Debbie Boothe Schmidt* Clatsop County (a) <i>Craig Johnston</i> Tillamook Co (v) Mary Johnson* Tillamook Co (a) Brian Vitulli* Benton County Charlene Pech*</i>
<i>Columbia County Commission (v) Commission (a) Large City (v) Large City (a) Small City (v) Small City (a) Citizen-at-Large Citizen-at-Large</i>	<i>Casey Garrett* Mike Russell Dave Sukau Bob Brajcich Scott Jorgenson* Rosemary Lohrke Betsy Johnson*</i>	<i>Ports Port of Astoria (v) <i>Frank Spence</i> Port of Astoria (a) <i>Will Isom</i> Port of Columbia Co (v) Nancy Ward* Port of Columbia Co (a) <i>Sean Clark</i> Port of Tillamook Bay (v) Michele Bradley* Port of Garibaldi (a) <i>Mike Saindon</i></i>
<i>Tillamook County Commission (v) Commission (a) Large City (v) Large City (a) Small City (v) Small City (a) Citizen-at-Large Citizen-at-Large</i>	<i>Doug Olson Chris Laity* Aaron Burris Nathan George Liane Welch* David McCall* Patrick McHugh</i>	Others in attendance: Caroline Crisp Bill Jablonski Mark Buffington Jeff Harrington Lt. Andy Hasenkamp John-Paul Bowles Finn Johnson Paul Fournier Matt Mumford John Lanson Nicole Charlson Mary Johnson Marcus Hinz Arica Sears Tony Hyde
<i>Washington County Commission (v) Commission (a) Large City (v) Large City (a) Small City (v) Small City (a) Citizen-at-Large</i>	<i>Jerry Willey* Stacy Shetler* Jolynn Becker Marsha Kirk* Don Odermott</i>	

*Members denoted with asterisks were in attendance.

Item 1: Welcome and Introductions

Casey Garrett calls the meeting into order following introductions.

Item 2: NWACT Minutes/Updates

Presentation of December 12, 2024, meeting minutes

- David McCall notes that Liane Welch is spelled incorrectly. Minutes accepted unanimously as amended.

Motion: Michele Bradley

Second: Liane Welch

ODOT Public Comment:

- Mary Johnson requested to comment on an agenda item scheduled for later in the meeting regarding OCVA's proposed transit program. Tillamook County BOD is concerned the proposed program poses duplicitous services since it would use the same routes and transit centers. Mary Johnson believes it would create confusion and could compromise federal funding for the district. While they welcome alternatives to promote greater transit options they believe that there was not enough consultation with the district before releasing OCVA's plan.
 - Mary Johnson states that visitors already have access to coast travel via Lincoln and Benton county district routes.
 - Suggesting that it may be better to launch a transit pilot program along the US 30 corridor since SETD no longer offers service along Highway 30 Portland to Astoria. OCVA should be looking towards areas that don't already have services.
 - Tillamook County Transportation District is requesting that OCVA consult the district before implementing a route program or instead look to servicing areas that the districts are not in.

Tillamook County Transportation Update:

- Chris Laity notes ongoing conversations with Mark Buffington for repairs at Fall Creek. Tracking federal funding and the resulting projects impacted, including PROTECT funding and aquatic programs. Chris Laity walked through all the current programs and the degree of vulnerability given the impacts of executive orders regarding federal funding including FEMA funds.
 - Tillamook County Transportation System Plan moving forward; 2025 will see 2 bridge constructions from federal highway funds; 3 bridge repairs with culvert, 1 retaining wall, trail improvements. Temporary bridge following 2024 declaration with pending FEMA determination on construction.
 - Several culvert to bridge programs. Bill Jablonski shared [Oregon Department of Transportation : Federal Executive Actions : About Us : State of Oregon Link](#) to federal executive actions that may be impacting local as well as state projects.
 - FEMA changed their determination on a project that reached the final design. OEM is pushing against that decision. Chris Laity notes that TBCC is tied to initiative as well.

- Betsy Johson recommends that there be no delay in reaching out to Senator Weber and Senator Javadi including the role of OEM and snapshot of the current scenario.

Item 3: Impaired Driving in Northwest Oregon

Presentation from Nicole Charlston (ODOT Region 2) and Ryan Stone (ODOT Transportation Safety Operations) and Lt. Hasenkamp on governor's advisory committee on DUII enforcement across ColPac district.

- Ryan Stone presented on the Oregon Governor's advisory Committee on DUII committee actions. Objectives include public awareness; generating public support for increased enforcement of state and local DUII laws; assisting in efforts the end impaired driving.
 - GAC DUII legislative concepts for 2025 include Reducing DUII impairment per se from .08 to .05 BAC. This is the lowest state level in the nation apart from Utah.
 - Other discussion concepts include increased penalties for DUII crashes resulting in serious injuries, enhanced ignition interlock Device penalties etc.
 - GAC typically meets on the first Friday of each month. Once a quarter the committee travels to communities – was in Astoria for the January meeting. Welcome BOD to connect with Ryan with any comments and questions.
- Andy Hasenkamp shared graphic on the OSP DUII Enforcement charges, noting trends across district counties. Lt. notes that OSP in Clatsop County is currently operating at 50% of the authorized Trooper strength. Five Troopers are currently working on Patrol assignments.

Stacy Shetler asked about the tracking of impaired driving for cannabis use since there isn't a legal limit determined. Lt. Hasenkamp said that it is determined through blood testing and Ryan Stone clarified that the process is similar to alcohol impairment field sobriety test. Oregon doesn't have an official legal limit for cannabis in blood, but toxicology levels are recognized in the impairment enforcement process out in the field.

Item 4: Moved to later in the agenda to accommodate schedules.

Item 5: Regional Transit

OTA Legislative Proposal – Brian Vitulli shares that the OTA board clarified position with 1/10th % payroll tax and by 2032 there will be a slow increase per year that would bring the tax to 5/10th %. The Senate bill introduced to de-fund STIF program which OTA opposed. Additionally, HB2795 which proposed changes to qualified entities, OTA voted to oppose.

Oregon Coast Visitors Association Pilot Program

Proposed project: Oregon coastal express. Marcus Hinz noted that the relationship building at the beginning of this initiative has not been adequate. He believes collaboration with NWOTA has been difficult. Casey Garrett requested the catalogued communications that the OCVA team has compiled be forwarded.

- OCVA is considered a 501c6 private business sector intending to provide a service to customers. Funded by 1.5% TLT.
- What authority does NWOTA have to prevent a private business from developing a program to service customer base? Sarah Lu Heath responded that the NWOTA has responded to the proposal multiple times but felt that OCVA was rolling out pilot advertisement before deeper consultation.
- OCVA plans to use Travel Oregon funding and Travel Lodging Tax funds to launch the pilot program.

Marcus Hinz described the details of the program:

- To and from the coast and back the same day
- \$30-\$50/person ; non-stop services from Portland to the coast. Marketed as a destination management program experience for a luxury customer base
- Pilot for the summer 3 days a week to identify performance

Besty Johnson: what is the ask from this presentation?

Marcus Hinz: OCVA was invited to talk at this meeting but doesn't feel like the group is clear on what the details of plans conflict with the association. Arica Sears shared the timeline of communications and letter to NWOTA.

Casey Garrett: as a resident of Columbia county, he is neutral to this initiative since there isn't robust enough transit to compete with OCVA pilot, which doesn't include Columbia County.

Paul Fournier: dialysis center in the county closed so people now need to travel outside of the county – this service is being supported by dial-a-ride services. This intervention into health services is a key service that a transportation district can provide. Paul doesn't see the proposed OCVA transit service as a competing service as it is a luxury service catered to tourists. The transportation district plans don't include the goal of serving tourists to the coast. Commissioner Fournier recognizes the lack of drivers that may support overall transit routes but the importance of service expansion for districts is not to cater to tourists but to support essential community services. Challenging the OCVA program implies that Tillamook transportation district would be catering to tourists, which has never been a part of this mission. This is a no-cost opportunity for Tillamook county.

Elizabeth Adams: there is still confusion on the definition of duplication of services. Concerns around the use of transit infrastructure. Seeking additional information on how OCVA pilot customer base is determined and how the district infrastructure will be supported with increased visitation.

- Marcus responded that this program is intended to supplant cars rather than drive up visitation from additional visitors so wouldn't put additional stress on the public transit infrastructure.

Kathy Kleczek: attended session at Cannon Beach Chamber of Commerce addressing OCVA pilot route and Salmonberry Trail. Sees this as a single-trip experience for visitors interested in the coast and allows for another avenue for visitors to experience the coast by bus and will encourage further bus-riding behavior. This behavior would transfer to the public district services which would be positive. Kathy was previously in destination management group and noted OCVA has already done significant marketing work on behalf of the transit district to generate additional demand/awareness on transit services.

Steve Wright: has been working with Finn Johnson and believes there should be interfaces between all services in the transit space and there should be cooperation with this initiative that is more catered to a tourism initiative. This proposed project is funded from a state lodging tax.

Matt Mumford: share a suggestion to market as express service to coast.

Liane Welch: shared that she would like to restart this relationship building and encouraged OCVA come to Bay City for further discussion.

Brian Vitulli: agreed that there is alignment in bringing new transportation options to the coast but was not sure what collaboration Marcus is referring to. Initial comments shared to OCVA team in 2023 after proposal was released never heard further communications. Does believe that providing services to visitors is within the goals of the transit district. Ridership from Portland to Astoria was previously good before the pandemic and is recovering. He shared concerns about the reduction of federal funds to provide services going forward and that is being considered as a factor in long-term financing planning and could be reduced if ridership takes duplication services proposed by OCVA.

- Marcus Hinz doesn't agree that traversing the same highways 101 and 6 constitutes as a duplication of services.

Arica Sears: OCVA has ideas for collaboration including gathering ridership data that they can share with transit districts and devise sustainable route planning and catering to a unique customer base.

Comments from John-Paul in the chat saying he sees an opportunity for collaboration on monitoring and evaluation during the shuttle pilot. It could assess how the express service impacts ridership on transit services and inform how the service could be refined to benefit all parties.

- Sarah Lu Heath agreed. Posed outstanding questions on how OCVA plans to transition from a pilot to a permanent, integrated service.

Finn Johnson invited attendees via the chat to a North Coast Tourism Management Network Summit on March 12th to continue a discussion on collaborative transportation solutions for the North Oregon Coast.

Item 4: Update – 2025 Transportation Package

Representative Susan McLain provided an update on joint transportation committee meetings following a statewide tour. There are 3 reports for each work groups topic including work group process, recommendations and needs for maintenance operations and preservation. JTC devised that Senator Star in charge of recommendations for overall accountability on ODOT budget as well as investment and project completion of capital projects on city and county levels. Work session for three bills that include filling the gap for ODOT funds, highway fund management

- Sarah Lu Heath: concern of 50/30/20 split. Susan McLain responded that the committee has not changed their position on this split. The revenue department has discussed the nature of that split, but nothing is ready for formal review.
- Liane Welch: 25% tariffs on steel and aluminum would incredibly impact ODOTS bridge construction and requested further details on this impact. Susan said that the office is looking into this for all parts of the budget.
- William Scott Jorgensen: A Street project in Rainier was disrupted since invoicing was delayed and had impacts on city budgeting. No sense of urgency from staff which has been frustrating.

Betsy responded that ODOT contributed millions of funds to see that project that through. Susan McLain to look further into this project scenario with more details.

Item 6: Upcoming Grant Opportunities as listed on agenda.

Item 8: NWACT Business/Member Updates were not covered on account of no remaining time in the meeting.

Casey Garrett called for additional comments and then with no response the meeting was adjourned at 3:10pm

DRAFT

Area 1 updates NWA				
Complete 2427 STIP @ https://www.oregon.gov/odot/				
	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 enginner 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
	OR6 Roadside Barrier Upgrades*	PE/2023	PE/2024	Project at Final Plans - construction expected updated to 2026 full barrier upgrade/replacement Tillamook to Banks
	OR6 MP 4.4 - 9.0 (Paving)*	PE/2023	PE/2024	In design -Paving construction anticipated 2026
	OR6 @ Wilson River Loop Road (MP2.07)*	PE/2023	PE/2025	Advanced Design - Bid July 2026 (CON start fall 2026)
	OR6 Zigzag Creek (MP 10)*	PE/2023	tbd	Construction funding not indentified (replace failing culvert)
	US101 Nedonna Creek	PE/2023	PE/2025	Project going thorough scope revision to include POTB rail. Design only right now
	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	tbd	ODOT performing advanced investigation to determine repair options.
	US101 Beerman Creek Culvert	PE/2025	tbd	Performing design work. No construction funding identified yet
	* safety project is response to OR6 Safety Study			
	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	Complete
	Sign Replacements (NW Oregon)(21-24)	CON	Spring 2025	Complete
	Skipanon River Bridge Center Span Replacement	CON	Fall 2025	Work to begin in June 2025 (Bridge Preservation/deck replacement)
	OR 6 Devils Lake Fork Wilson River Bridge *	CON	Spring/Summer 2025	Structural steel repairs/Paint the structure (Bridge Preservation)
	OR131 Tillamook Rier Bridge	CON	Spring/Summer 2025	Paint the structure (Bridge Preservation)

	* safety project is response to OR6 Safety Study			
	Maintenance			
	Tillamook Crew: Emergency repairs on OR130 (river scour) and OR131 (landslide) have been completed. Reimbursement for the costs are expected from FHWA. Thanks to Tillamook county for the use of Cape Meares Loop Rd as a detour.			
	All crews: Winter maintenance activities are winding down and crews are transitioning back to day shifts.			
	Manning crew: A contract for paving on OR47 from MP84 to MP88 (south of Banks) will be going to bid. Expected cost is 1.5 million dollars to include grinding, new asphalt, pavement markers, and rumble strips.			
	Manning crew: The sinks on OR6 from MP32 -36 have been very active and the crew has to patch after every major rainstorm.			
	Manning, Clatskanie, and Warrenton crews: Crew pavement blade patching will be occurring this spring, weather permitting on OR202, OR47, and OR53.			
	Clatskanie Crew: This spring the crew will start patching Apiary Road to use as a detour for the upcoming closure on OR47 at Mist for a culvert replacement. Thanks to Columbia County for the use of the road.			
	Tillamook Crew: This spring Tillamook will be patching the usual sinking and sliding areas in the Z Milepost sections of US101 near Wheeler and Garibaldi.			
	Warrenton Crew: Transient Camp Cleanup at a cost of \$20,000			

	All Crews are accomplishing the following work on all district highways:			
	Sweep up sand from shoulders, bike lanes, centerlines, turn pockets, and sidewalks.			
	Wash and repair or replace signs and delineators.			
	Pothole repair.			
	Mechanical brush cutting.			
	Ditch maintenance.			
	Equipment servicing.			
	Bridge washing.			
	Manual brush removal.			
	Incident response.			
	Hazard tree removal.			
	Staffing			
	<i>Project Delivery/Construction</i>			
	Astoria Resident Engineer (vacant) Anita Eaton is in rotation until Sept 2025			
	Astoria Project Coordinator (vacant) in recruitment			
	Astoria Quality Control Compliance Specialist (vacant) recruitment April 2025			
	Senior Transportation Project Manager (Vacant) Kumar Rethasamy is in rotation until April 2025			
	<i>Maintenance</i>			
	Holding various positions			

Federal Funding Forecasting Error and Audit

In 2024 ODOT corrected an error it discovered in its project delivery budget where the agency overestimated federal revenues by about \$1 billion.

Last updated: March 5, 2025

Key messages

- ODOT overestimated federal revenues during this budget cycle because of incorrect assumptions of how quickly the agency could deliver projects and how quickly the federal government would reimburse that spending. We planned more projects this biennium than money coming in the door to pay for them, but our cash flow model made it look like we would get enough federal money to cover them.
- After identifying this problem, ODOT took steps to address it to ensure that we wouldn't spend more money than we have. That included pushing out projects to later years when federal revenue is available. We are tracking our budget very closely and we will not overspend this biennium.
- We also took steps to prevent errors like this from occurring in the future. Those steps included using historic actual federal revenue rather than the agency's cash flow model output to prevent future overbudgeting. And we are changing how we select projects to make sure we don't plan more projects than we have money to pay for.
- ODOT conducted an audit after finding this error and is adopting additional reforms to help the agency track different revenue sources more accurately. Importantly, Oregonians can be confident that every dollar that comes into ODOT can be accounted for.

What happened

- There were multiple factors that caused this issue. The primary cause was that we planned a lot of projects in this biennium—more than we had funding to pay for.
- We were planning to use a toll called Advanced Construction where we program future federal funds and spend state money today, then get federal reimbursements at a later date. ODOT's established cash flow model translated all the projects programmed as Advanced Construction as receiving immediate federal reimbursements, so it incorrectly projected a very large amount of federal reimbursement in the 2023-2025 biennium—well beyond the amount of federal funding available to ODOT in that time frame. We incorporated the cash flow model's projection into our budget which overestimated federal funding by about \$1 billion.
- After identifying this problem, we took steps immediately to address it and prevent it from occurring in the future.

- We had a public discussion of the error at the May 2024 Oregon Transportation Commission meeting, and the Commission took action at that time to push out projects to avoid the potential of overspending.
- For next budget, we used historic actual federal funding rather than the cash flow model output to prevent future overbudgeting.
- We changed how we develop our project selection process to ensure we don't frontload more than our finances and staffing can bear.
- As a result of these changes, spending is well below the original projection in the budget, so we do not face a risk of overspending.
- ODOT Director Strickler directed the agency to conduct an audit of its budgeting process after this issue was identified. That audit recommended additional changes to the agency's budgeting process, including tracking HB 2017 funding more specifically.
- The audit identified that in its budget development process, ODOT had not been separating out funding package revenue by its dedicated, programmatic splits. However, Oregonians can be confident that every dollar that comes into ODOT can be accounted for.

FAQs

Were there any other causes beyond the cash flow model?

Yes. Director Strickler requested an audit that was delivered to the OTC in January 2025. It found that while ODOT had taken steps to improve the agency's budgeting processes in response to the error, additional steps needed to be taken. In particular, the agency did not effectively track HB 2017 funding and ODOT needed to improve its budgeting in this area.

What is the agency doing in response to the audit?

- Beginning in the 2025-2027 biennium, ODOT will create specific accounts for HB 2017 funds to be able to track expenditures.
- The agency will explore options to replace the cash flow model so that ODOT has a more accurate tool.
- ODOT will reconcile HB 2017 actual funding with allocations of funding to make sure it is spending all HB 2017 funds correctly.

Will the federal government's funding freeze have an impact on ODOT's ability to fund these projects?

This issue is unrelated to recent federal actions on funding. The federal government continues to provide the formula funding Oregon is due and we are still able to spend funding from federal discretionary grants that has been obligated. We are currently unable to spend funding from federal discretionary grants that has not been obligated. As of now, we do not expect these federal funding actions to have an impact on our cash flow and budgeting. The longer those grant funds are withheld, the larger the impact will be to Oregon's transportation system.

What is Advanced Construction?

Advanced Construction allows the agency to go to construction on a project before federal formula funds are available and receive federal reimbursements at some point in the future when federal formula funds become available. ODOT has effectively used Advanced Construction for decades as it provides the state significant flexibility in programming projects and securing federal reimbursement.

Other resources

Funding website: [Transportation Funding](#) (Oregon.gov)

Agency request budget explainer: [ARB Explained.pdf](#)

Governor recommended budget explained: [Governor-Short-Budget-Summary.pdf](#)

Transportation funding needs analysis: [Transportation Funding Needs.pdf](#)