

**MEETING AGENDA**

**Date:** Thursday, January 14, 2021  
**Time:** 1:00 pm—3:30 pm  
**Location:** <https://us02web.zoom.us/j/89201914400>  
**Phone:** 253 215 8782  
**Meeting ID:** 892 0191 4400

**Contacts:** **Henry Heimuller, Chair:** 503.397.4322 or [henry.heimuller@co.columbia.or.us](mailto:henry.heimuller@co.columbia.or.us)  
**Mary McArthur, Staff:** 503.970.3336 or [mbmcarthur@nworegon.org](mailto:mbmcarthur@nworegon.org)

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 Mary McArthur at 503.228.5565 at least 48 hours prior to the meeting.

<b>Item 1</b> 1:00 p	<b>Welcome and Introductions</b>		Henry Heimuller
<b>Item 2</b> 1:05 p	<b>NWACT Minutes/Updates</b> <ul style="list-style-type: none"> <li>📌 November 11, 2020 Meeting Minutes (attached)</li> <li>📌 Public Comment (Limited to 5 minutes per person)</li> <li>📌 ODOT Region 2 Updates</li> <li>📌 Columbia County Transportation Update</li> </ul>	<b>Action Item</b>	Henry Heimuller  Tony Snyder/ Ken Shonkwiler
<b>Item 3</b> 1:30 p	<b>STIF Discretionary and Statewide Transit Network Program Applications</b> <ul style="list-style-type: none"> <li>📌 Review and Discussion</li> </ul>		Arla Miller ODOT Transit
<b>Item 4</b> 2:15 p	<b>ODOT 2024—2027 STIP Update</b>		Tony Snyder/Ken Shonkwiler
<b>Item 5</b> 2:30 p	<b>OTC/ODOT Strategic Action Plan (Attached)</b>		Tony Snyder/Ken Shonkwiler
<b>Item 6</b> 2:45 p	<b>Hwy 101 (Warrenton/Gearhart) Safety Corridor</b>		Mayors—Warrenton and Gearhart
<b>Item 7</b> 3:00 p	<b>NWACT Business/Member Updates</b> <ul style="list-style-type: none"> <li>📌 NWACT Officer Nominating Committee Recommended Slate</li> <li>📌 Member Updates</li> </ul>		Henry Heimuller All

**Attachments:**  
November 11, 2020 Meeting Minutes  
OTC/ODOT Strategic Action Plan

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

## NW Oregon Area Commission on Transportation

November 11, 2020

Zoom Meeting

St Helens, OR

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

Mike Borresen—Buxton

Michele Bradley—Port of Tillamook Bay

Ayreann Colombo—Col-Pac EDD

Melyssa Graeper—OR DEQ

Jeff Hazen—Sunset Empire Transportation

Henry Heimuller—Columbia County Csm

Bruce Jones—City of Astoria

Kathy Kleczek—NW Transportation Options

Marsha Kirk—City of Banks

Chris Laity—Tillamook Public Works

Patrick McHugh—Tillamook Creamery

Patrick McIntire—Tillamook Co Private Sector

Tom Messenger—South Tillamook County

Arla Miller—ODOT Rail and Public Transit

Mike Russell—Columbia County Roads

Alan Thompson—ODOT/Oregon Community Paths

Ken Shonkwiler—ODOT

Tony Snyder—ODOT

Frank Spence—Port of Astoria

Robert Stevens—Cowlitz-Wahkiakum COG

Dave Sukau—City of Scappoose

Lianne Thompson—Clatsop County Commission

Suzanne Weber—City of Tillamook

Steve Wright—City of Seaside

1. Welcome and Introductions—Henry Heimuller opened the meeting. Members and guests introduced themselves.
2. NWACT Minutes and Updates
  - July 9, 2020 minutes. Consensus to approve (LT/SW).
  - Public Comment—None
  - Region 2 Updates. Tony. Working on bidding projects. Just bid Bennett intersection outside of Scappoose. Came in under budget. In January, will start the Hwy 26 paving project on at the Necanicum Junction. Overall things seems to be going well. Harder to telecommute work, since much of activity involves being onsite.
  - OTC—No specific updates.
  - Washington County Transportation Update—No updates.
3. STIF Discretionary and Statewide Transit Network Program Applications

Arla Miller presented on the program. At this time ODOT has received only 4 applications from the NWACT region. ACTs are being asked to review the applications by January 31<sup>st</sup>, so Arla will bring them to NWACT's January 14, 2021 meeting. Applicants will be asked to present their applications:

  - SETD—Continuation of the lower Columbia Connector
  - Tillamook—Two applications, one for continued support of an existing service and one for service expansion.
  - NWOTA/NWConnector—Build out of 3 new transit stops.

The criteria being used to review the applications are attached to these minutes.

#### 4. ODOT Community Paths Program

Alan Thompson presented. A new program, this is Oregon's first program solely dedicated to off roads. \$75,000—\$750,000 per project is available for planning. \$200,000—\$4 million is available for construction. Matching funds are required. Total funding available for 2018—2021 is about \$4.677 million. Will be doing this on a biennial schedule going forward. Already have \$85 million in applications for the total \$14 million available through 2024. The presentation was forwarded to NWACT's listserv following the meeting.

#### 5. ODOT 2024—2027 Update

Ken Shonkwiler presented the proposed funding scenarios. Discussion:

- STIP—Currently doesn't emphasize regional equity. Have "have to spend" amounts which are already mandated. Above that current baseline amount is what ODOT is asking the public to provide input.
- Various scenarios—If dedicate more funding to other programs, funding for Fix-It goes down. A trade-offs are required.
- Tom—Does ODOT's metrics include the impacts of increased use of electric vehicles. Response: ODOT does look about 15 years out, takes into account when those types of vehicles come online in large numbers.
- Jeff H—Public Transit Advisory Committee strong consensus, option 2 or 3 most acceptable. The only scenario that addresses Fix-it is #4, but it looks terrible for all the rest of the programs. Possible to add more highway repair to scenarios 2 or 3?
- Henry—Estimated impacts going out 50 to 150 years is a long timeframe to figure out. Need conversation about revenue vs trade-offs. Not equivalencies.
- Ken—Not a of money that is discretionary, still to be allocated. Tony—really only looking at non-highway and safety program spending.
- Lianne—Public sector transportation job is to fix the public's roads, not to fix greenhouse gas emission. Bigger issue is planning for all generate revenues once electric vehicles come on line.
- Enhance—Expands the highway system. Adding capacity Fix-It—Repair of highways, culverts, bridges
- Mike R—Can local agencies request Fix-It projects. Response: Not on state highway bridges, that is done within ODOT. ODOT also repairs highways based on ongoing surveys of pavement conditions. Only a small amount of discretionary Fix-It spending, most is spending decisions are data driven within ODOT maintenance.
- Which scenario is better for local agency input and impact. Most likely option 2 or 3 because has more transit and safety. Difficult to impact Enhance spending.
- Patrick McHugh: Does invest in non highway programs have any impact on highway congestion? Less impact on rural highways, more on urban travel.
- Patrick McHugh: How will tolling funding be spent? Only on the urban areas?
- Tony: Try to keep distribution of funds based on the distribution of registered vehicles. If more funds are raised through tolling, may result in more available funding going out to the rest of the State, although overall distribution formula remains the same.
- Chris Laity—Volume of vehicles coming to coast, 44% of residents second homes, but cars are not registered in Tillamook County. Should look at actual volume of cars, not where they are registered.
- Mike Borreson—If a new Federal transportation package comes about next year, will the Enhance funding need to be used for Federal match? Response: Hard to forecast.

- Tracking—green house gas emissions—Fairly easy to track on transit, but much more difficult for vehicles and trucks. Might be able to look at the number of gallons of fuel sold, but problem is vehicles vary a lot regarding emissions and fuel efficiency.
- Need also to look at aviation and fuel tax. Because they also contribute to greenhouse gas.
- Right now, use aviation fuel tax to backfill loss of Connect funding which was used for FAA applications. One of the last sources of funding.

NWACT Board Action—Send another letter to the Oregon Transportation Commission by November 20<sup>th</sup>. Supporting a hybrid model between Scenario 2 and 3. Mary will draft and Henry will sign. (See attached letter.)

Future NWACT agenda item—Equity within the region. When fires happened, required a local match, took away from budgets available for roads.

#### 6. ODOT 2024—2027 Update

- Appointment of NWACT Officer Nominating Committee—Henry appointed Michele Bradley, Mike Russell and Mike Borresen. They met after the meeting and preliminarily identified the 2021 Slate of Officers as Henry H—Chair, Lianne Thompson—Vice Chair, and Marsha Kirk—Second Vice-Chair.
- Member Updates:
  - Lianne—Double fatality on Perkins Lane and Hwy 101. Could have been 2 more fatalities if ODOT staff hadn't been in a better truck. Reducing speed would result in conflicts between local drivers accustomed to the road and visiting drivers. Option? Photo radar? Currently, would need legislation to allow. Establish a safety corridor? Whole stretch along Hwy 101 from Warrenton to Gearhart. Ken—At end of 2020 look into the possibility of establishing a safety corridor. See if it meets the crash threshold criteria. Education, enforcement, engineering. Opens up a small amount of funding. In Columbia County along Hwy 30, a side benefit was that all the highway signs were upgraded as well. No other safety corridors at this time in NW Oregon. What does NWACT need to do? Send a letter to ask ODOT look into. Also follow up with Lianne's suggestion to look at photo radar legislation. Wouldn't do until after 2020, so can capture the full year of 2020 crashes. Consensus of the group that ODOT look at this after the end of the calendar year. Important to keep in mind that a lot of the traffic on Hwy 101 is non-local, without familiarity of the potential hazards. Criteria is pretty arduous. Invite Warrenton and Gearhart mayors to January meeting.
  - Marsha—State Parks have been swamped, Banks Trailhead had more than 7,000 users in October. New ODOT trip check/camera at the entrance to Stub Stewart State Park, up and running by the first of the year.
  - Suzanne—Thank-you for opportunity to serve, available to hear concerns and issues. Representation from this area is critical. Been several constituents irate about being charged for parking in Pacific City. City of Tillamook Beautification Committee is still concerned about the bioswales. The plants have been installed, but weeds and grass in the bioswales are taking over the new plants.
  - Seaside—Couple of public meetings have come before the City Council, mostly related to public parking for school buses. Another area wanted to eliminate parking where a street was too narrow. Re: Left turn lanes. Seaside is asking for 12 foot lanes, but from a safety perspective, drivers tend to drive faster, plus it will also take longer and be more expensive to implement. Not likely to allow enlarging from 11 foot to 12 foot. August 6' 2021, seawall and promenade turns 100 years old, and will be a celebration if able to do so. Plan to hold several events leading to the August celebration.

- Chris Laity—Working 3 bridges and landslides. Completing 3 bridges and culvert replacements. Looking for match for the culvert replacements. Nestucca received Safe Routes to School program.
- Tom Messenger (via email) Praise to ODOT for edge striping OR 130 from US 101 to Dolph Jct (OR 22). The road is definitely better and safer. Praise to ODOT for the repaving of OR 6 on both sides of the top of the coast range. It looks and drives way better than before.

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Recorded: Mary McArthur, Staff

Henry Heimuller, NWACT Chair

DRAFT

**STIF Discretionary and Statewide Transit Network Evaluation Criteria Framework: FY 2019-21**

Focus Areas	Evaluation Criteria	Score Weighting	
		STIF Disc.	STN
<p><b>Equity and Public Transportation Service to Low-income Households</b></p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> <li>Equity</li> </ul>	<ul style="list-style-type: none"> <li>Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a)</li> <li>Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). OAR 732-044-0030(1)(c)</li> </ul>	20%	10%
<p><b>Coordination of Public Transportation Services</b></p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> <li>Communication, Collaboration, &amp; Coordination</li> </ul>	<ul style="list-style-type: none"> <li>Improves coordination between public transportation providers and reduces fragmentation of public transportation services. OAR 732-044-0030(1)(b)</li> <li>Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A)</li> </ul>	10%	30%
<p><b>Statewide Transit Network Connections</b></p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> <li>Mobility &amp; Public Transportation User Experience</li> <li>Accessibility and Connectivity</li> </ul>	<ul style="list-style-type: none"> <li>Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D)</li> <li>Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B)</li> <li>Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c)</li> </ul>	10%	30%
<p><b>Environmental and Public Health</b></p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> <li>Environmental Sustainability</li> <li>Health</li> </ul>	<ul style="list-style-type: none"> <li>Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C)</li> <li>Supports positive health outcomes. OAR 732-044-0030(1)(c)</li> </ul>	15%	10%
<p><b>Sustainable Funding</b></p> <p><i>OPTP goal</i></p> <ul style="list-style-type: none"> <li>Funding and Strategic Investment</li> </ul>	<ul style="list-style-type: none"> <li>Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended). OAR 732-044-0030(1)(d)</li> </ul>	20%	10%
<p><b>Safety, Security, and Community Livability</b></p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> <li>Safety and security</li> <li>Community livability and economic vitality</li> </ul>	<ul style="list-style-type: none"> <li>Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c)</li> <li>Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c)</li> </ul>	25%	10%

STIF Disc.: STIF Discretionary Fund

STN: Statewide Transit Network Program

Representing Counties:

Clatsop County Commission  
Columbia County Commission  
Tillamook County Commission  
Washington County Commission

Representing Cities:

City of Astoria  
City of Banks  
City of Bay City  
City of Cannon Beach  
City of Columbia City  
City of Clatskanie  
City of Garibaldi  
City of Gaston  
City of Gearhart  
City of Manzanita  
City of Nehalem  
City of North Plains  
City of Rainier  
City of Rockaway Beach  
City of Scappoose  
City of Seaside  
City of St Helens  
City of Tillamook  
City of Vernonia  
City of Warrenton  
City of Wheeler

Representing Ports:

Port of Astoria  
Port of Garibaldi  
Port of Nehalem  
Port of St Helens  
Port of Tillamook Bay

Representing Transit Districts:

Columbia County Transportation  
Sunset Empire Transit  
Tillamook County Transportation

Representing ODOT:

ODOT Region 2—NW Area

Representing Others:

Transportation Stakeholders  
Citizens-At-Large

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Kayla Hootsmans  
Legislative Coordinator  
Oregon Department of Transportation  
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Salem, OR 97301

November 18, 2020

Dear Mr Van Brocklin, Chair Oregon Transportation Commission,

Thank-you for the opportunity to provide input feedback into ODOT's 5 scenario spending options for 2024—27 STIP. Our NWACT met on November 12<sup>th</sup> and reviewed and discussed all five scenarios with our North Coast ODOT staff, Tony Synder and Ken Shonkwiler. We discussed that effectively, our input will need to focus on the spending above ODOT's mandated "dotted" spending line. Below is a summary of NWACT's recommendations regarding the scenario proposals:

1. Scenarios 2 and 3 are the best fit with the transportation needs on the North Coast. Given the significant portion of Fix-It spending already mandated for 2024—2027, enhance, safety and non-highway funding are our priorities for the remaining balance.
2. As the funding decision process proceeds, we encourage the OTC to consider regional equity across the State. As you well know, distribution of some of ODOT's funding is based on vehicle registrations. Rural areas such as the Oregon Coast receive a disproportionate amount of non-local vehicle traffic. This significantly impacts transportation capacity, congestion, safety and maintenance.
3. Finally, we hope that ODOT will also continue to look for ways to increase 2024—2027 revenues. We understand that gas tax revenues are declining, but we are equally interested in ODOT's plans to backfill those shortfalls long term.

Again, thanks for the opportunity to provide input. It has never been more important to be creative in addressing Oregon's transportation needs.

Sincerely,

Henry Heimuller, NWACT, Chair  
Lianne Thompson, NWACT Vice-Chair  
NW Oregon Area Commission on Transportation

cc. Kayla Hootsmans, ODOT Legislative Coordinator  
Tony Snyder, ODOT Area Manager,  
Ken Shonkwiler, ODOT Planner

# OTC/ODOT Strategic Action Plan

2021-2023

## Overview

The *OTC-ODOT 2021-2023 Strategic Action Plan* is a three-year roadmap designed to accelerate change toward specific outcomes that address Oregon's most significant transportation challenges. It represents the joint vision of the Oregon Transportation Commission and our department to provide Oregonians with a safe, equitable, modern and well-funded transportation system.

The plan revolves around three priorities—**equity**, **modern transportation system**, **sufficient and reliable funding**. These priorities set the overall direction for the agency, and include underlying goals that focus our work.

## Priorities and Goals

### Equity

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

-  Culture, Workforce, Operations and Policies
-  Economic Opportunity
-  Engagement
-  Climate Equity

### Modern Transportation System

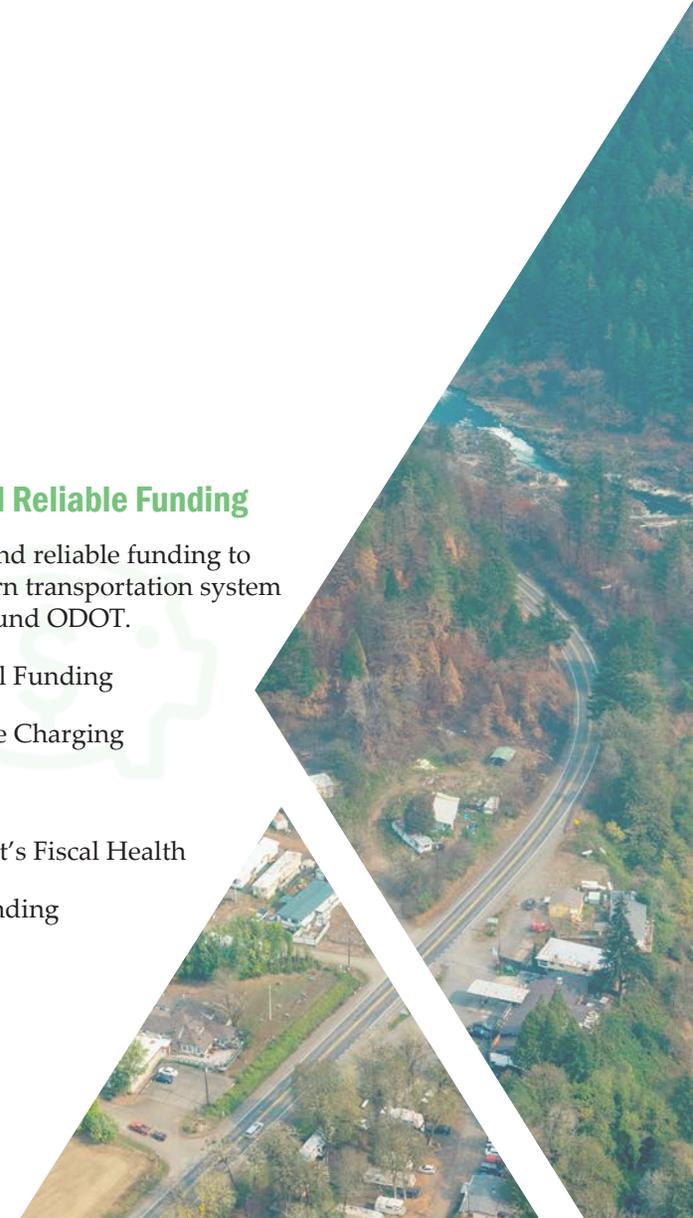
Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

-  Preservation and Stewardship
-  Safety
-  Access, Mobility and Climate Change
-  Congestion Relief
-  Project Delivery
-  Innovative Technologies

### Sufficient and Reliable Funding

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

-  Multimodal Funding
-  Road Usage Charging
-  Tolling
-  Department's Fiscal Health
-  Partner Funding



## Outcomes and Metrics

At the heart of the *OTC-ODOT 2021-2023 Strategic Action Plan* are 10 near-term strategic outcomes designed to advance multiple goals simultaneously. Each outcome is tied to a metric that shows what we want to achieve and by when. *See the full plan for more information on implementing actions, which are the steps we'll take to achieve or make meaningful progress toward our strategic outcomes by 2023.*

<b>Outcome:</b>	<b>Metric:</b>	<b>Lead:</b>
1. Increase Our Workforce Diversity	By the end of 2023, materially increase the hiring and retention of minorities, women, and people who live with disabilities at all levels of the organization.	Nikotris Perkins <i>Assistant Director for Social Equity</i>
2. Implement a Social Equity Engagement Framework	By the end of 2023, one hundred percent of ODOT projects will apply ODOT's Social Equity Engagement Framework.	
3. Reduce Our Carbon Footprint	By the end of 2023, begin to reduce greenhouse gas emissions from ODOT activities.	Amanda Pietz <i>Climate Office Director</i>
4. Electrify Oregon's Transportation System	By the end of 2023, triple the number of electric vehicles on Oregon's roads. By the end of 2025, expand statewide electric vehicle charging infrastructure by ten percent.	
5. Improve Access to Active and Public Transportation	By the end of 2023, increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking and transit.	Karyn Criswell <i>Public Transportation Division Administrator</i>
6. Reduce Congestion in the Portland Region	By 2023, begin making investments in the Portland region to reduce traffic congestion as defined by the average number of hours per day a driver experiences congestion.	Della Mosier <i>Urban Mobility Office Deputy Director</i>
7. More Dollars to Black, Indigenous, People of Color and Women Owned Businesses	By 2023, increase the total dollars given BIPOC and women owned businesses annually.	Nikotris Perkins <i>Assistant Director for Social Equity</i>
8. Implement Transformative Technologies	By the end of 2023, will make advancements in projects that bring transformative technology to Oregon's Transportation System.	Galen McGill <i>System Operations &amp; ITS Manager</i>
9. Implement Large-scale Road Usage Charging	By 2023, complete identified critical actions to advance large-scale Road Usage Charge capacity by 2026.	Maureen Bock <i>Chief Innovation Officer</i>
10. Achieve Sufficient Funding	By the end of 2025, increase total funding for all modes of Oregon's transportation system.	Travis Brouwer <i>Assistant Director for Revenue, Finance and Compliance</i>

**NWACT MEETING SCHEDULE  
2021**

Meetings will be held the **2<sup>nd</sup> Thursday** in  
Months: Jan/Mar/May/Jul/Sep/Nov

January	Columbia County	Thursday, 1/14	1:00pm – 3:30 pm	<b>ZOOM</b>
February				
March	Tillamook County Annual Meeting	Thursday, 3/11	1:00pm – 3:30 pm	<b>ZOOM</b>
April				
May *	Clatsop County	Thursday, 5/13	1:00pm – 3:30 pm	Clatsop County <b>TBA</b>
June				
July *	Washington County	Thursday, 7/8	1:00pm – 3:30 pm	Washington County <b>TBA</b>
August				
September *	Tillamook County	Thursday, 9/9	1:00pm – 3:30 pm	Tillamook County <b>TBA</b>
October				
<b>November *</b>	<b>Clatsop County</b>	<b>Thursday, 11/4</b> Due to Veterans Day on 11/11	1:00pm – 3:30 pm	<b>Clatsop County TBA</b>
December				