



**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGENDA**  
**Tuesday, March 09, 2021 - 5:30 PM**  
**City Council Chambers and via Internet (Zoom) or Meeting Room 2**

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This meeting will be held electronically. The public can live-stream this meeting at <https://newportoregon.gov>. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to two hours before the meeting start time at [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov).

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

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- A. CALL TO ORDER
- B. ROLL CALL/INTRODUCTIONS
- C. APPROVAL OF MINUTES
  - C.1 Draft 2/21/21 BPAC Minutes  
[Draft February 11 2021 Bike and Ped.docx](#)
- D. ACTIVE TRANSPORTATION INCIDENTS  
*None since last report.*
- E. OTHER BUSINESS
  - E.1 Candidate Interview  
[BPAC Applicant Cheri Dessero 2.17.21.docx](#)

[Interview Q's - one alternative opening.pdf](#)

**E.2 Membership Housekeeping**

[ROSTER 3.5.21.docx](#)

**E.3 Goals and Objectives**

[Memo re Goals and Objectives.docx](#)

[BPAC Draft 2018-2019 Goals.docx](#)

[BPAC 2019-2020 Goals.pdf](#)

**E.4 Ocean-to-Bay Support Letter**

[Ocean to Bay Support Letter.docx](#)

**E.5 TSP Progress**

[4a.\\_TSP\\_Solutions\\_Evaluation\\_Summary.pdf](#)

[4b.\\_TSP\\_Solutions\\_Summary\\_-\\_Motor\\_Vehicle\\_Project\\_Index\\_Maps.pdf](#)

[Newport-MeetingHandouts\\_SolutionsEvalByArea\\_Couplets.pdf](#)

[BikeProjects\\_Rev\\_v2.pdf](#)

[PedProjects\\_Rev\\_v2.pdf](#)

[Tech Memo #9 Finance.pdf](#)

**E.6 Oceanview Update**

**E.7 City Council Statement**

[E-Mail from Spencer to Advisory Committees.pdf](#)

**E.8 Prioritized List of Infrastructure Improvements**

**E.9 Orientation Handbook Progress Report**

**F. PUBLIC COMMENT**

**G. COMMITTEE COMMENTS**

**H. CONFIRM NEXT MEETING DATE**

*April 13, 2021*

**I. ADJOURNMENT**

February 11, 2021  
5:30 P.M.  
Newport, Oregon

## **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

The Bicycle and Pedestrian Advisory Committee met on the above date in the Council Chambers of Newport City Hall, via Zoom. In attendance were Committee Members Nick Graves, Michael Rioux, Richard Keagle, Susan Hogg, and Jane Barwell. Committee Member Minda Stiles joined the meeting at 5:35 P.M. Committee Member Thomas Follett joined the meeting at 5:45 P.M.

Also, in attendance were Associate Planner Beth Young and Council Liaison Alternate Aaron Collett.

### **APPROVAL OF MINUTES**

**January 5, 2021.** MOTION was made by Keagle, seconded by Graves, to approve the minutes. The motion carried unanimously in a voice vote.

### **ACTIVE TRANSPORTATION CRASHES REPORT**

Young reviewed the December 25, 2020, incident. She stated there were no crashes in January.

### **OTHER BUSINESS**

**Ocean-to-Bay Support Letter.** Rioux introduced the agenda item. He stated he worked with the Parks and Recreation Committee on the letter. He asked for feedback. He explained both committees are asking for minor trail improvements and to finish the wayfinding signage from the Agate Beach Wayside all the way down to the Bayfront as a start. He noted, eventually, the committee would look to ask for trail improvements from Agate Beach Wayside to Big Creek. He indicated this becomes a key opportunity to pursue safe routes to school funding because that puts kids at the bottom of Big Creek Road and right up the street are the elementary schools.

Barwell asked if that should be included in the letter. Rioux stated the idea was that Nancy Stienberg, the chair of the Parks and Recreation Advisory Committee, and he would present it. He noted that would be their talking points.

Hogg noted Harney and Moore is not a safe space for pedestrians. She explained the intersection on Highway 20. She stated she would not recommend people walk down that. Keagle stated he has walked the whole trail these past couple days, and it is very muddy. He noted the sidewalk is pretty good to Bay, but it is confusing at Bay Road.

Hogg asked are any sharrows planned for that path. Rioux replied not to his knowledge. Hogg stated unless the city has fixed that slope, getting access to the path at Big Creek Park is not easy. She noted there is a drainage issue there. Keagle replied the drainage has been taken care of. He noted the biggest problem is the creek floods, and it is very messy. He added he does not think anything can be done about that.

Barwell suggested breaking the letter into sections with bullet points. She volunteered to edit the letter for readability. She suggested adding a map. Rioux stated if there isn't a map, he will generate one. Keagle suggested the bicycle map as a starting point. Young

volunteered to make a map. Rioux emphasized the trail is not signed, and it is not in great shape. Stiles suggested for immediate action to address signage first. She recommended prioritizing the requests. She noted the letter should indicate that other improvements still need to be made.

Collett stated moving to the area, he has been frustrated at the level of signage in Newport. He noted he did not know about the Nye Beach area until he moved here. He indicated he thought Newport would benefit from a great wayfinding program. He added there are good examples all over the state, and Newport does not need to invent the wheel. Rioux recommended Collett suggest to the Council to reinvigorate the Wayfinding Committee and get some volunteers. Young stated the Bicycle and Pedestrian Committee does not have regular reporting to the Council, but she has incorporated that into the goals. She asked for suggestions from Collett on the format and tone of the letter. She asked him what happens when Council gets a letter. Collett recommended the letter is short and to the point.

**Membership.** Rioux noted Daniella Crowder, who was an alternate member, has stepped away from the committee. Young stated there are now two alternate member vacancies. She noted the City Recorder sent out a press release on the vacancy. Barwell suggested Facebook and the Newport Rocks group would be a good place to post. Young stated she will send out the press release to the committee. Collett recommended posting to the Newport, Depoe Bay, South Beach Community Facebook page.

**Goals and Objectives.** Young overviewed the history of goal-setting for the committee. She explained the goal-setting process. She noted she would include the 2019-2020 goals in the next meeting's minutes or packet. Stiles stated the committee has received those in the past. Barwell suggested adding the goals to a Google doc for the committee to consider outside the meeting. Discussion ensued on public meeting requirements. Hogg suggested asking the City Attorney about what is permissible for the committee. Young asked what the committee would like to have for its general, aspirational goals based on the draft goals included in the packet. Barwell replied the draft goals are too general to be achievable. Young noted the objectives are meant to be achievable in the next fiscal year. Hogg suggested the committee drop the first goal. Barwell suggested reframing the first goal to be identify ways active transportation modes in Newport can be made a safer. Rioux suggested combining the first and second goal. Young stated the second goal was meant to encourage the committee to join other bicycle and pedestrian organizations. Stiles suggested each goal highlight some aspect of the committee's responsibility in the municipal code. Hogg clarified the committee's definition of best practices.

Rioux suggested for the second goal, the committee have a presence on Facebook and use that as an outlet to reach out to others. Young stated she would discuss that with the City Attorney. Follett suggested the second goal be public outreach and connections with other active transportation groups. Barwell suggested refining the fourth goal. She asked who in the city can help the committee implement its suggestions for improvements to the city. Young replied the City Council and City Manager are responsible for implementation of projects. Barwell suggested changing the goal to be to help identify funding sources.

Collett suggested the committee make recommendations for problem areas in the city. Discussion ensued on the committee's involvement in the TSP. Barwell suggested for goal three, BPAC provides input to City Council on active transportation challenges and opportunities. Young suggested for the sixth goal, Newport active transportation modes are connected. Rioux suggested the objective of identifying sidewalk gaps and bike lanes. Stiles summarized the goal as to support connectivity. Barwell suggested the objectives of improving wayfinding and publicizing routes online. She stated a big gap that she sees is the committee researches information, makes suggestions, maps it all out, gives the Council the information, and then it stops. She asked is there a way to further implementation. Stiles suggested after the committee proposes a project, that it follows up. Barwell suggested the fifth goal to be the BPAC maintains its positive working relationship with the City Council, Advisory Committees, and city staff to implement its active transportation goals. Young read the revised goals.

MOTION was made by Rioux, seconded by Follett, to approve the goals and present them to Council. The motion carried unanimously in a voice vote.

**TSP Progress.** Young introduced the agenda item. She noted the last task of the TSP is scheduled to be completed in November. She explained the TSP Advisory Committee's next steps. She stated there will be outreach to the community in May. Discussion ensued on the city's priority for transportation, and the benefits of slowing traffic along Highway 101. Young summarized the concepts as traffic calming or placemaking.

**Prioritized List of Infrastructure Improvements.** Rioux stated the project is going well. He explained he is compiling information from the minutes on traffic incidents. Collett noted ODOT is another potential resource for incident data and GIS maps. Young noted Oregon Safe Routes to Schools is another resource. Stiles suggested the city collate this data and identifying hazards rather than the committee. Collett noted the city finances are constrained. Discussion ensued on the need for traffic engineering expertise. Hogg noted Lincoln City consistently does pedestrian study once a year. She stated Newport has never done that. Collett replied that is worth looking into. She asked if flashing crosswalk signs can flash red, rather than yellow, to mandate stopping. Collett replied he does not know.

**Orientation Handbook.** Young reported she has not had a chance to complete the handbook.

## **ADJOURNMENT**

Having no further business, the meeting adjourned at 7:10 P.M.

# Application for City Council - Email Application

Date: 2/17/2021

Commission/Committee of Interest: Bicycle and Pedestrian Advisory Committee

Name: Cheri Dessero

Address: 2633 SW Brant Street, Newport

Workphone:

Homephone:

Email:

Occupation: retired sales director

Employer: AT&T (retired)

Why do you feel you are qualified to be a Committee member?

I have an interest in the safety of our pedestrians and bicyclists; particularly in South Beach

State your educational background.

Bachelors of Business

Have you ever served on a community committee? If so, what kind?

Sales, collections and projection committees within AT&T while working

Do you agree with consensus decision making?

Yes

Are you willing to attend regularly scheduled meetings for your term of office?

Yes

Would you make decisions based on the facts and standards even though you may not agree with the ultimate decision?

For the good of the people

Do you anticipate having many conflicts of interest that may disqualify you in making decisions, due to personal and/or business relationships?

None

List all other pertinent information/background for this position.

I have first hand knowledge of the traffic flow; both vehicular and pedestrian on the south jetty road and general vicinity

## BPAC INTERVIEW QUESTIONS

Thanks for volunteering to be a member the Bicycle and Pedestrian Advisory Committee!

### About BPAC membership

The BPAC is comprised of seven regular members and three alternate members. Regular members vote while alternative members vote only when quorum is not met by regular members. All members receive agenda packets via email and are asked to read them before the scheduled meeting. BPAC members, regular and alternate, are expected to attend all meetings. If you cannot attend a certain meeting, please contact Beth Young, BPAC staff liaison, before or after the meeting. Missing two consecutive meetings without contacting us will result in discussion of your membership and possible removal.

### Questions you will be asked

These questions are a way for us to get to know you better, not to put you on the spot. We have all been through this process as well so we just want you to relax and tell us a little about yourself.

1. Currently BPAC meetings are scheduled for the second Tuesday of every month, 5:30 pm to 7 pm. Will you be able regularly attend these meetings?
2. Why are you interested in serving on the Newport BPAC?
3. What has been your personal involvement in serving on any public committee?
4. Active transportation includes transit users, pedestrians, runners, and people using bicycles, wheelchairs and other wheeled devices. What is your experience in active transportation?
5. What do you feel are challenges facing the city regarding active transportation?
6. What special attributes, talents, and abilities will you bring to the BPAC?
7. Is there anything else you would like us to know?

## BPAC Roster

last update: 3/5/2021

Members: 7 (full)

Alternate Members: 1 (two openings)

Chairperson: 1

City Council Liaison: 1

Alternative City Council Liaison: 1

Staff Liaison: 1

Name	Role	Current Term Began	Current Term Expires	Contact Info
Aaron Collett	Alternative City Council Liaison	(n/a)	(n/a)	a.colett@newportoregon.gov
Beth Young	Staff Liaison	(n/a)	(n/a)	c/o City Hall 541-574-3341 b.young@newportoregon.gov
Jacob Osburne	Member	2/2019	2/2022	
Jayne Barwell	Member	8/2020	8/2023	
Michael Rioux	Board Chairperson (Member)	9/2020	9/2023	
Minda Stiles	Member	8/2019	8/2022	
Nicholas Graves	Alternate Member	10/2019	10/2022	
Richard Keagle	Member	8/2020	8/2023	
Ryan Parker	City Council Liaison	(n/a)	(n/a)	r.parker@newportoregon.gov
Susan Hogg	Member	12/2019	12/2022	
Tomas Follett	Member	2/2019	2/2022	

## Memo

To: Bicycle and Pedestrian Advisory Committee  
From: Beth Young Associate Planner  
Date: 3/5/21  
Title: Goals and Objectives Worksheet

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The City Council set its goals for the 2021-2022 fiscal year at their March 1 meeting. On March 15 they will have a public hearing prior to adopting their goals. BPAC members may want to attend that meeting; info is on the City website under "Committees." City Manager Spencer Nebel writes, "The annual goal setting process is an important part of building the foundation for the budget that I will be proposing to the City Council and Budget Committee for the fiscal year beginning July 1, 2021, and ending on June 30, 2022."

On the next page are the six goals that we decided on at our last meeting and some possible objectives (ways to meet these goals).

BPAC 2021-2022 Goals and possible Objectives (ways to meet these goals).

*Note: goals were established at the February 2021 Meeting.*

1. Provide input to City Council on active transportation challenges and opportunities
  2. Maintain a prioritized "wish list" of active transportation infrastructure improvements
  3. Review wish list annually or bi-annually
  4. Submit memo to City Council regarding infrastructure wish list
  5. Inform City Council regarding active transportation community concerns
  6. Annual or bi-annual report to City Council regarding BPAC progress
  7. Continue process of providing BPAC agendas to the City Council in a timely manner (staff).
  8. Continue process of BPAC-City Council Liaison reporting BPAC progress to the City Council in a timely manner.
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9. Identify ways Newport's transportation modes can be made safer
  10. At every meeting, Staff Liaison to report active-transportation collisions since the last meeting.  
Report new safety hazards directly to Public Works
  11. Maintain a crash report spreadsheet
  12. Review active-transportation collisions annually
  13. Prepare letter to City Council identifying safety priorities
- 
14. Promote public outreach and connection with other active transportation groups in Newport
  15. Designate BPAC member to stock bike maps throughout the community for the following 12 months  
Coordinate with community organizations to promote National Bike-To-Work Day: October 6, 2021
  16. Coordinate with schools regarding National Bike/Walk to School Day: May 21, 2022
  17. Work with the Chamber of Commerce and local businesses to begin a "Bicycle-Friendly Business" program in Newport
  18. Begin actions toward Newport becoming a designated "Bicycle-Friendly Community"

19. Help City Council identify active transportation funding sources
  20. Maintain a funding spreadsheet
  21. Submit annual or bi-annual memo to City Council regarding funding sources and progress
  22. Invite City staff to Q-and-A on the funding process for City infrastructure improvements and programs
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23. Maintain a positive working relationship with the City Council, advisory committees and staff to implement BPAC active transportation goals
  24. Hold joint meetings with other advisory committees on matters of mutual interest
  25. Communicate with other advisory committees on matters of mutual interest
  26. Invite key staff members for Q-and-A sessions
  27. Host a social event for City Council that is within public meeting laws yet fun
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28. Newport's active transportation modes are connected
  29. Request that City Council reinstate the Wayfinding Committee (NMC 2.05.070)
  30. Help the Wayfinding, Parks and Rec and Arts Committees to integrate BPAC routes and trail connections into a visually attractive and easily identified citywide signage system

## BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE – DRAFT GOALS 2018-2019

### Ongoing Goals:

1. Track funding and progress of City projects with bicycle & pedestrian related components
2. Encourage and support continued open communication between BPAC and City leaders and staff.
3. Work with City staff to implement an effective process for BPAC to provide feedback on bicycle and pedestrian related projects during the development stage.

### 2018-2019 Goals:

1. Recommend locations for safe and convenient bicycle parking at public facilities to the City Council
  - a. Identify 10 bike rack locations and advocate for installation of 5 bike racks.
2. Act as a resource to the City Council to provide additional information related to the unique problems associated with non-motorized transportation in Newport
  - a. Have a formal role on the Transportation System Plan (TSP) Advisory Committee and inform the TSP update process.
3. Continue to invite guests and engage community members and City employees who are important to the mission of making Newport a bicycle and pedestrian friendly city
  - a. Invite 3 guests and bring in at least 1 new partner to meetings to help educate BPAC on best practices and current funding strategies.
4. Advise the City Council of potential funding for bicycle and pedestrian enhancements
  - a. Identify 4 potential funding sources and training(s) related to bicycle & pedestrian infrastructure.
5. Act as a source of current information to the City Council in matters relating to the use of the bicycle or pedestrian routes as a means of transportation in the City of Newport.
  - a. Complete sidewalk gap analysis and create inventory of ADA accessibility issues, including missing curb ramps.
  - b. Create GIS for existing marked crossings, sharrows and bike lanes
  - c. Work through City staff to request and track maintenance related to bicycle and pedestrian routes and budgeted "Sidewalk & Bicycle Improvements"
6. Re-start Bike to School day
7. Sharrows refurbished where worn out and installed on two additional streets identified in the TSP.

### 2-5 year Goals:

1. Improve and expand trail network in the Big Creek area
2. Release updated bike maps and new map(s) that include walking routes and fat and mountain bike trails
3. Work with ODOT on securing funding for identified Safe Routes to School projects
4. Advocate for funding for unfunded bicycle & pedestrian projects, including by not limited to (in no order):
  - a. Nye St. sidewalks between 15<sup>th</sup> and Olive Streets
  - b. Nye St. to Oceanview multi-use trail
  - c. Elizabeth St. sidewalks from SW Park St. (Georgie's) to state park

- d. Neff Way sidewalks
- e. Others identified through TSP update

## **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE – GOALS 2019-2020**

### **Ongoing Goals:**

1. Track funding and progress of City projects with bicycle & pedestrian related components
2. Encourage and support continued open communication between BPAC and City leaders and staff.
3. Work with City staff to implement an effective process for BPAC to provide feedback on bicycle and pedestrian related projects during the development stage.

### **2019-2020 Goals:**

1. Work through City staff to request and track maintenance related to bicycle and pedestrian routes and budgeted “Sidewalk & Bicycle Improvements”
2. Advocate for purchase and installation of 5 bike racks and one bicycle fix-it station
3. Invite 3 guests and bring in at least 1 new partner to meetings to help educate BPAC on best practices and current funding strategies.
4. Identify 4 potential funding sources and training(s) related to bicycle & pedestrian infrastructure.
5. Develop inventory of missing non-motorized connections between neighborhoods, visitor destinations, parks, open spaces, and natural areas.
6. Continue Bike to School day and re-start Walk to School Day
7. Advocate for replacement of sharrows where worn out and additional installation on two streets identified in the TSP.

### **2-5 year Goals:**

1. Have a formal role on the Transportation System Plan (TSP) Advisory Committee and inform the TSP update process, to include:
  - a. Designating and implementing a network of bicycle routes and lanes connecting Newport neighborhoods and destinations
  - b. Identifying Safe Routes to School priority projects
  - c. Developing non-motorized connections to tie North Newport and Agate Beach to Central Newport
2. Improve and expand trail network in the Big Creek area
3. Release updated bike maps and new map(s) that include walking routes and fat and mountain bike trails
4. Work with ODOT on securing funding for identified Safe Routes to School projects
5. Advocate for funding for unfunded bicycle & pedestrian projects, including by not limited to (in no order):
  - a. Nye St. sidewalks between 15<sup>th</sup> and Olive Streets
  - b. Nye St. to Oceanview multi-use trail
  - c. Elizabeth St. sidewalks from SW Park St. (Georgie’s) to state park
  - d. Neff Way sidewalks
  - e. Others identified through TSP update

To: Newport City Council

From: Nancy Steinberg, Chair, Parks and Recreation Advisory Committee

Michael Rioux, Chair, Bicycle and Pedestrian Advisory Committee

Date: December 4, 2020

RE: Support for completing the Ocean to Bay Trail

On behalf of the two city advisory committees we chair, we would like to express our support for a critical city project: the completion of the final section of the Ocean to Bay Trail.

This trail project, ongoing for more than a decade, aims to create a walking route between the ocean at Agate Beach and Yaquina Bay on the Bayfront. Some of the route follows existing roads and trails while some traverses a designated wooded trail between Agate Beach and Big Creek Park completed a number of years ago.

Most of the route of the Ocean to Bay Trail is complete. From the parking area on the east side of the Agate Beach Wayside, walkers or bikers can travel on a stretch of forested, city-built walking trail that ends up near Big Creek Park. From there the main trail through Forest Park brings walkers to the school district building that was the municipal swimming pool.

The last section of the Ocean to Bay Trail will follow existing roads, traveling south on Harney Street, crossing Olive Street to continue past Yaquina View School, and then following the sidewalk on SE John Moore Road to the Bayfront. The only component missing in this incredible link among city neighborhoods is this piece along existing roads, from the school district building to the Bayfront, and we believe that all that is needed to complete it is wayfinding signage. Standard wayfinding signage should be developed for the entire route such that the trail is easy to follow along its entire length.

We hope this project can be completed in short order, as it satisfies elements of the Parks Master Plan (projects T-H, T-I, and T-K) and the Newport Vision 2040 plan (Key Strategies A11 (Bicycle and Pedestrian Safety and Amenities), A12 (Multiuse Paths and Trails), and B2 (Integrated Shared-Use Trail System)), and the budget for completing the project is likely to be small. Please let us know if our committees can do anything to help move this project forward.

# SOLUTIONS EVALUATION

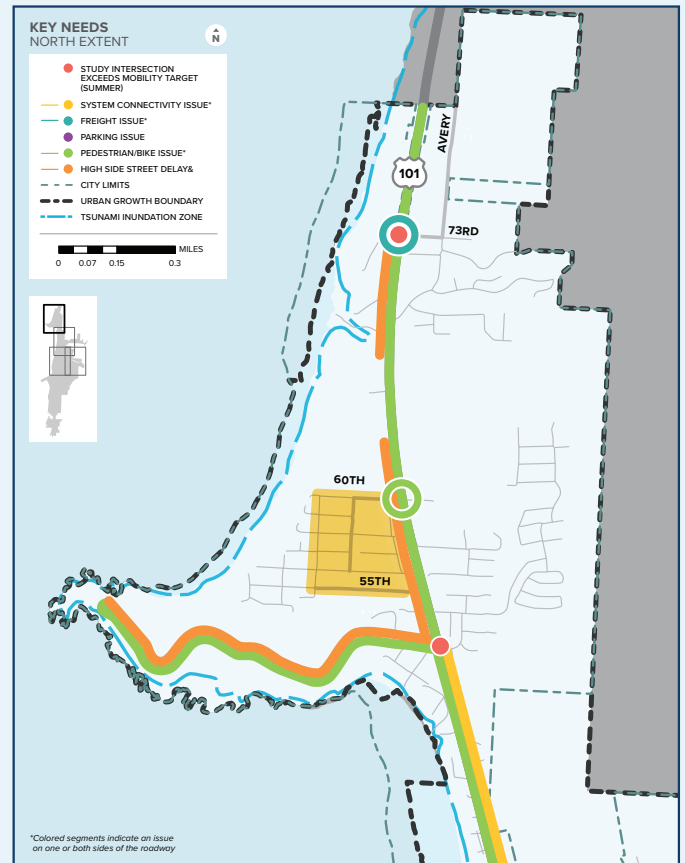
## AREA 1: AGATE BEACH

### KNOWN ISSUES

- High delay at NE 73rd Street and NW Lighthouse Drive/NE 52nd Street
- Vehicle congestion (summer) and limited pedestrian/bicycle facilities on NW Lighthouse Drive
- Limited alternatives to US 101 between future growth areas and Newport's downtown
- Agate Beach Area:
  - » High side street delays
  - » Limited internal roadway connections
  - » Limited opportunities to serve future growth areas
  - » Existing gravel or underdeveloped roadways
  - » Geologic constraints

### SOLUTIONS BEING CONSIDERED

- Install a traffic signal at US 101/NE 73rd Street (INT1)
- Widen US 101/NE 52nd Street intersection to add a second NB travel lane (INT2)
- Enhance bicycle network between downtown Newport. Specific solutions include:
  - » Separated bike facility on west side of US 101 north of Oceanview Drive
  - » Sharrows or other traffic calming treatments in Agate Beach Area and on NE 52nd Street
  - » Shoulder bikeway or side path on NW Lighthouse Drive
- Agate beach area:
  - » Extend Biggs Road between NW 55th Street and NW 60th Street (EXT1)
  - » Improve NW 55th Street
  - » Add sidewalks or shoulder walkways for Agate Beach
  - » Install an enhanced pedestrian crossing on US 101 in the Agate Beach neighborhood at either NW 60th Street or NW 55th Street



MAP OF AGATE BEACH

### KEY FINDINGS

- The traffic signal at US 101/NE 73rd Street mitigates the high side street delay
- Widening at the intersection of US 101/NE 52nd Street improves operations, but alternate mobility targets could also be considered
- The priority bike network would need to fill the critical gap north of NW Oceanview Drive along US 101 to support bicycle travel and create an alternative to driving for residents
- Agate Beach area:
  - » New local street connections will enhance access within the neighborhood and provide alternative if NW Rhododendron Street becomes unpassable in the future

# SOLUTIONS EVALUATION

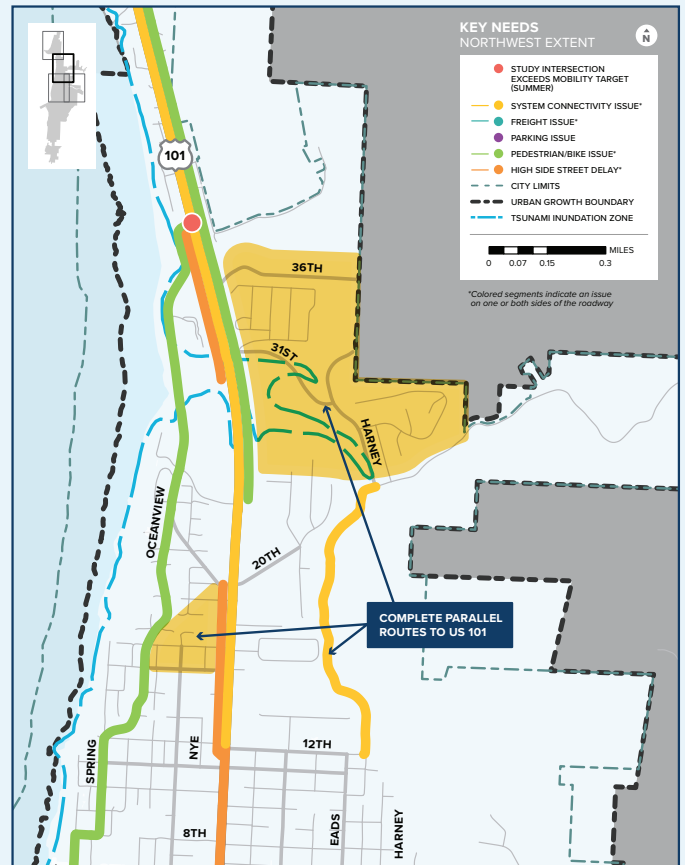
## AREA 2: CENTRAL NEWPORT

### KNOWN ISSUES

- High side street delay at US 101/NW Oceanview Drive and US 101/NE 36th Street intersections
- NE 31st Street road condition
- Limited parallel routes to US 101 north of 20th Street; alternative routes include:
  - » Nye Street
  - » Big Creek Road/Harney Street/36th Street
- Limited alternatives to US 101 between future growth areas and Newport's downtown for bicyclists
- No existing pedestrian or bicycle facilities on popular NW Oceanview Drive corridor, which has a perceived speeding issue

### SOLUTIONS BEING CONSIDERED

- Widen to construct an eastbound right turn lane at US 101/NW Oceanview Drive and consider restricting northbound left turns to provide a median acceleration lane for left turning traffic from Oceanview Drive (INT3)
- Install a traffic signal at US 101/NE 36th Street intersection and close NE 31st Street between NE 32nd Street and NE Harney Street (INT8; REV1)
- Consider street extensions, including:
  - » Nye Street Extension between NW 15th Street and NW Oceanview Drive (EXT2)
  - » Harney Street Extension between NE 7th Street and NE Big Creek Road (EXT4; see Major Roadway Improvements: Harney Street Extension)
- Completing the priority bicycle network connecting to downtown Newport. Specific solutions include:
  - » Traffic calming or other bicycle treatments (e.g. converting to a one-lane road and installing a two-way cycle track) on Oceanview Drive (REV2)
  - » Basic bicycle lanes or a two-way cycle track on NW Nye Street (REV3)
  - » Enhanced Bicycle amenities on NE Big Creek Road (REV4)
  - » Sharrows or other traffic calming treatments on remaining streets



MAP OF CENTRAL NEWPORT

### KEY FINDINGS

- The proposed changes at Oceanview Drive approach to US 101 would mitigate the high side street delay
- The Nye Street extension will carry volumes consistent with local streets, under 1,000 vehicles per day
- The Nye Street extension completes a major parallel route to the west of US 101 in Newport for vehicles, bicycles, and pedestrians
- The Nye Street connection will also be important if SW Oceanview Drive is converted to one-way southbound to provide a two-way cycle track
- The priority bike network provides safe and convenient alternatives to US 101

# SOLUTIONS EVALUATION

## AREA 3: DOWNTOWN NEWPORT

### KNOWN ISSUES

- Congestion and high side street delay at US 101/US 20, US 101/Hurbert Street, US 20/Moore Drive, and US 101/Angle
- Heavy traffic volumes and high vehicle delay for vehicles travelling along US 101 or US 20
- Limited right-of-way on US 101 and US 20 for future improvements
- Limited access to hospital and businesses from US 101 and US 20
- Congestion near the Newport schools
- Limited pedestrian/bicycle connectivity for alternative routes parallel to US 101
- Limited safe crossing opportunities on US 101 and US 20 for pedestrians and bicyclists
- High freight volumes on Bay Boulevard/Yaquina Bay Road with limited access to these areas from US 101 and US 20
- Limited parking in Nye Beach and Bayfront areas
- Narrow on-street parking for US 101
- Limited mobility across Yaquina Bay due to:
  - » The bridge age and structural condition
  - » Two, narrow travel lanes
  - » Steep grades for freight
  - » Lack of adequate pedestrian and bicycle facilities

### SOLUTIONS BEING CONSIDERED

- Complete intersection improvements in lieu of any major roadway improvements (i.e. US 20 couplet, US 101 couplet, Harney Street Extension discussed in separate handout):
  - » US 101/US 20 (INT4): widen to construct an additional southbound left turn lane and second receiving lane on US 20 or consider an alternative intersection treatment (e.g. a roundabout)
  - » US 101/Hurbert (INT5): remove on-street parking and



MAP OF DOWNTOWN NEWPORT

restripe US 101 approaches to include two through travel lanes and a separate left turn lane

- » US 20/Moore Drive (INT6): widen to construct a southbound left turn lane and restripe northbound approach to be a southbound left turn lane and a shared through/right lane
- » US 101/Angle (INT7): restrict to right-in/right-out only
- Consider US 101 and US 20 couplet options discussed separately
- Install a traffic signal at US 101/Abbey Street to facilitate access to the hospital

## SOLUTIONS EVALUATION

### AREA 3: DOWNTOWN NEWPORT (CONTINUED)

- Complete the priority bicycle network on several parallel routes to US 101 in downtown Newport. Specific solutions include:
  - » Sharrows, traffic calming, and new shared use paths to create a continuous bicycle/pedestrian connection on SW 7th Street (EXT5)
  - » Basic bicycle lanes or a two-way cycle track on NW Nye Street
  - » Basic bicycle lanes on SE Moore Drive, NE Harney Street, SW 9th Street, and SW 2nd Street
  - » Sharrows or other traffic calming treatments on remaining streets
- Complete sidewalk infill projects along the arterial and collector network
- Consider an enhanced pedestrian/bicycle crossing at US 20/Benton Street or US 20/Eads Street
- Implement parking management strategies (e.g. metering, permit systems, or time restrictions) for Nye Beach and Bayfront areas
- Work with Lincoln County Transit and local hotels to refine the Newport city loop for tourists and residents. Specific strategies could include:
  - » Public information campaigns
  - » Stop improvements (e.g. signage, schedules, seats)
  - » Route refinement
  - » Expanded weekend or special event service hours
- Coordinate with ODOT to replace the Yaquina Bay Bridge

## KEY FINDINGS

- Identified spot improvements appear to fix operational issues at most spot locations within downtown Newport. However, additional improvements or alternative mobility targets would likely still be needed at US 101/US 20 intersection
- A traffic signal could reduce delay and improve hospital access however this signal was not warranted when evaluated as part of the hospital's recent expansion. An alternative could consider an emergency signal to facilitate access for first responders
- The priority bike network and sidewalk infill projects will complete pedestrian and bicycle connections in downtown Newport. If a US 101 couplet is advanced, the designation of SW 9th Street as part of the priority bicycle network should be revisited to ensure recommended solutions are commensurate with expected traffic volumes
- Parking management strategies and additional transit options can reduce parking demand

# SOLUTIONS EVALUATION

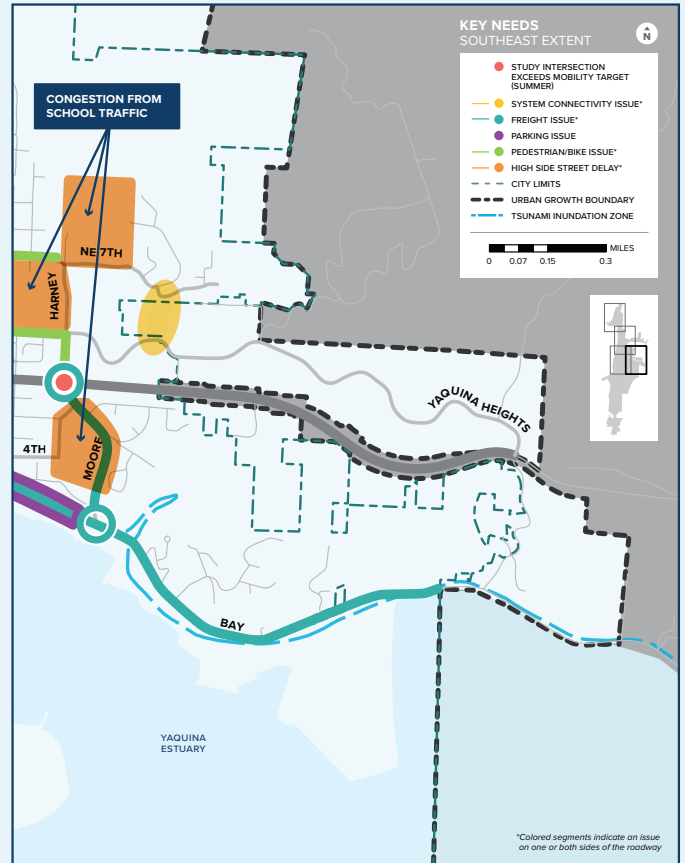
## AREA 4: SOUTHEAST NEWPORT

### KNOWN ISSUES

- Congestion at US 20/SE Moore Drive intersection
- Existing gaps in pedestrian/bicycle network on NE Harney Street between US 20 and NE 3rd Street
- High freight volumes on Bay Boulevard/Yaquina Bay Road with limited access to these areas from US 101/US 20
- Limited system connectivity between 6th Street and Yaquina Heights Drive
- Limited alternatives to Yaquina Bay Road between future growth areas near eastern UGB and Newport's downtown
- Congestion near the Newport schools

### SOLUTIONS BEING CONSIDERED

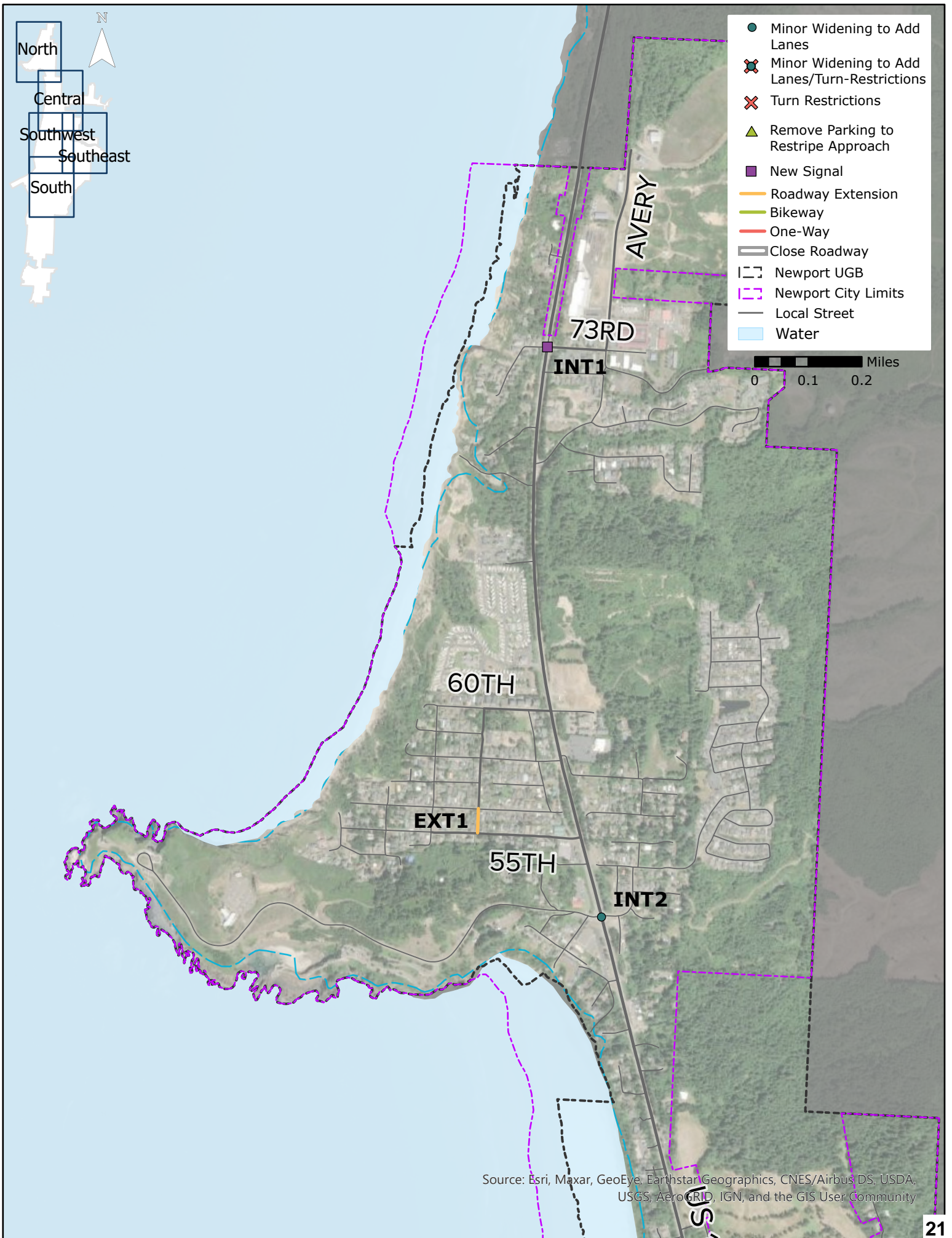
- Widen NE Harney Street to construct a southbound left turn lane and restripe SE Moore Drive to include a northbound left turn lane and a shared through/right lane. (INT6)
- Complete priority bicycle network on NE Harney Street and other areas around Newport schools. Specific solutions include:
  - » Basic bicycle lanes on SE Moore Drive and NE Harney Street
  - » Separated bike facility on Yaquina Bay Road
  - » Sharrows or other traffic calming treatments on remaining streets
- Complete sidewalk infill projects
- Construct a new local street connection between 6th Street and Yaquina Heights Drive (EXT3)
- Consider an enhanced pedestrian/bicycle crossing at US 20/Eads Street

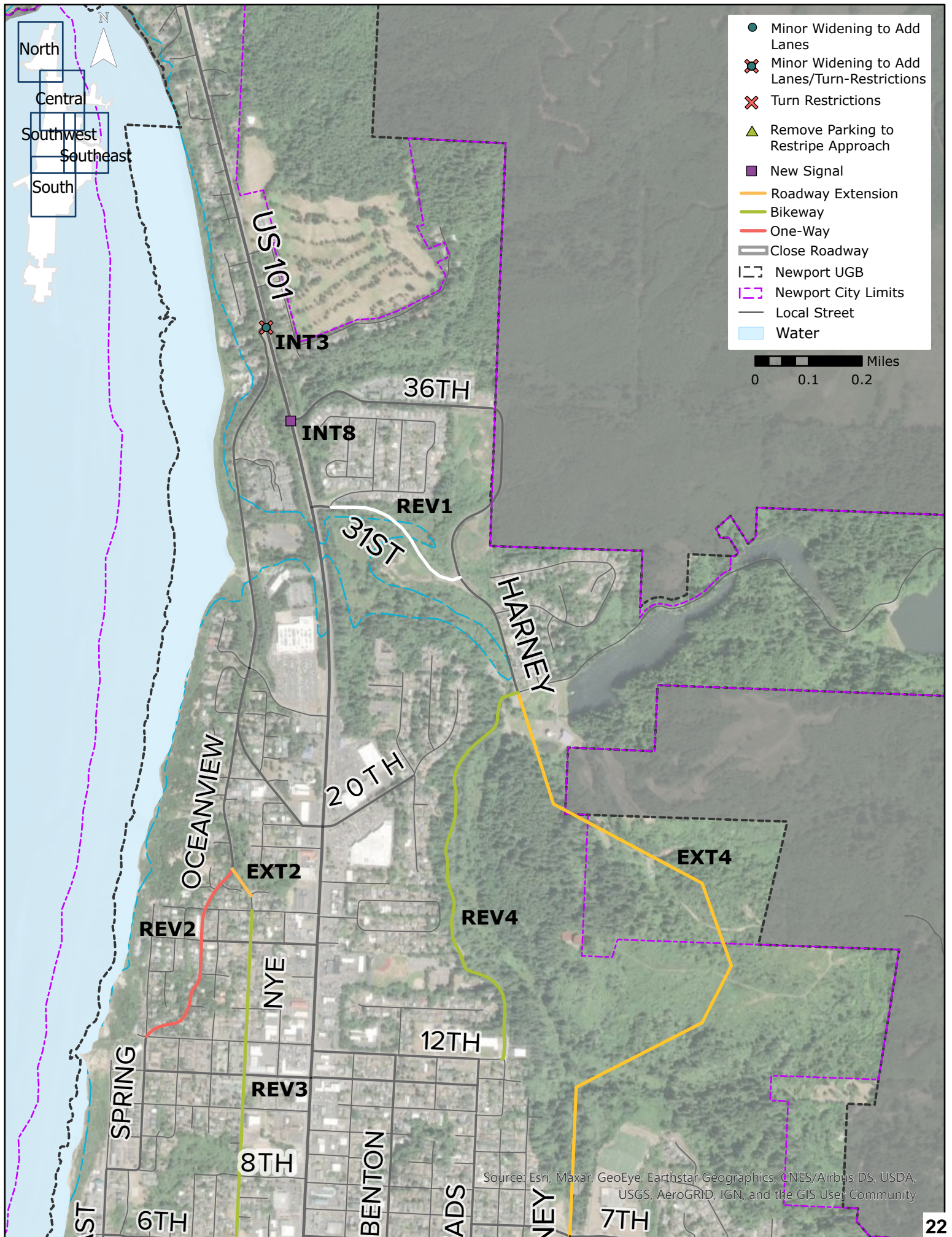


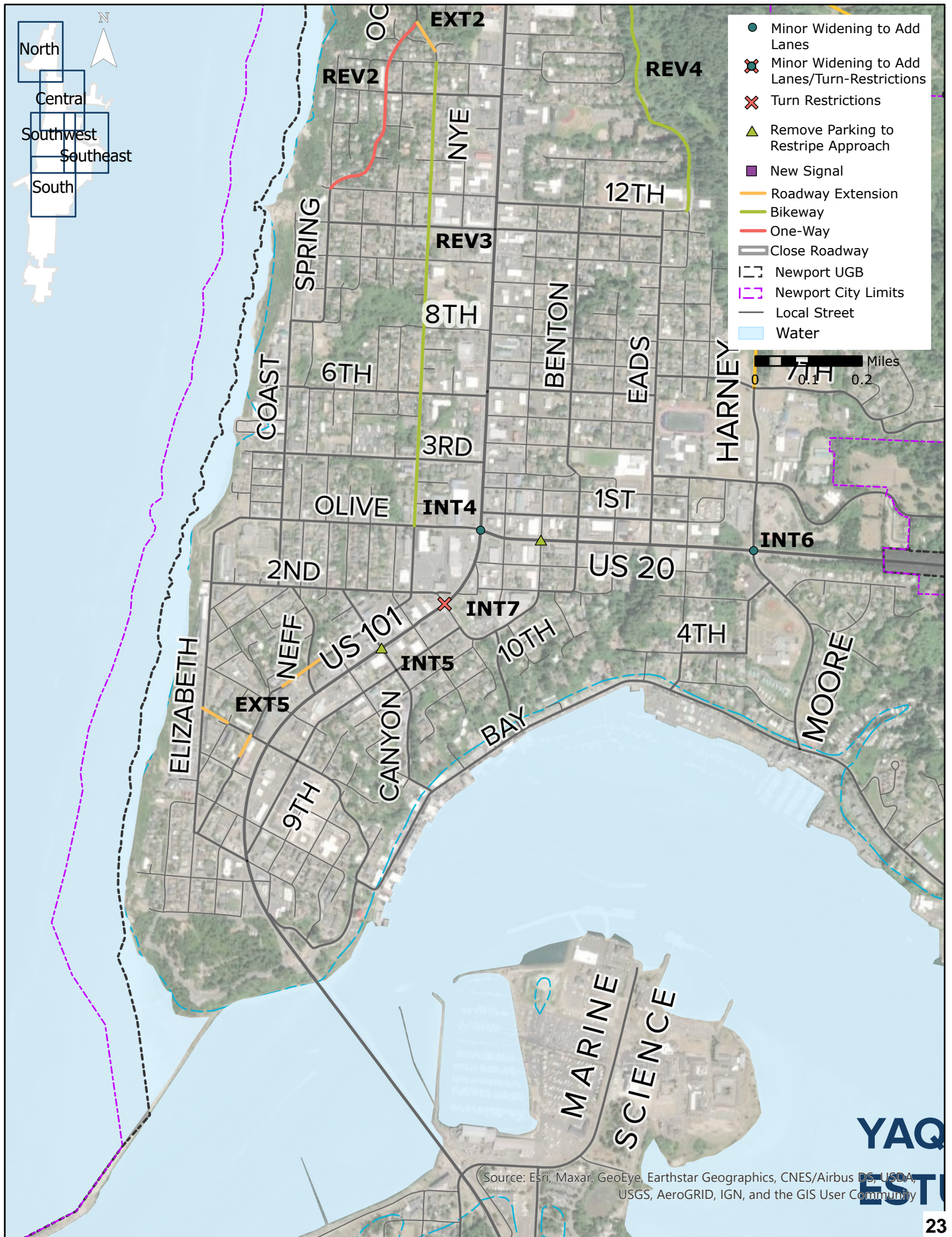
MAP OF SOUTHEAST NEWPORT

### KEY FINDINGS

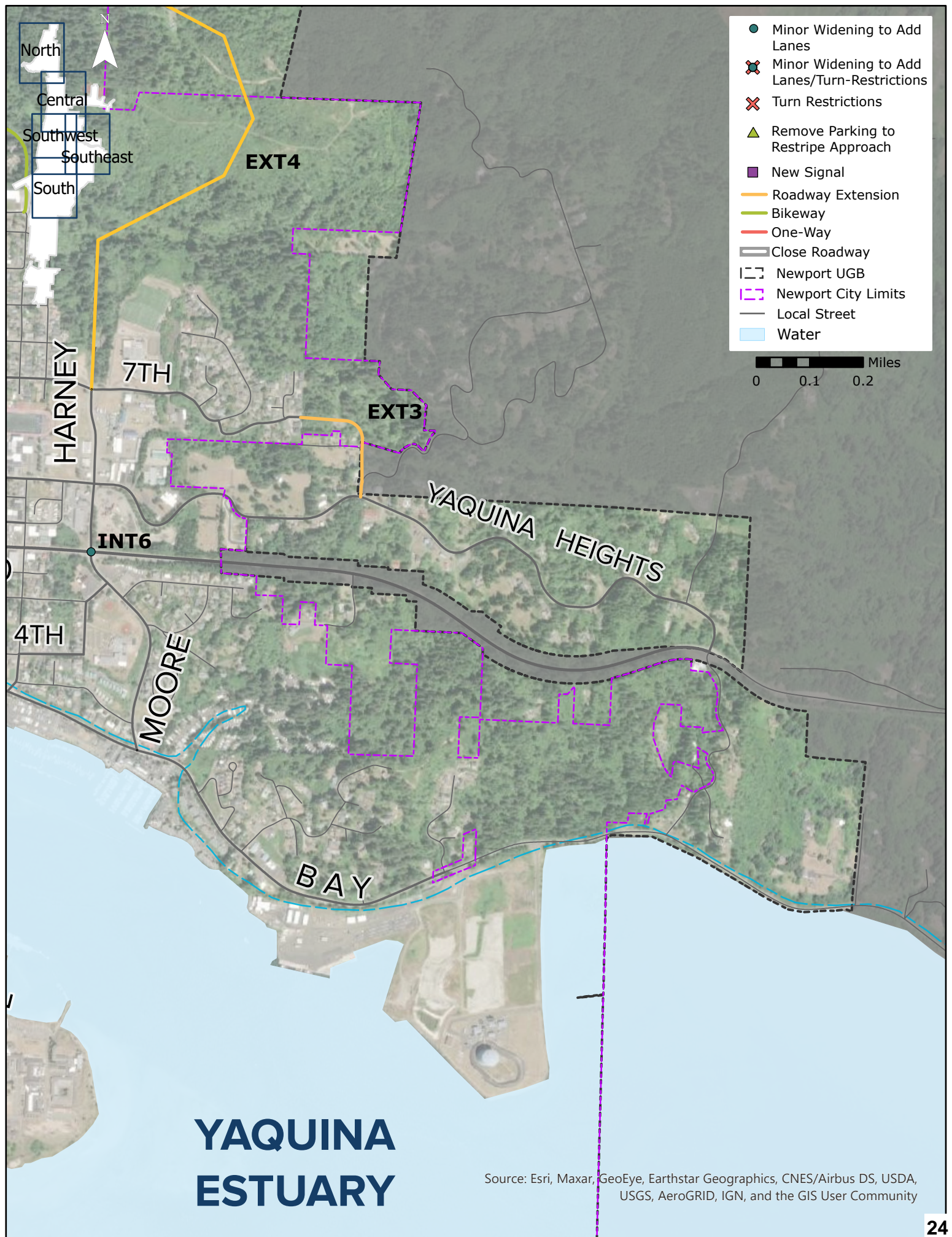
- Improvements at US 20/Moore Drive improve existing operations for vehicles and freight
- The priority bicycle network and sidewalk infill projects will enhance pedestrian and bicycle connections along NE Harney Street and facilitate access to the existing schools
- The proposed extension between Yaquina Heights Drive and 6th Street will require right-of-way acquisition and minor widening on existing private street connections along with a short street extension

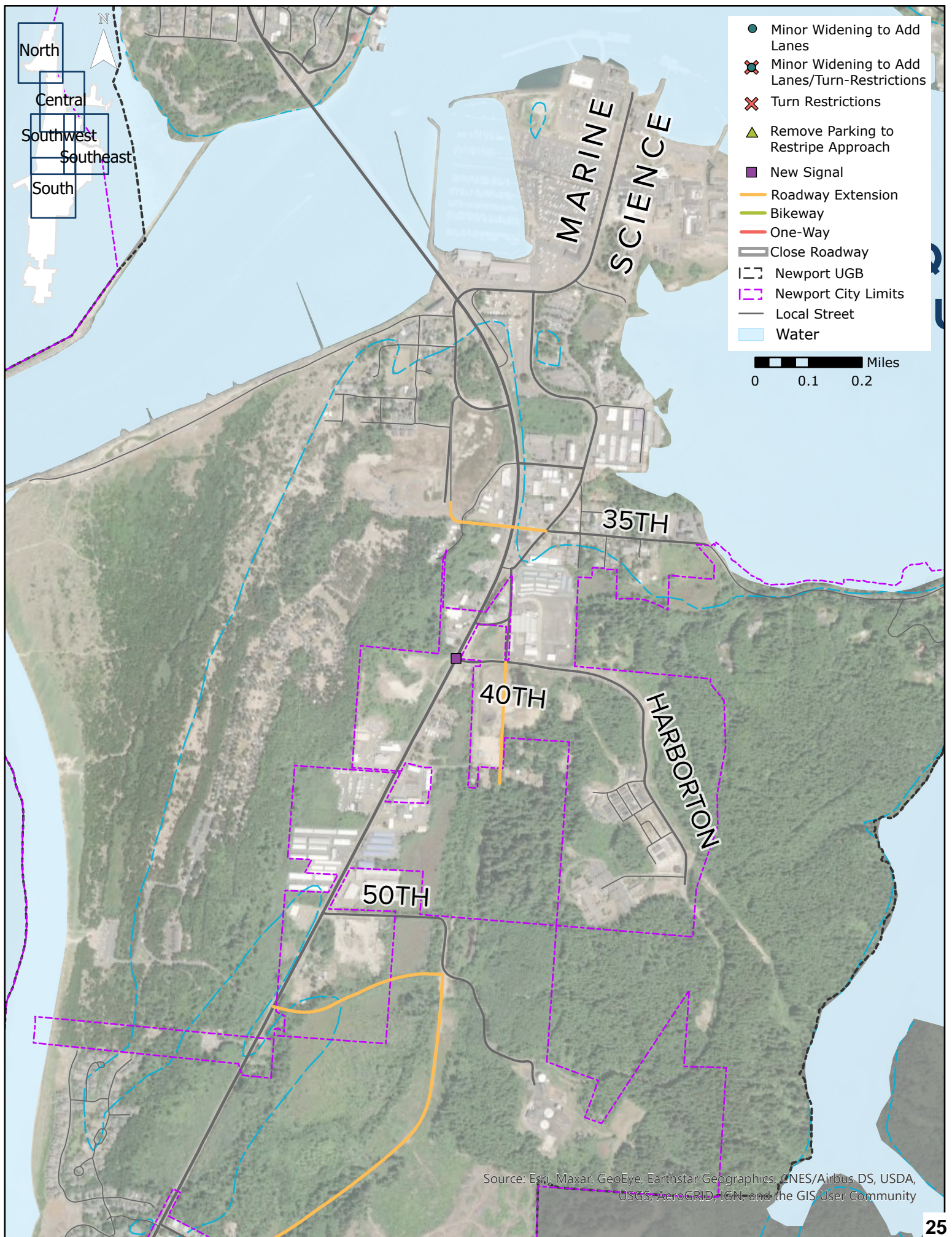






Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community





# SOLUTIONS EVALUATION

## MAJOR ROADWAY IMPROVEMENTS: US 101 COUPLET

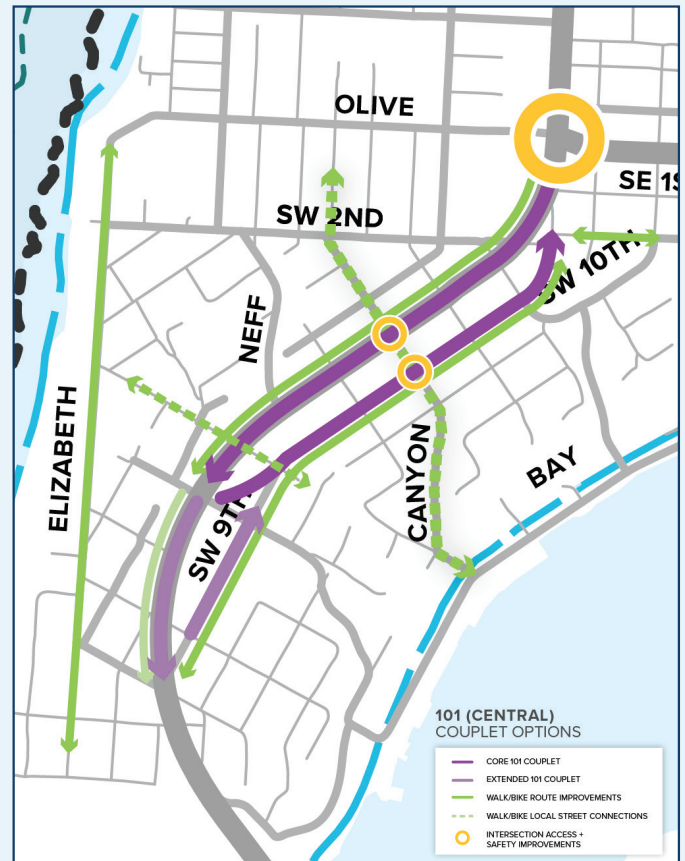
### KNOWN ISSUES

The existing alignment and design of US 101 in downtown Newport creates significant challenges for the city, including:

- Congestion due to high vehicle volumes
- Significant delay at the US 101/US 20 intersection
- Limited access to local businesses and the hospital due to high delay for side streets
- Narrow on-street parking
- No existing bike facilities
- Limited pedestrian facilities
- Limited economic development opportunities in downtown core compared to other city districts (e.g. Nye Beach)

### KEY FINDINGS

- The US 101 couplet can resolve operational issues along the highway.
- Converting US 101 to a couplet will significantly reduce vehicle delay at the US 101/SW Hurbert Street signal.
- Northbound traffic on US 101 that turns onto eastbound US 20 can bypass the US 101/US 20 intersection by using SE 10th Street to SE Benton Street.
- The highway couplets adds available commercial frontage along the highway and allows better use of street space to safely accommodate all modes of travel. The proposed cross-sections for US 101 and SW 9th Street alignments (seen below) includes significant enhancements for bicyclists and pedestrians.
- Couplet termini:
  - » The current geometry of the US 101/SW 9th Street intersection is well-designed to transition northbound traffic to SW 9th Street with minimal, if any, impacts to existing businesses. However, the recent hospital expansion includes parking access to SW 9th Street and SW Bay Street which would be



impacted for southbound traffic if SW 9th Street is converted to one-way.

- » Beginning a couplet further north (i.e. at the SW Abbey Street intersection) would limit impacts to the hospital access, but would result in significantly higher right-of-way impacts.
- » The US 101/SW Angle Street intersection is one option for the northern couplet terminus. This option would convert SW Angle Street to one-way between US 101 and SW 9th Street. Potential impacts could include:
  - The existing on-street parking
  - The existing curb extension on SW Angle Street at SW 9th Street and US 101

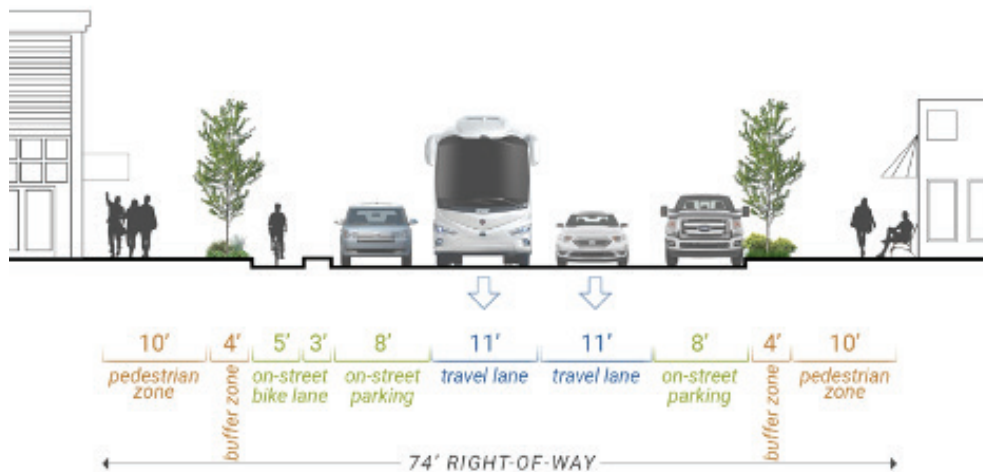
## SOLUTIONS EVALUATION

### HWY 101 COUPLET (CONTINUED)

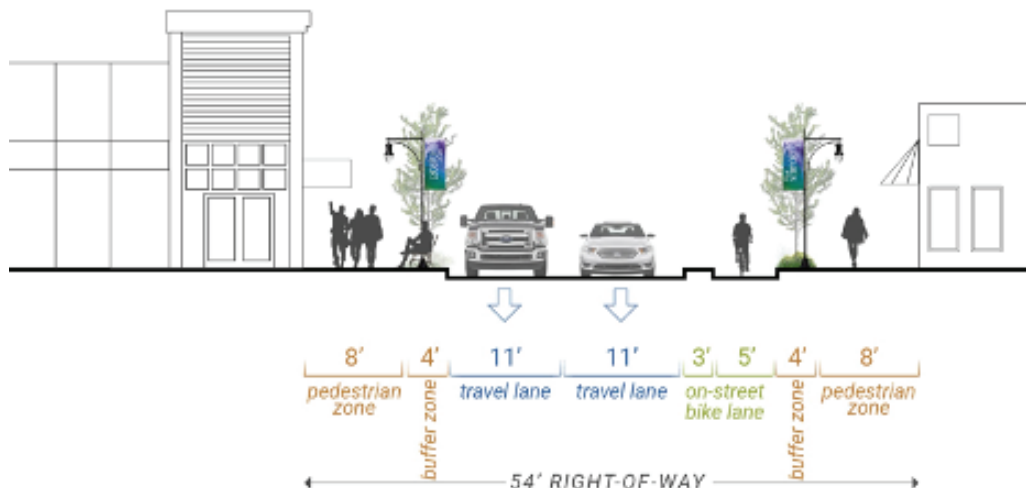
- Off-street parking or open space areas if SW Angle Street is realigned to provide a smoother transition for US 101
- » The partial diversion of US 101 northbound to NE Benton Street indicates that extension of the US 101

couplet further north should also be considered. Tying in the US 101 and US 201 couplet could improve vehicle circulation in the vicinity of the US 101/US 201 intersection although this alternative would likely require signalization of US 201/NE Benton Street.

#### US 101 TYPICAL SECTION



#### SW 9TH STREET TYPICAL SECTION



# SOLUTIONS EVALUATION

## MAJOR ROADWAY IMPROVEMENTS: US 20 COUPLET

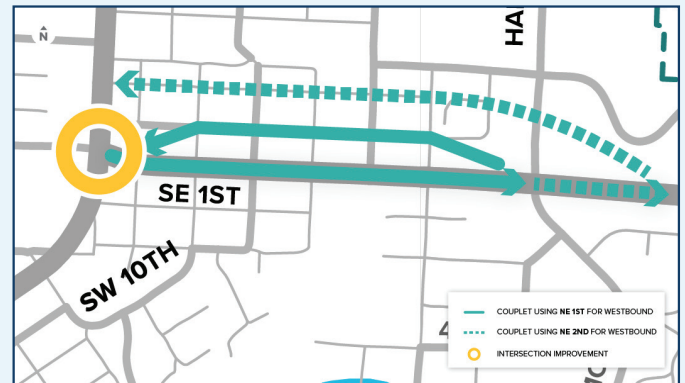
### KNOWN ISSUES

The existing alignment and design of US 20 in downtown Newport creates significant challenges for the city, including:

- Congestion due to high vehicle volumes
- Significant delay at the US 101/US 20 intersection
- Limited access to local businesses due to high delay for side streets
- Limited available right-of-way for future expansions
- No existing bike facilities
- Limited pedestrian facilities
- Limited economic development opportunities in downtown core compared to other city districts (e.g. Nye Beach)

### KEY FINDINGS

- The US 20 couplet can resolve operational issues along US 20 and US 101; however, placement of the US 101 tie-in can impact vehicle operations.
- Even with the US 20 couplet, NE Harney Street should be widened to provide separate left-turn pockets on both approaches.
- Completing the US 20 couplet reduces vehicle diversion in neighborhoods to the north of US 20 since the proposed couplet will increase the capacity for westbound traffic.
- The highway couplet can be an economic redevelopment tool by increasing the available commercial frontage along the highway and better using street space to safely accommodate all modes of travel. The new cross-sections for US 20 couplet should include significant enhancements for bicyclists and pedestrians.
- Couplet termini:
  - » Beginning the couplet west of the NE Harney Street/SE Moore Drive intersection minimizes the property impacts and new roadway construction needed.
  - » Starting the couplet east of the NE Harney Street/SE Moore Drive intersection would have greater property



impacts and would also require a new intersection to be constructed at NE Harney Street. This alternative connects to NE 2nd Street which increases flexibility for the US 101 tie-in options.

- » The westbound US 20 connection to US 101 can either be maintained in its current location or shifted to the north.
  - If the couplet reconnects back to the current westbound US 20 alignment east of US 101, extensive widening and property acquisition would be required along the northside. The junction at US 101/US 20 would still have operational issues.
  - Using either NE 1st Street and or NE 2nd Street as the US 101 as a signalized tie-in location would provide an opportunity to reduce delay at the conjunction of US 101/US 20. However, these streets are closely spaced and would require coordination with the existing US 101/US 20 signal to enhance traffic flow on this section of US 101
  - Extending the US 101 couplet to the north of US 20 via NE Benton Street could improve operations for both the US 101 and US 20 couplet by reducing the number of conflicting movements at their tie-in locations although this alternative would likely require signalization of US 20/NE Benton Street. This option would naturally accommodate the northbound US 101 vehicle diversion to NE Benton Street

# SOLUTIONS EVALUATION

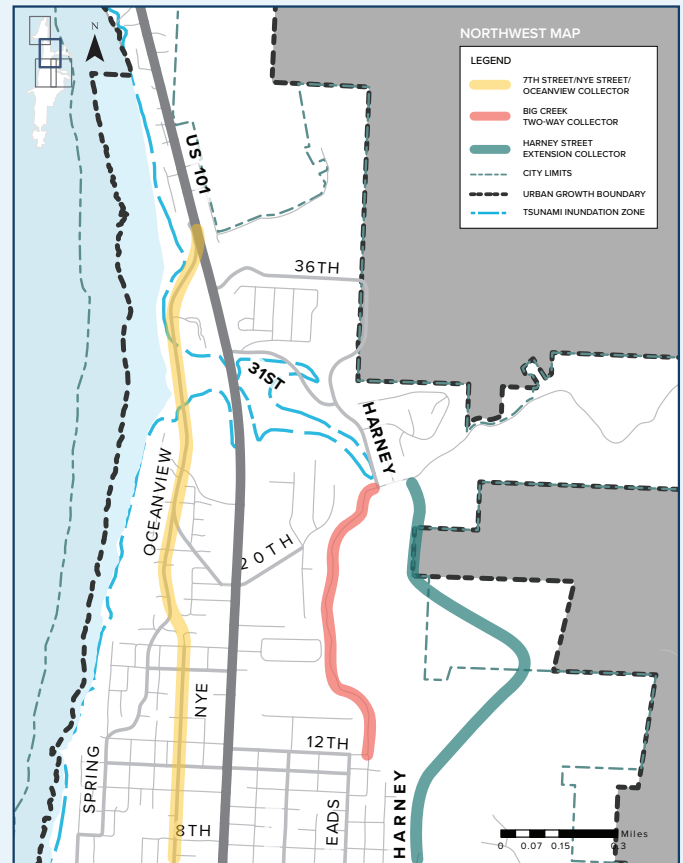
## MAJOR ROADWAY IMPROVEMENTS: HARNEY STREET EXTENSION

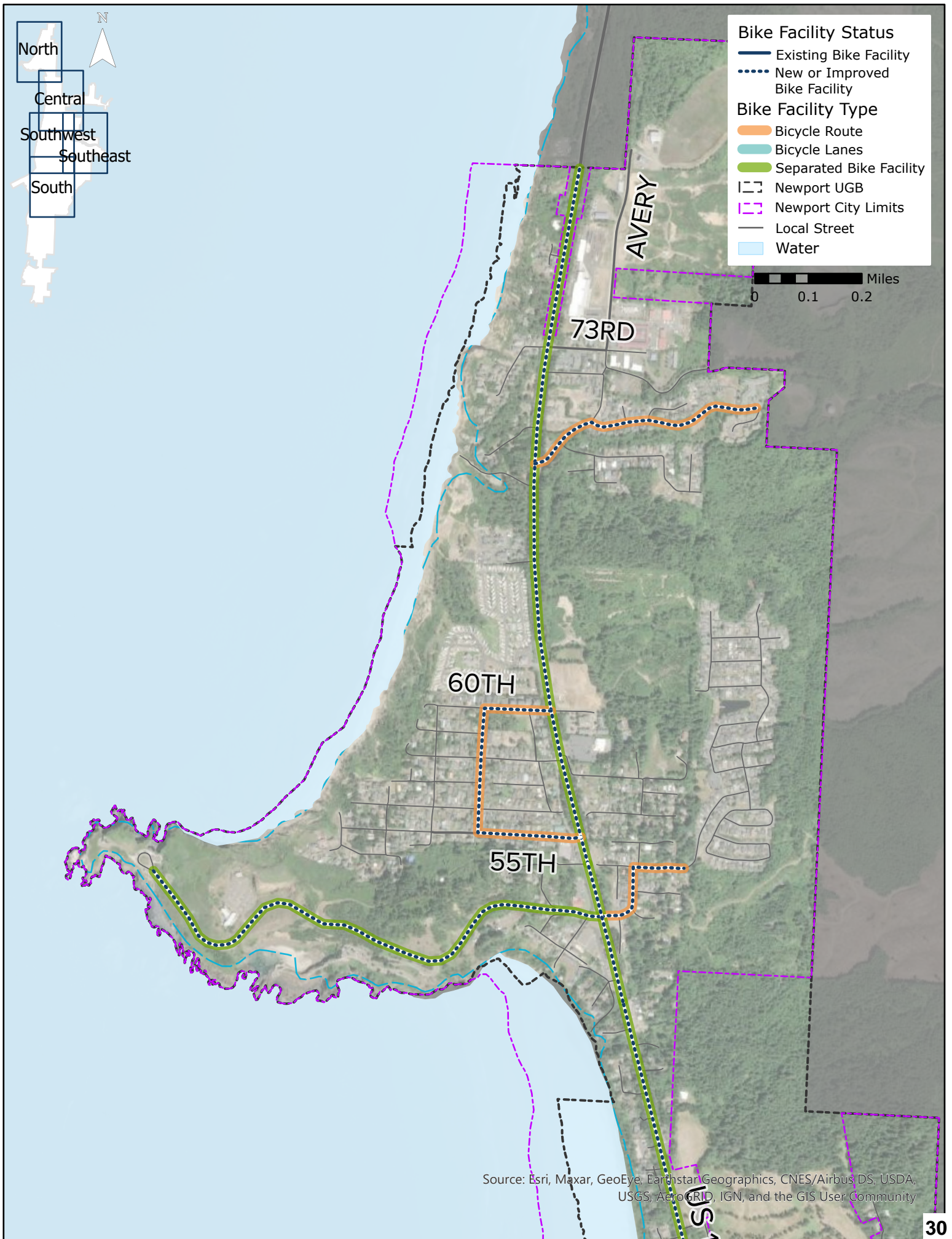
### KNOWN ISSUES

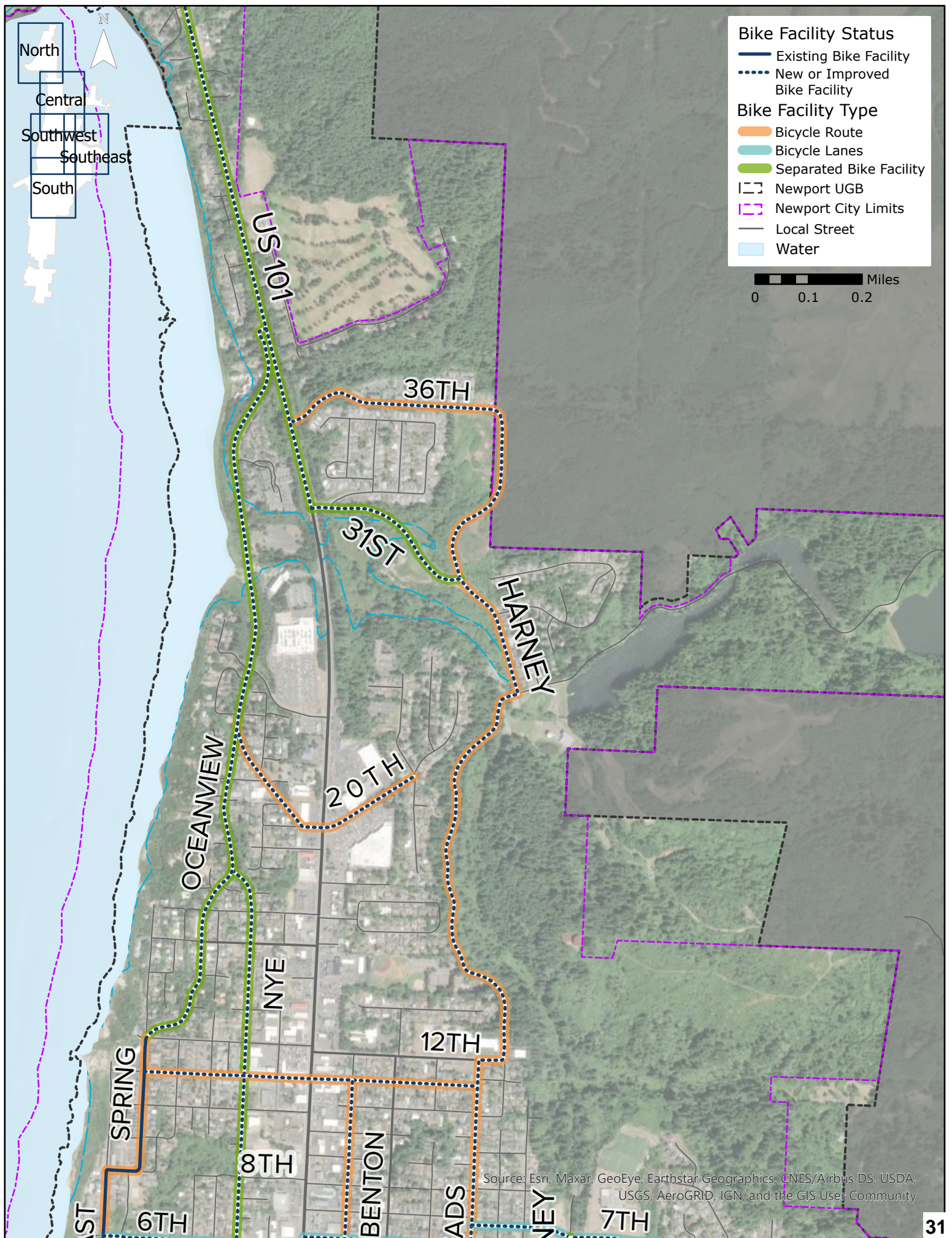
Newport does not have a parallel route on the east side of US 101 to connect future growth areas to the downtown core. The Harney Street Extension will construct a new minor arterial road between NE 7th Street and NE Big Creek Road before connecting to US 101 at the proposed NE 36th Street traffic signal. This extension will provide a continuous connection between US 20 and NE 36th Street with limited access to amenities along US 101 north of NE 7th Street. The Harney Street extension will also provide a critical connection to serve future growth in this area.

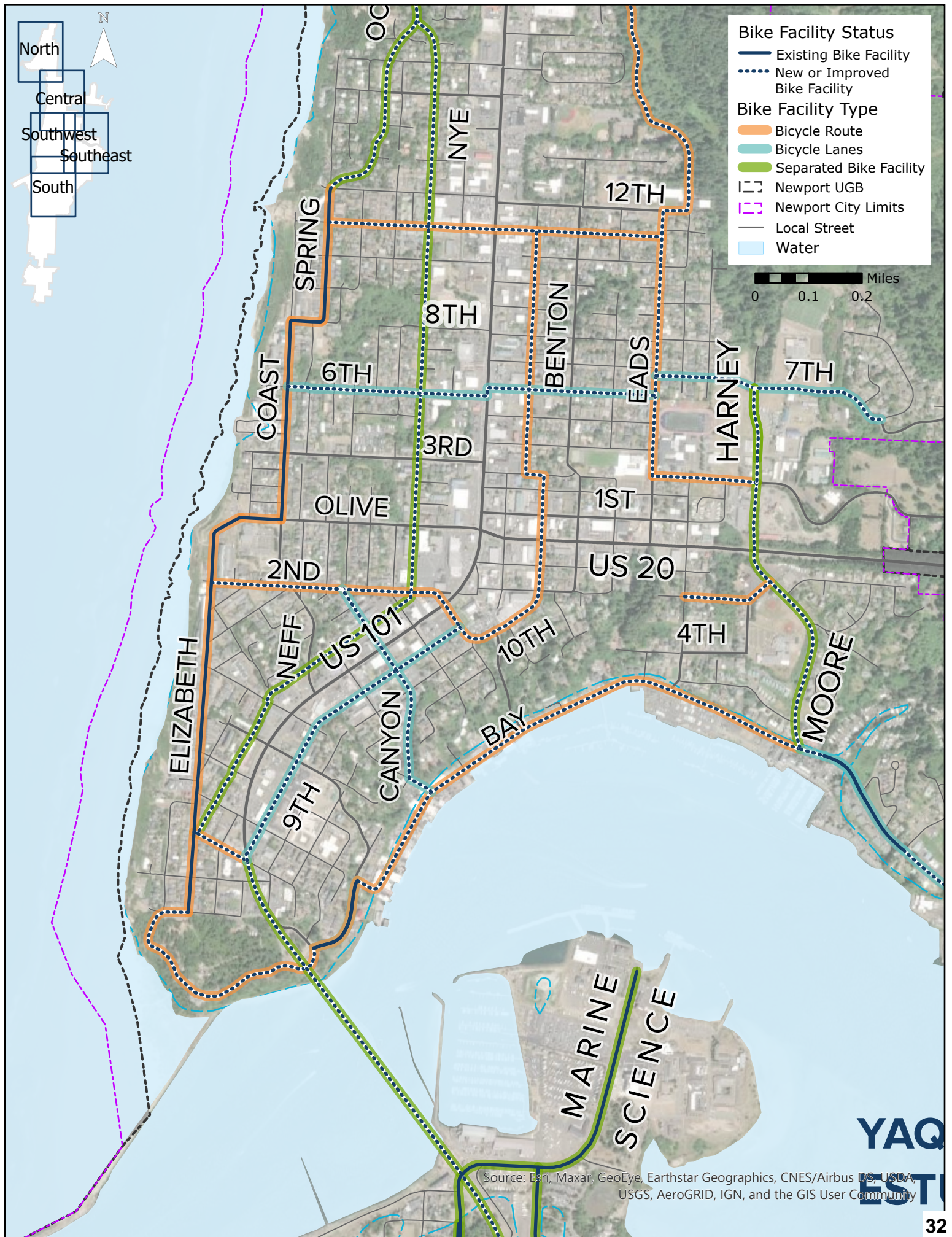
### KEY FINDINGS

- The Newport Regional Travel Demand Model assumes new residential growth in areas served by the Harney Street extension, including:
  - » Up to 100 new housing units north of NE 31st Street
  - » Up to 200 new housing units to the east of NE Big Creek Road, north of Newport Middle School
- The Harney Street Extension is expected to serve primarily regional traffic travelling between US 20 and US 101 to the north of Newport, because of its limited connection to intervening city streets. Traffic travelling between US 20 and US 101 accounts for approximately 60% of the total volume on the Harney Street Extension. The projected ADT will be less than 2,000 vehicles per day in 2040.
- This new extension provides limited connections for most Newport drivers since it provides an indirect route between limited areas of the city. It appears that constructing this extension will not significantly relieve congestion on US 101 in Newport.
- As an alternative to the Harney Street Extension, NE Big Creek Road could be widened and converted to two-way traffic. The NE Big Creek Road widening should include enhanced pedestrian and bicycle facilities along with new local street connections to increase the utility of this connection.

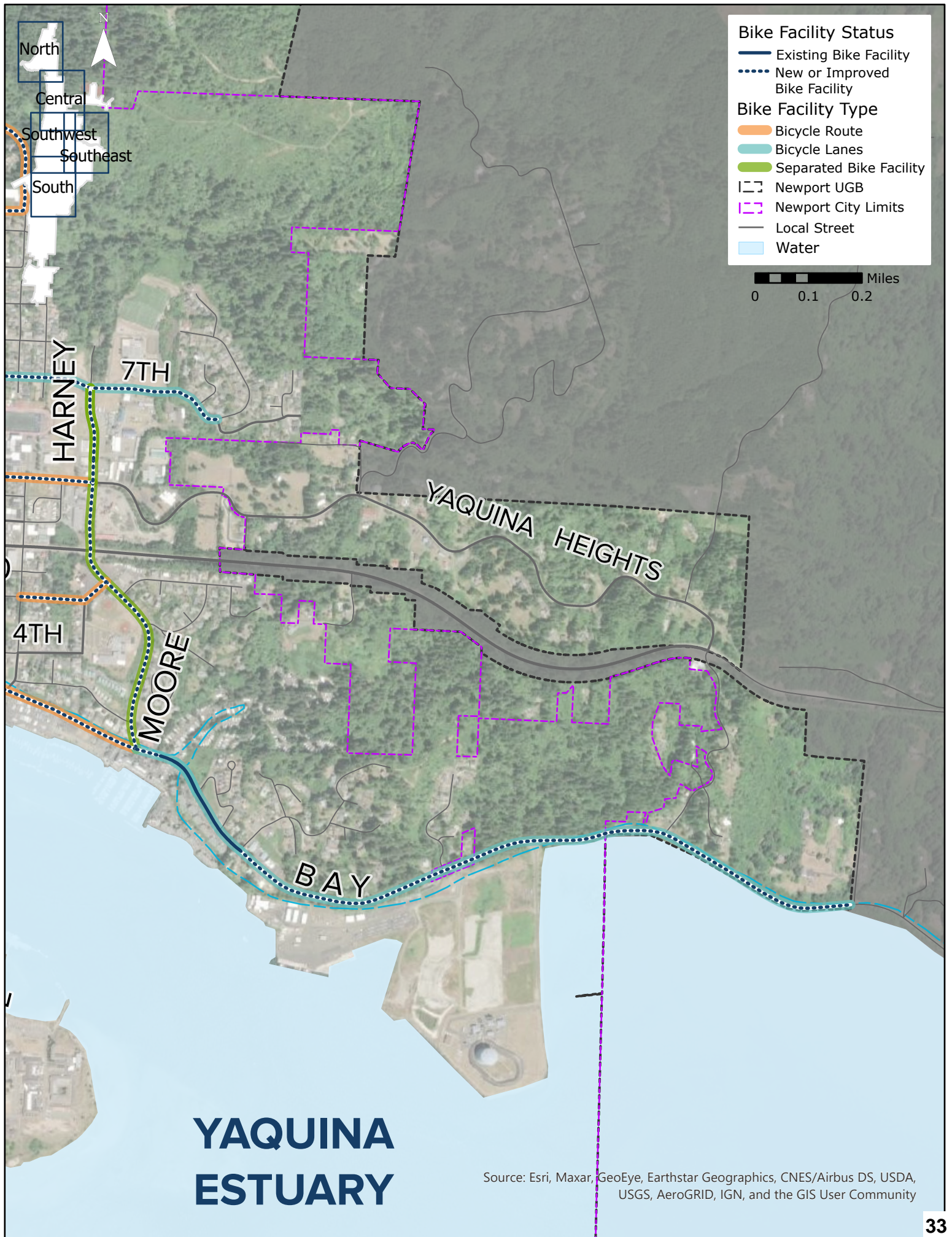




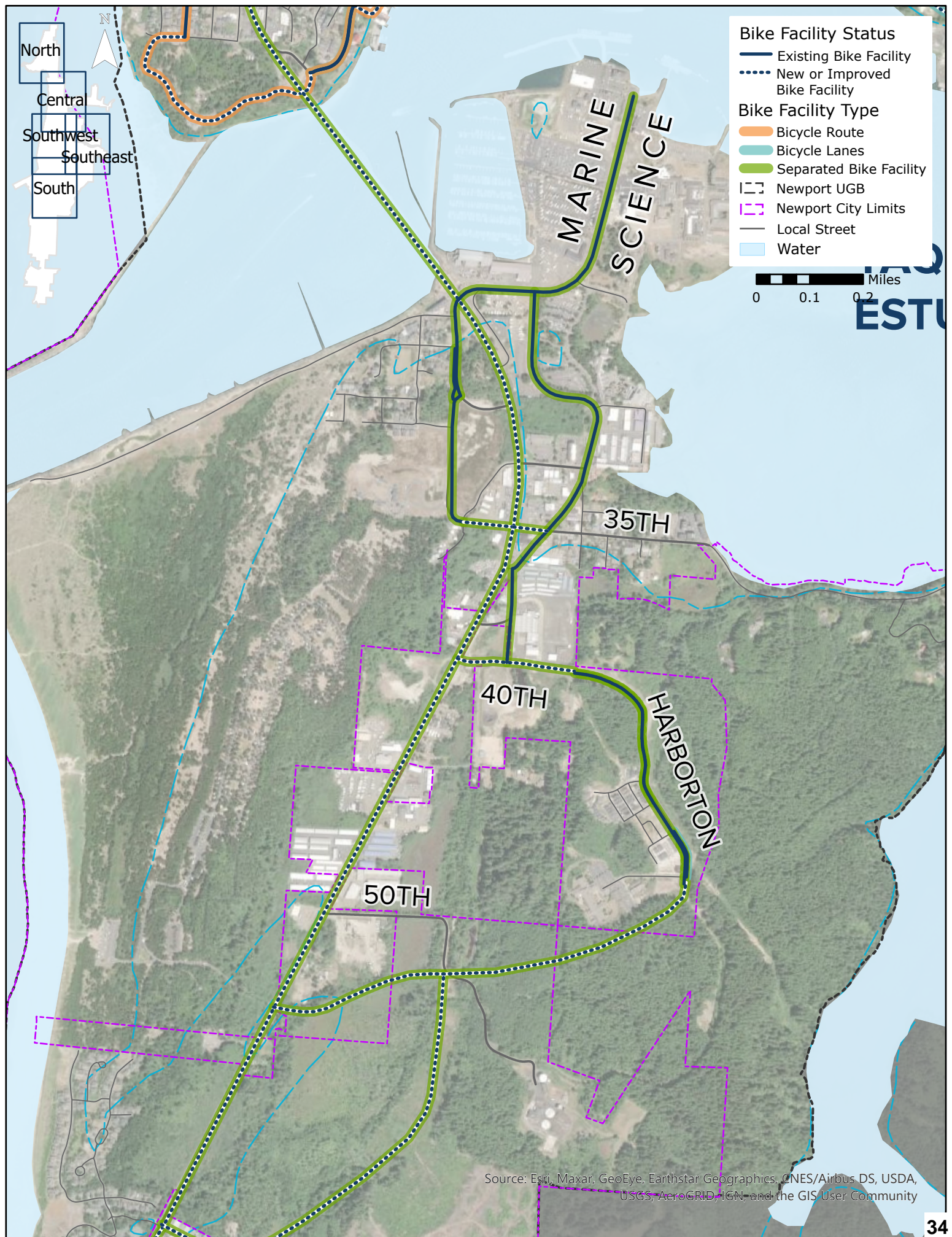


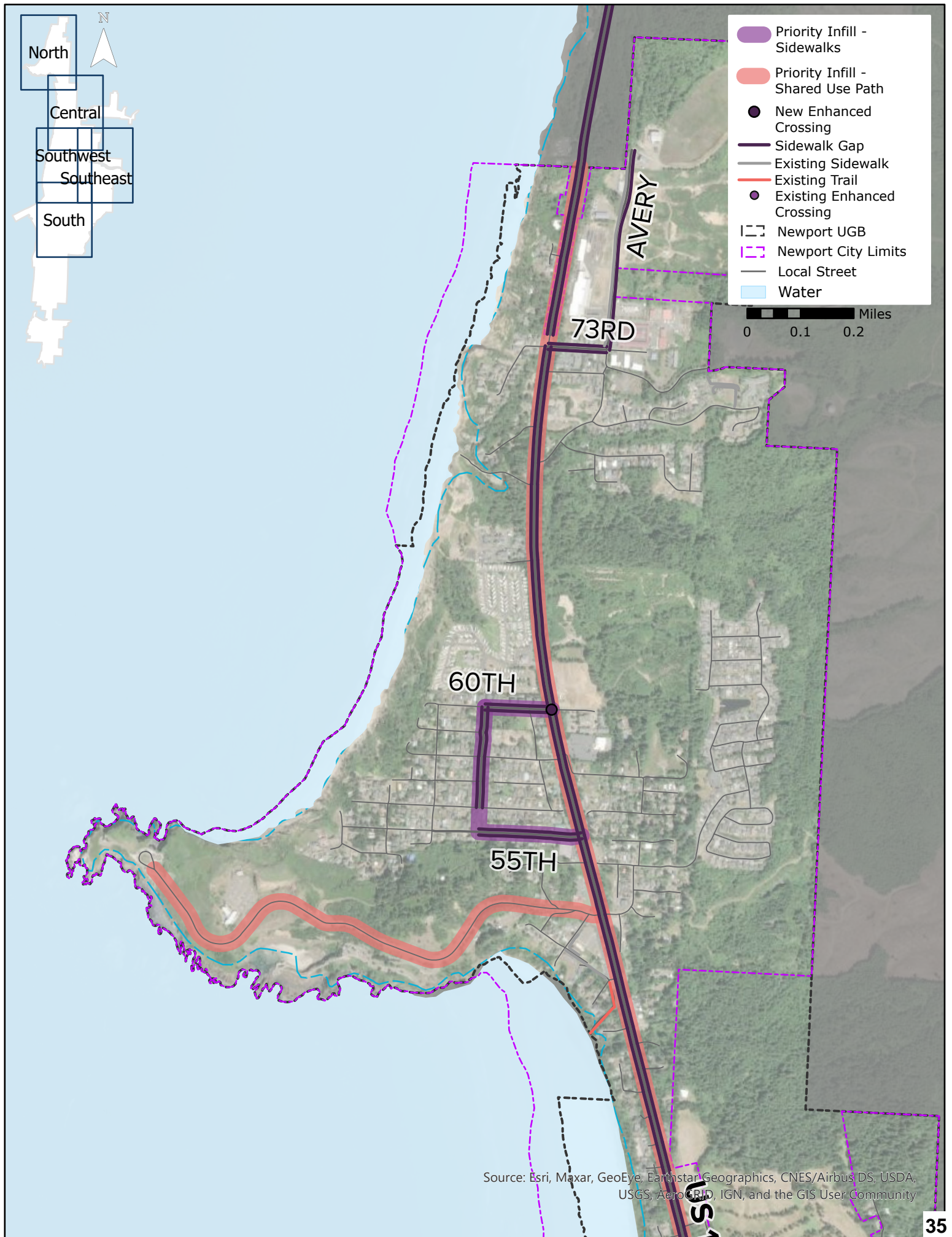


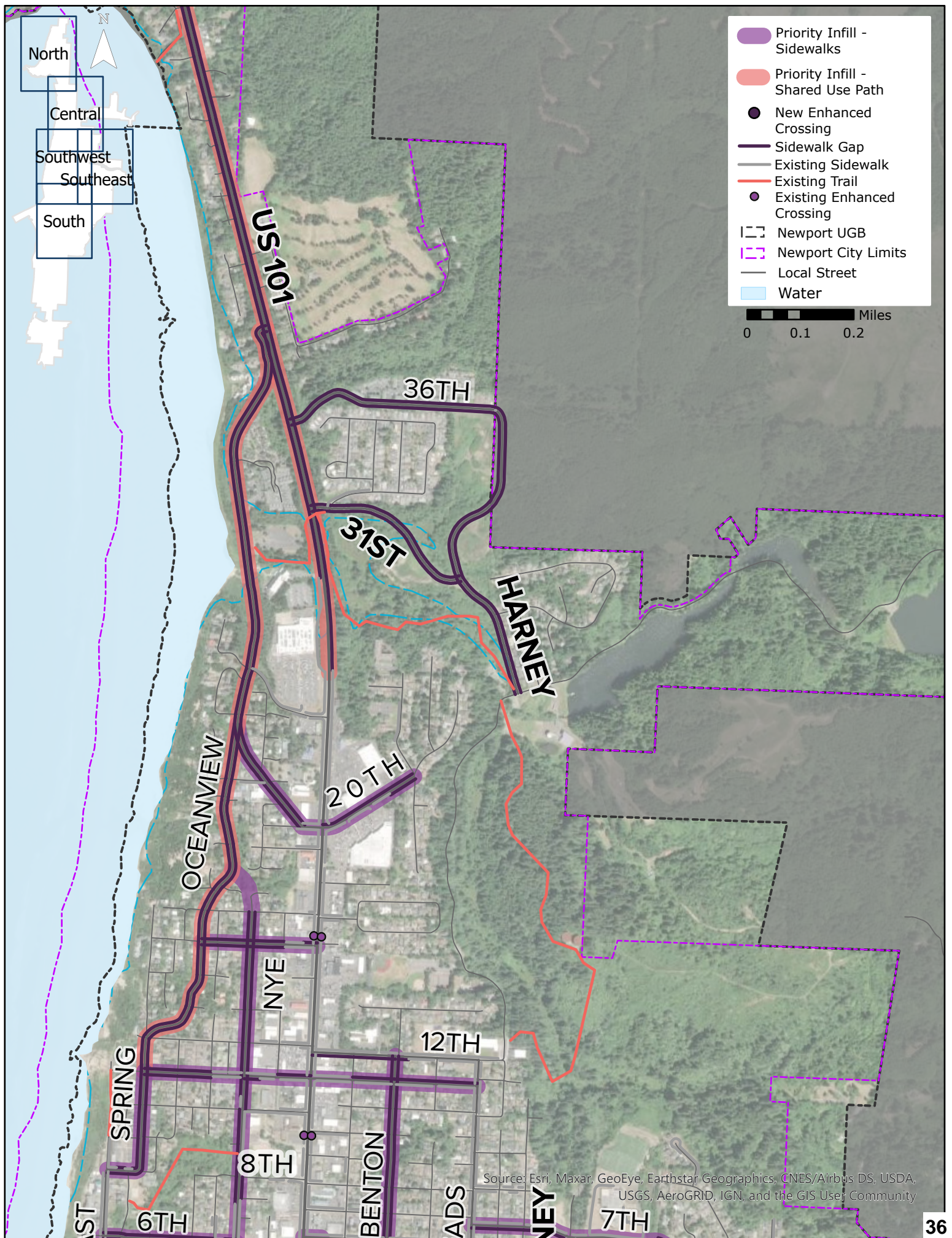
(Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community)

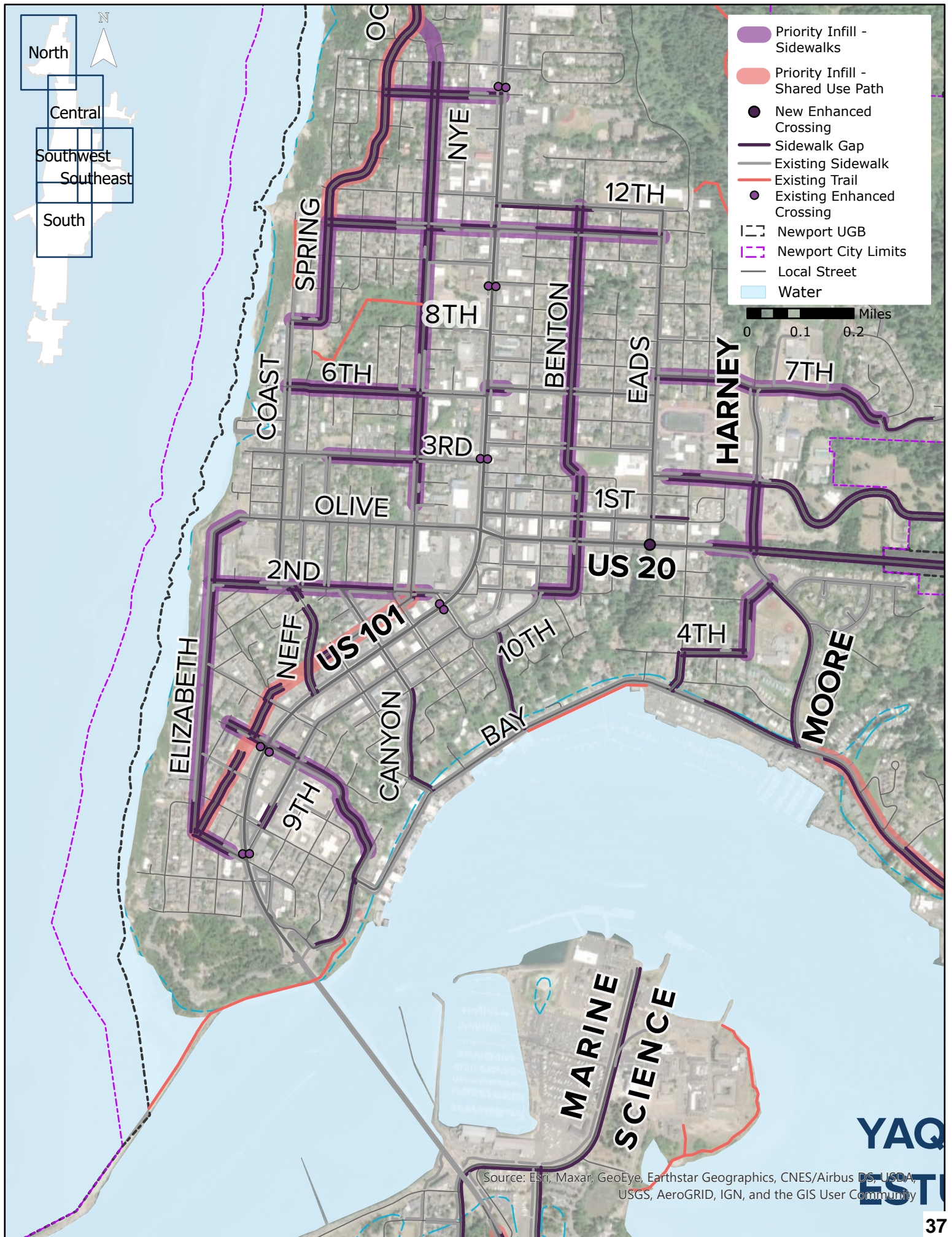


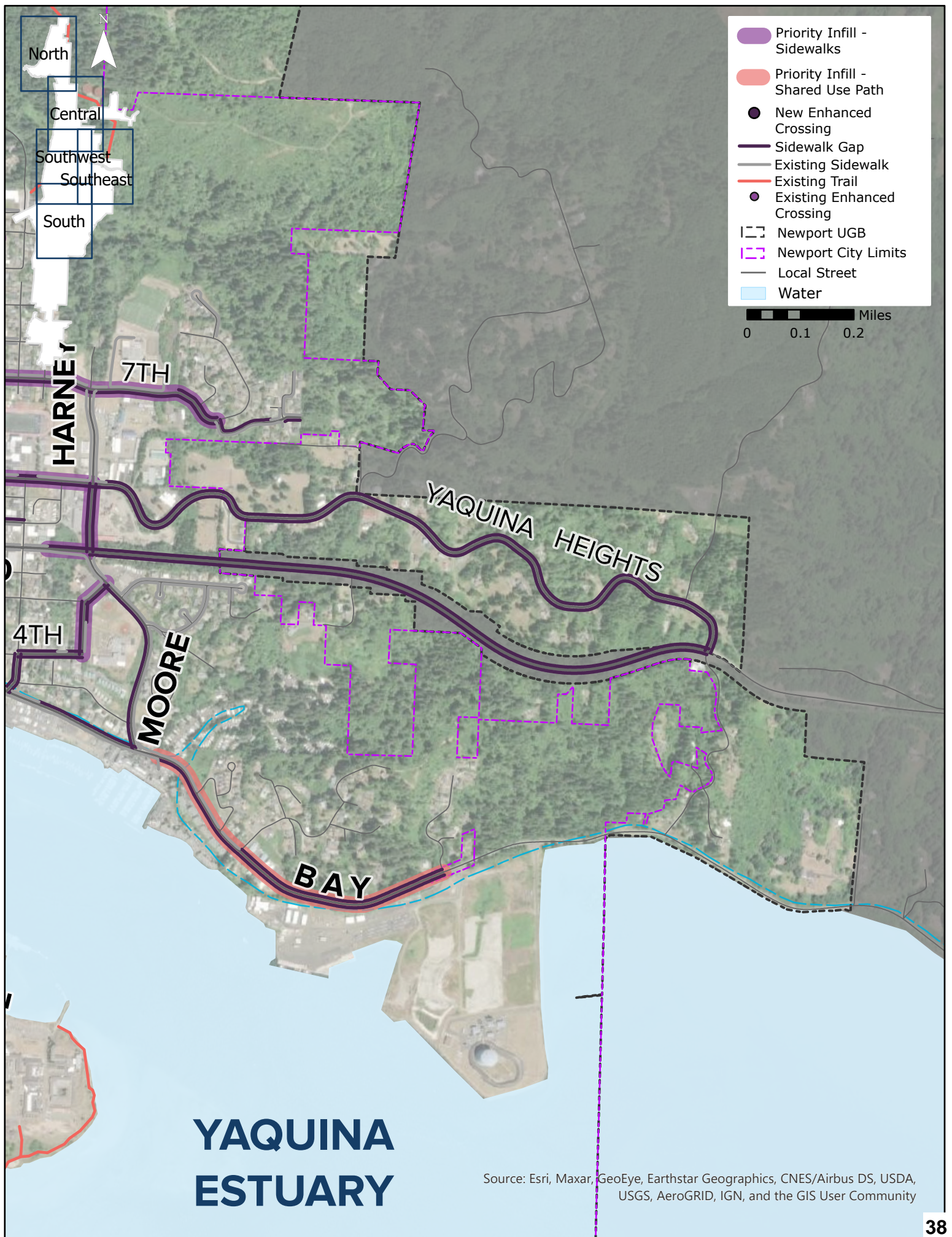
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

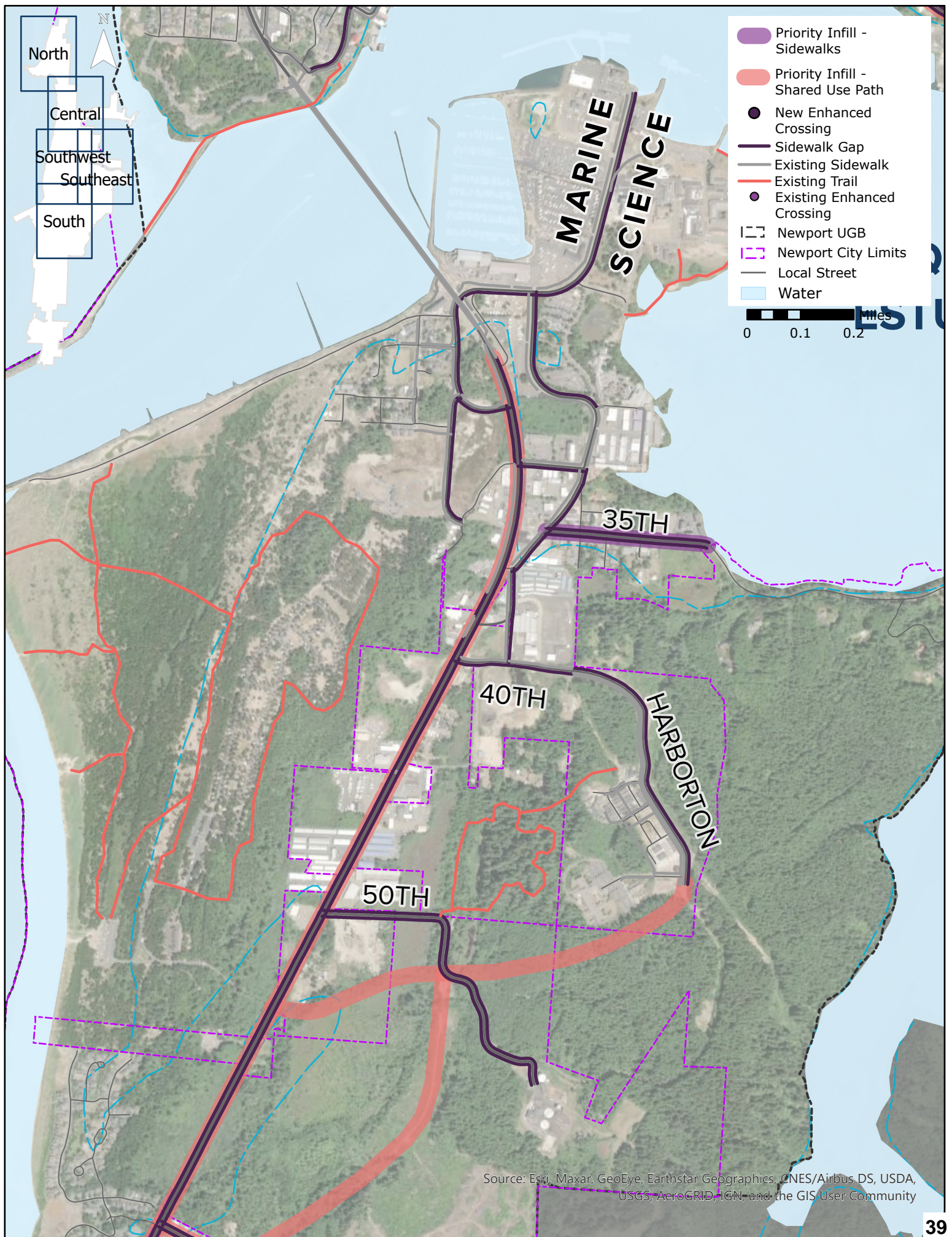














## FINANCE PROGRAM

DATE: February 18, 2021

TO: Project Management Team

FROM: Carl Springer, Kevin Chewuk, and Rochelle Starrett | DKS

SUBJECT: Newport Transportation System Plan

Project #17081-007

Finance Program (Task 5.4; Technical Memorandum #9)

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This memorandum details the transportation funding that can reasonably be expected to be available through 2040. The funding assumptions will help prioritize the investments the City can make in the transportation system and will be utilized to develop reasonable budgeting assumptions when selecting a set of transportation improvements to meet identified needs over the next 20 years.

### CURRENT FUNDING SOURCES

The City uses several primary funds for transportation, including the State Highway Trust, a local gas tax and utility fees, System Development Charges (SDC), Urban Renewal Agencies, in addition to other miscellaneous funds.

- **State Highway Trust**

The State Highway Trust Fund makes distributions from the state motor vehicle fuel tax, vehicle registration and title fees, driver license fees and truck weight-mile taxes. Cities and counties receive a share of State Highway Trust Fund monies, and by statute may use the money for any road-related purpose, including walking, biking, bridge, street, signal, and safety improvements.

- **Local Gas Tax**

Newport has an adopted local gas tax that is collected by fuel distributors. The local gas tax is one cent per gallon during the winter months (November 1st - May 31st) and increases to three cents per gallon during the summer months (June 1st - October 31st).

- **Stormwater Utility Fee**

Various recurring utility fees are collected monthly by all residences and businesses within the City, including a Capital Improvement Surcharge and Storm Drain Utility Fee. Beginning in fiscal year 2020 these fees are being replaced with a single Stormwater Utility Fee.

- **System Development Charges**

Transportation and stormwater SDC's are collected from new development. SDC's are a funding source for all capacity adding projects. The funds collected can pay for constructing or improving portions of roadways impacted by applicable development and include roadway improvements, bikeways and pedestrian facilities.

- **Urban Renewal Districts**

The South Beach and North Side Urban Renewal Districts use tax increment financing to fund various improvements that encourage local economic development, including roadway and intersection improvements, bikeways and pedestrian facilities. The North Side Urban Renewal District was formed to help pay for a significant portion of the projects that will come out of the TSP update. The South Beach Urban Renewal District has been established for many years and will terminate at the end of 2027. Projects that have already been programmed for the remaining phase will be included as funded projects in the TSP.

- **Other Miscellaneous Funds**

The City also currently uses funds from the Room Tax (Newport Fund #230), Public Parking (Newport Fund #211), and Line Undergrounding (Newport Fund #252) Funds, in addition to Local Improvement Districts. The Room Tax and Public Parking Funds are used for tourist-oriented street, sidewalk or parking improvements, while the Line Undergrounding Fund is used to cover utility undergrounding expenses associated with street improvements.

Local Improvement Districts (LIDs) fund capital transportation projects that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition and are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. Property owners are assessed a proportional share of the cost at the end of the project or the City may elect to allow for installment payments with interest.

## REVENUES AND EXPENDITURES

The following sections detail the revenue and expenditure forecasts.

### REVENUES

Current annual revenues include \$665,000 from the State Highway Trust Fund, \$180,000 from the local gas tax and \$620,000 from the Stormwater Utility Fee (see Table 1). The City also currently receives approximately \$705,000 in other revenues annually. This includes around \$150,000 from the Room Tax Fund, \$10,000 from the Public Parking Fund, \$100,000 from the Line

Undergrounding Fund, \$100,000 from Local Improvement Districts and \$345,000 from other sources. Current annual SDC revenue for street and stormwater improvements is \$225,000, with estimated annual revenue expected to increase to \$510,000 based on forecasted yearly population and employment growth through 2040.

Assuming, as a conservative estimate<sup>1</sup>, the same levels of funding occur in the future, Newport can expect to receive \$43.4 million in State Highway Trust Fund, local gas tax, Stormwater Utility Fee and miscellaneous fee revenue through 2040. SDC's likely will provide an additional \$10.2 million in revenue through 2040 (based on forecasted yearly population and employment growth through 2040).

The City estimates that the North Side Urban Renewal District will fund \$37.8 million worth of project expenditures<sup>2</sup>. ODOT has also indicated that around \$10.8 million in discretionary state and/or federal funds may be available to invest in Newport over the next 20 years<sup>3</sup> for system modernization and enhancement.

## EXPENDITURES

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Expenditures include personnel services, roadway striping, traffic control, vegetation trimming, street sweeping, maintenance, and roadway engineering.

The City estimates that it spends approximately \$1.3 million per year (or \$26.1 million through 2040) to maintain and operate the streets (see Table 1). This includes an escalation rate of 4.5 percent<sup>4</sup> on the current expenditures to account for rising costs and ensure that needed roadway maintenance and repair work will not be deferred through 2040. Note that the expenditures of the North Side Urban Renewal District were excluded from the total revenue for projects in the district, and therefore were not included as an expenditure in Table 1.

Deferring necessary repair and preservation means spending much more to fix the same streets later, and repair costs rise exponentially as streets are left unmaintained. Every \$1 spent to keep a street in good condition avoids \$6 to \$14 needed later to rebuild the same street once it has deteriorated significantly<sup>5</sup>.

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<sup>1</sup> This assumes the population growth rate in Newport will be roughly the same as the cost inflation rate, therefore, maintaining existing revenues through 2040.

<sup>2</sup> The total revenue for projects is \$39.9 million. The total has been reduced to account for expenditures of the district.

<sup>3</sup> The State has not committed any future funding for projects in Newport. This assumption is for long-range planning purposes only. This estimate is based on assuming that Newport will receive a reasonable share of the state/federal funding projected to be available over the 20-year planning horizon in Region 2 and based on ODOT sustaining their current revenue structure. It is used to illustrate the degree of financial constraints faced by ODOT as of the writing of this document. Actual funding through state and federal sources may be higher or lower than the range of this estimate. This estimate does not include projects that might be funded through the federal Highway Safety Improvement Program (HSIP).

<sup>4</sup> Escalation rate of 4.5 percent based on the Construction Cost Index.

<sup>5</sup> Smart Growth America, American Association of State Highway Officials (AASHTO)

Heavy truck traffic and wet weather comprise two of the most critical factors in pavement deterioration<sup>6</sup>. Heavy trucks (particularly those hauling gravel, logs, construction materials, overseas containers, agricultural products, garbage) flex the pavement and create spaces underneath. Wet weather, with cracked pavement or poor drainage, can lead to water undermining pavement.

## FUNDING SUMMARY

The City is expected to have about \$102 million for street improvement needs (e.g., construction of new facilities) over the next 20 years, as shown in Table 1. This includes over \$37.8 million to fund improvements in the North Side Urban Renewal District and around \$10.8 million from state and/or federal funding sources to cover investments along state highways over the next 20 years.

**TABLE 1: NEWPORT TRANSPORTATION REVENUE AND EXPENDITURES**

REVENUES	AVERAGE ANNUAL AMOUNT	ESTIMATED AMOUNT THROUGH 2040
STATE HIGHWAY TRUST FUND	\$665,000	\$13,300,000
LOCAL GAS TAX	\$180,000	\$3,600,000
STORMWATER UTILITY FEE	\$620,000	\$12,400,000
SYSTEM DEVELOPMENT CHARGES	\$510,000	\$10,200,000
MISCELLANEOUS REVENUES	\$705,000	\$14,100,000
DISCRETIONARY STATE AND/OR FEDERAL FUNDS	\$540,000	\$10,800,000
NORTH SIDE URBAN RENEWAL DISTRICT	\$1,892,500	\$37,850,000
<b>TOTAL REVENUES</b>	<b>\$5,112,500</b>	<b>\$102,250,000</b>
EXPENDITURES	AVERAGE ANNUAL AMOUNT	ESTIMATED AMOUNT THROUGH 2040
PERSONNEL SERVICES	\$445,000	\$8,900,000
MATERIALS AND SERVICES	\$550,000	\$11,000,000
CAPITAL OUTLAY/MAINTENANCE	\$310,000	\$6,200,000
<b>TOTAL EXPENDITURES</b>	<b>\$1,305,000</b>	<b>\$26,100,000</b>

<sup>6</sup> Long-Term Pavement Performance, U.S. Department of Transportation, Federal Highway Administration

<b>FUNDING SUMMARY</b>	<b>AVERAGE ANNUAL AMOUNT</b>	<b>ESTIMATED AMOUNT THROUGH 2040</b>
<b>FUNDING SUMMARY (REVENUE – EXPENDITURES)</b>	<b>\$3,807,500</b>	<b>\$76,150,000</b>

## POTENTIAL ADDITIONAL FUNDING SOURCES

New transportation funding options include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. Factors that constrain these resources, include the willingness of local leadership and the electorate to burden citizens and businesses with taxes and fees; the portion of available local funds dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. The City should consider all opportunities for providing or enhancing funding for the transportation improvements included in the TSP.

Counties and Cities have used the following sources to fund the capital and maintenance aspects of their transportation programs. As described below and summarized in Table 2, they may help to address existing or new needs identified in Newport’s TSP.

**TABLE 2: POTENTIAL FUNDING OPTIONS**

<b>FUNDING OPTION</b>	<b>ALLOWED USE OF FUNDS</b>	<b>ACTION REQUIRED TO IMPLEMENT</b>	<b>EXAMPLE CHARGE</b>	<b>POTENTIAL ADDITIONAL ANNUAL REVENUE</b>
<b>TRANSPORTATION UTILITY FEE</b>	Capital improvements or maintenance	City Council action	\$1 per month for residential units and \$.01 per month per square foot for non- residential uses	\$450,000
<b>LOCAL FUEL TAX INCREASE</b>	Capital improvements or maintenance	Voter Approval	+Four cents per gallon during the winter and +two cents per gallon during summer	\$253,000
<b>COUNTY VEHICLE REGISTRATION FEE</b>	Capital improvements or maintenance	Voter Approval (County- wide)	\$20 for passenger cars, and \$5 for motorcycles per year	\$400,000
<b>PROPERTY TAX LEVY</b>	Capital improvements or maintenance	Voter Approval	\$0.20 per \$1,000 in assessed value (per year, for 5 years)	\$300,000 (per year, for 5 years)

FUNDING OPTION	ALLOWED USE OF FUNDS	ACTION REQUIRED TO IMPLEMENT	EXAMPLE CHARGE	POTENTIAL ADDITIONAL ANNUAL REVENUE
LOCAL IMPROVEMENT DISTRICTS	Capital improvements	Affected Property Owners	n/a	n/a
DEBT FINANCING	Capital improvements	Varies	n/a	n/a

### TRANSPORTATION UTILITY FEE

A transportation utility fee is a recurring monthly charge that could be paid by all residences and businesses within the City. The City can base the fee on the estimated number of trips a particular land use generates or as a flat fee per residence or business. This fee is typically collected through regular utility billing; however, it could be collected as a separate stand-alone bill. Existing law places no express restrictions on the use of transportation utility fee funds, other than the restrictions that normally apply to the use of government funds. Some local agencies utilize the revenue for any transportation related project, including construction, improvements and repairs; however, many choose self-imposed restrictions or parameters on the use of the funds.

For every \$1.00 per month in charged rates for residential units and \$0.01 per month per 1,000 square feet of non-residential uses in the City, the City could expect to collect about \$450,000 annually. Philomath, for example, charges a fee of \$4 per month for single family residential units, \$3.20 per month for multi-family units, and between \$13.60 and \$45.50 (based on type and size of the land use) per month for non-residential uses.

### LOCAL FUEL TAX INCREASE

To estimate the potential revenue generated from a local fuel tax increase in Newport, the monthly gallons of fuel utilized in Newport was obtained. Newport fuel distributors collected revenue on around 767,000 gallons of fuel per month during the summer and \$675,000 gallons of fuel per month during the winter. A local fuel tax increase to five cents per gallon year around could generate an additional \$45,000 monthly, \$253,000 annually or \$5.0 million through 2040.

### COUNTY VEHICLE REGISTRATION FEE

The State of Oregon currently requires vehicle owners to register their vehicles and then renew their registration on a 2-year or 4-year basis. The State's biennial registration fee is between \$122 and \$152 for non-electric passenger cars and \$78 for motorcycles. In addition to the State fee, Multnomah, Washington, and Clackamas are the only Counties that also have a vehicle registration fee. The Multnomah County biennial fee is \$112 for passenger vehicles and \$78 for motorcycles,

while the Washington and Clackamas County biennial fees are \$60 for passenger vehicles and \$34 and \$30 respectively for motorcycles.

Vehicle registration fees for Counties in Oregon can be enacted by ordinance, but if a County has a population less than 350,000 residents (like Lincoln County), then the ordinance requires voter approval. Under State law, 40 percent of the collected fee must go to the Cities within a County, unless they agree to a different percentage.

Lincoln County has 49,876 registered passenger cars, and 1,716 registered motorcycles. As an example, with a biennial registration fee of \$20 for passenger cars, and \$5 for motorcycles, the County could expect to collect over \$1 million annually, with \$600,000 going to the County, and \$400,000 distributed to Cities, including Newport.

## **PROPERTY TAX LEVY**

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Property tax levies are another funding option available to Cities. Voter approval is required to enact a local option tax, and the tax may be imposed for up to five years at a time, at which time a City will need voter approval if it desires to renew the levy. The only exception is that a levy for a specific capital project may be imposed for the expected useful life of the capital project up to a maximum of 10 years. Assuming a rate of \$0.20 per \$1,000 in assessed value as a five-year levy for the City, the City could expect to collect around \$1.5 million over five years.

## **LOCAL IMPROVEMENT DISTRICTS**

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Local Improvement Districts (LIDs) can fund capital transportation projects that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments against benefiting properties pay for improvements. LIDs can supply match for other funds where a project has system wide benefit beyond benefiting the adjacent properties. LIDs are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. Property owners are assessed a proportional share of the cost at the end of the project or the City may elect to allow for installment payments with interest.

## **DEBT FINANCING**

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While not a direct funding source, debt financing is another funding method. Through debt financing, available funds can be leveraged, and the cost can be spread over the project's useful life. Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but it is also viewed as an equitable funding source for larger projects because it spreads the burden of repayment over existing and future customers who will benefit from the projects. One caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations. Three methods of debt financing are listed below:

- General Obligation (GO) Bonds – Subject to voter approval, a City can issue GO bonds to debt finance capital improvement projects. GO bonds are backed by the increased taxing authority of the City, and the annual principal and interest repayment is funded through a new, voter-

approved assessment on property throughout the City (i.e., a property tax increase). Depending on the critical nature of projects identified in the TSP and the willingness of the electorate to accept increased taxation for transportation improvements, voter approved GO bonds may be a feasible funding option for specific projects. Proceeds may not be used for ongoing maintenance.

- **Limited Tax General Obligation (LTGO) Bonds** – Limited Tax General Obligation (LTGO) Bonds are similar to General Obligation (GO) bonds; however, they do not have to be voted on by constituents. A City pledges its general revenues to bondholders along with the utility revenues. The advantages to this option are that it does not require reserves or coverage (such as Revenue bonds) and does not require a vote.
- **Revenue Bonds** – Revenue bonds are debt instruments secured by rate revenue. For a City to issue revenue bonds for transportation projects, it would need to identify a stable source of ongoing rate funding. Interest costs for revenue bonds are slightly higher than for general obligation bonds due to the perceived stability offered by the “full faith and credit” of a jurisdiction.

### **ODOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDING**

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ODOT has modified the process for selecting projects that receive STIP funding to allow local agencies to receive funding for projects off the state system. Projects that enhance system connectivity and improve multi-modal travel options are the focus. The updated TSP prepares the City to apply for STIP funding.

### **ODOT HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDING**

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With significantly more funding under the HSIP and direction from the Federal Highway Administration to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. ODOT will distribute safety funding to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

### **MULTIMODAL ACTIVE TRANSPORTATION FUND**

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In 2017, the Oregon Legislature passed Keep Oregon Moving (House Bill 2017), which includes changes to the existing Connect Oregon Grant Fund program that necessitates aligning the implementing rules with the new statutes. The legislation bifurcated the program into two new parts, with a separate allocation of 7% for multimodal active transportation projects.

In 2019, the Oregon Legislature passed House Bill 2592 to clarify and amend House Bill 2017. The legislation establishes the Multimodal Active Transportation (MAT) Fund for bicycle and pedestrian projects, consisting of 7% of the Connect Oregon Fund plus revenues from Oregon’s bicycle excise tax. The MAT is a separate grant program from Connect Oregon and requires a new set of administrative rules. The legislation also clarifies roles and responsibilities between ODOT and the Oregon Department of Parks and Recreation to provide funding to bicycle and pedestrian projects with up to \$4M of lottery revenues.

## **SAFE ROUTES TO SCHOOL PROGRAMS**

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Safe Routes to School refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. ODOT has two main types of Safe Routes to School programs: infrastructure and non-infrastructure. Infrastructure programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Non-infrastructure programs focus on education and outreach to assure awareness and safe use of walking and biking routes. ODOT manages funding competitions for both infrastructure and non-infrastructure programs at the annual levels of \$10 million (increasing to \$15 million in 2023) and \$300,000 respectively.

## **OREGON COMMUNITY PATHS (OCP)**

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Oregon Community Paths combines funds from the Multimodal Active Transportation Fund (formerly Connect Oregon Bike/Ped), Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to fund primarily off-street pedestrian and bicycle facilities.

## **IMMEDIATE OPPORTUNITY FUND**

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The purpose of the Immediate Opportunity Fund is to support primary economic development in Oregon through the construction and improvement of streets and roads. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The Immediate Opportunity Fund is not a replacement or substitute for other funding sources.

## **FEDERAL LANDS ACCESS PROGRAM (FLAP)**

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The Federal Lands Access Program was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is funded by contract authority from the Highway Trust Fund and subject to obligation limitation. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation. Projects are selected by a Programming Decision Committee established in each State.

TO: City of Newport Advisory Committees  
FROM: Spencer R. Nebel, City Manager   
SUBJ: City of Newport Statement on Diversity, Equity, and Inclusion  
DATE: March 1, 2021

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On January 4, the Newport City Council adopted the attached Statement on Diversity, Equity, and Inclusion. This is a living document, and one of which revisions can be expected to reflect new and improved practices, and to highlight successes the city has accomplished toward ensuring that it is adhering to the principles and tenets of this statement.

The Ford Foundation has developed helpful definitions regarding diversity, equity, and inclusion as follows:

"Diversity is the representation of all our varied identities and differences (race, ethnicity, gender, disability, sexual orientation, gender identity, national origin, tribe, caste, socio-economic status, thinking and communication styles, etc.), collectively and as individuals.

Equity seeks to ensure fair treatment, equality of opportunity, and fairness in access to information and resources for all.

Inclusion builds a culture of belonging by actively inviting the contribution and participation of all people, and the recognition that every person's voice adds value, and we strive to create balance in the face of power issues."

These values really get to the heart of this statement. The expectation is that all city employees, Advisory Committees, and City Council will act in a manner that reflects the commitments of the City of Newport's Statement on Diversity, Equity, and Inclusion, and identify the work that still needs to be done, and strive to accomplish this work.

I am happy to respond to any comments or questions you might have regarding this statement.

## Statement on Diversity, Equity and Inclusion

The City of Newport is passionate about being an inclusive organization and a community that embraces diversity in ethnicity, race, age, gender identity, sexual orientation, self-identity and perspectives. The City of Newport 2040 Vision Statement provides for "...our community to be safe and healthy, equitable, and inclusive, resilient, and always prepared. We volunteer to help our neighbors, support those in need, and work together as true partners in our shared future."

Newport is a community where one in five residents speak a language other than English at home. Newport includes people of different races, ethnicities, gender identities and expressions, sexual orientations, generations, religions, and lived experiences. The City of Newport hosts thousands of visitors who enjoy Newport's unparalleled scenic beauty and a welcoming atmosphere captured by our slogan, "The Friendliest."

While bias and racism are uncomfortable for many of us to discuss, the City of Newport encourages dialogue to better understand these issues that exist in our community and society.

In the strongest terms, the City of Newport condemns racism, discrimination, and other types of bias. The City recognizes that a community is enhanced by its diversity, and City facilities and services exist to serve all members of the community. Racism and bigotry are never to be supported or tolerated, and instead are to be identified and condemned.

Currently, the City of Newport:


- Enthusiastically supports civil rights
- Communicates in different forms to different populations within the community to encourage participation in local government processes
- Works to prevent disparate impacts to any one population in our services, because we want all communities to thrive
- Works to make everyone in the community feel welcomed and included, and to ensure that all have access to and are treated fairly by City government
- Complies with the "Eight Can't Wait" policing principles
- Curates culturally diverse collections at the Newport Public Library
- Is committed to improving transparency and communications between residents and law enforcement, and to that end, has established a Police Advisory Committee
- Provides emergency training to the Latinx community through the LISTOS program to ensure all residents are prepared
- Pauses and listens when we don't understand someone's point of view

We continue to listen and learn about bias and systemic racism, and other issues relating to diversity, equity and inclusion. To realize the aspirations of the City's vision statement, the City will take the following actions to continue addressing these issues:

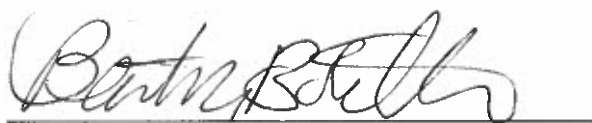
1. The City of Newport states unequivocally that all members and visitors of the community are to be equitably served by City services.
2. The City intends to ensure that Newport's facilities, public spaces, and events are safe, welcoming and inclusive for all, while recognizing the importance of the First Amendment's freedom of speech protections.
3. The City commits to continuing efforts to diversify City staff as well as membership on City committees, boards and panels to ensure that all community voices are represented in discussions in City policies.
4. The City will support and seek out opportunities to collaborate with local partner organizations on cultural programming.
5. The City commits to develop and publicize a process to address complaints of bias or discrimination relating to the City of Newport. Further, the City commits to developing a specific protocol, or set of protocols, to investigate and respond to grievances with the goal of eliminating systemic bias within our organization.
6. City administration will provide this statement of Diversity, Equity, and Inclusion to all City departments and advisory committees with the goal of identifying and addressing institutional bias within our organization.
7. The City pledges to be open and receptive to further feedback about these actions and about racism and injustice within the City more broadly.

The City recognizes, understands and encourages celebration of the human differences that surround us and expect staff and volunteers to foster this spirit. Any expression of bigotry, hatred, prejudice or disrespect is inconsistent with the ideals of preserving human dignity and contradicts our values.

The City admits that we are still learning and we are particularly interested in hearing from members of historically underrepresented constituencies on these issues.

  
Dean H. Sawyer, Mayor

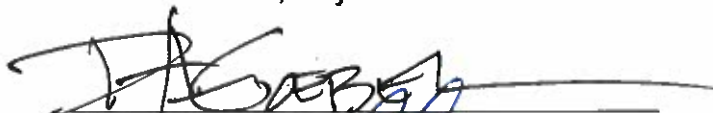
  
CM Hall, Council President



Beatriz Botello, City Councilor



Aaron Collett, City Councilor



Dietmar Goebel, City Councilor



Cynthia Jacobi, City Councilor



Ryan Parker, City Councilor