



TRANSPORTATION SYSTEM PLAN POLICY ADVISORY AGENDA

Thursday, February 24, 2022 - 6:00 PM

Council Chambers, Newport City Hall, 169 SW Coast Highway

This meeting will be held electronically. The public can livestream 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 four hours before the meeting start time at 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.

Anyone wishing to make real time public comment should submit a request to publiccomment@newportoregon.gov. at least four hours before the meeting start time, and a Zoom link will be e-mailed.

CALL TO ORDER AND ROLL CALL

Meeting Agenda.

[PAC Meeting #8 Agenda.pdf](#)

APPROVAL OF MINUTES

Draft Transportation System Plan Policy Advisory Committee Meeting Minutes of January 27, 2022.

[Draft TSP Policy Advisory Comm Mtg Minutes 01-27-2022](#)

1. TSP DECISION-MAKING PROCESS AHEAD

2. REVIEW ADOPTION DRAFT TSP - MAJOR CHANGES SINCE PAC MTG #7

3. NEXT STEPS MARCH / MAY 2022

4. PUBLIC COMMENT

4.A Comments:

[Aaron Bretz, Port of Newport Email - 2-24-22](#)

[Rex and Theresa Capri Email - 2-24-22](#)

[Martin Desmond Email 2-24-22](#)

[Jan Kaplan Email - 2-24-22](#)

HANDOUTS

Files:

[Revised project maps and tables \(Chapter 6\).pdf](#)

[Updated US 101/US 20 intersection preliminary sketches.pdf](#)

[Agate Beach Stormwater Treatment Technical Memorandum, HHPR, Feb 2022.pdf](#)

[PowerPoint Presentation](#)

ADOPTION DRAFT TSP DOCUMENT (POSTED WEDNESDAY AM)

Files:

[Adoption Draft TSP document, February 22, 2022](#)

ADJOURNMENT



Newport Transportation System Plan Project Advisory Committee Meeting #8 | Final Meeting

February 24, 2022 | 6 PM to 8 PM

Online Zoom Meeting

1. Meeting Objectives

- Review latest changes based on PAC feedback about Revised Draft TSP
- PAC recommendation on how the Planning Commission and City Council should approach the public hearings process to consider the Revised Draft TSP and code amendments

2. TSP Decision-Making Process Ahead

3. Review Adoption Draft TSP - Major Changes Since PAC #7

4. Next Steps – March / May 2022

- Conduct Planning Commission hearings to consider and provide a recommendation to the City Council regarding adoption of the 2022 TSP and related code amendments
- Conduct City Council hearings to discuss and act upon the 2022 TSP and code amendments

5. Public Comment

6. Handouts

- Revised project maps and tables (Chapter 6)
- Updated US 101/US 20 intersection preliminary sketches
- Stormwater Treatment Technical Memorandum, HHPR, Feb. 2022
- Adoption Draft TSP document (to be posted by Tuesday prior to meeting)

Other Resources

Project website: <https://sites.jla.us.com/newport-tsp>

Draft MINUTES
Transportation System Plan Policy Advisory Committee
Meeting #7
Newport City Hall Council Chambers by Video Conference
January 27, 2022

Committee Members Present by Video Conference: Jeff Hollen, Tomas Follett, Beatrice Botello, Bob Berman, Dean Sawyer, Ralph Breitenstein, Judy Kuhl, Rich Belloni, Linda Niegebauer, James Feldman, Lyle Mattson, and Roland Woodcock.

Committee Members Absent: Roy Kinion, Rosa Maria Coppola, Dietmar Goebel, Bryn McCornack, and Fran Matthews.

City Staff Present by Video Conference: Community Development Director, Derrick Tokos; City Manager, Spencer Nebel; and Executive Assistant, Sherri Marineau.

Consultants Present: Carl Springer, Darci Rudzinski, and Kevin Chewuk.

Public Members Present by Video Conference: Steven Webster, Nyla Jebousek, Edward Wolfer, Cynthia Jacobi, and Laura Young.

1. **Call to Order & Roll Call.** Meeting started at 6:03 p.m.
2. **Approval of Minutes.** Motion was made by Ralph Breitenstein, seconded by Judy Kuhl to approve the December 16, 2021 Transportation System Plan Policy Advisory Committee meeting minutes as presented. The motion carried unanimously in a voice vote.
3. **TSP Decision-Making Process Ahead.** Springer covered the agenda for the evening's meeting and the project schedule through 2022.
4. **Revised Draft Transportation System Plan.** Springer reviewed the changes to Chapters 2 and 3. He asked for comments and there were none. Springer then reviewed the changes to Chapter 4 concerning the local street cross sections, the narrow cross section for local streets, and the curb to curb measurement examples. Berman thought that seven feet wasn't enough for two cars to pass by each other. Springer explained that cars would commonly have to take turns in these narrow sections. Chewuk noted that these were commonly referred to as yield streets and they would have assigned locations where people couldn't park so there were gaps where one vehicle could yield while another passed. This made passing opportunities wider at those locations. Hollen thought that the problem was a lot of the existing roads had already been built and widening streets up to 18 feet would put the roads up to the structures. He noted the December version of the TSP plan had a local street with a potential of a 20 foot width and yield streets at 14-16 feet widths. These would work for neighborhoods with roads already in existence. Having to widen these streets wouldn't work for them and would restrict a lot in these neighborhoods. Trying to change it to a minimum of 28 feet for all streets would make it difficult to walk in some neighborhoods. Tokos noted what Hollen was sharing was still included in the mix. The shared street concept was for streets that had no more than 500 ADTs or 50 dwellings on them. What they were talking about here were larger streets than what Hollen was speaking about. This wouldn't qualify for what he was talking about because there would be too many dwellings that would be feeding onto the streets. Springer confirmed this wouldn't replace the shared streets, it was for more conventional applications in larger neighborhoods. Hollen asked if the development code that said all streets be 28 feet was overridden by the TSP. Springer explained they needed to be in sync and it had to say the same thing.

Woodcock asked if there was any information on how things worked out when they shrunk it to a 28 foot curb to curb. Springer explained the key was if there was parking on both sides, you would need to locate them strategically so people could pass comfortably. For a lot of cities in Oregon this was a preferred solution. The intent for this kind of cross section would be aligned to new development. Tokos agreed and noted the cross section would be targeted to larger streets.

Sawyer noted that Steven Webster had made a comment that Bay Blvd was 28 feet wide. Sawyer thought that if a fire truck was trying go through this area when all parking was taken away it would be problematic for anyone getting through the area. He thought 36 feet for new development made sense. Feldman noted that it was common to have 18 feet and often they wouldn't have cars parked on either side. What they were talking about are local streets. Springer noted Bay Blvd wasn't a local street and they weren't planning on trucks being on these local streets.

Berman asked for clarification on redevelopment and what the requirement would be if they included the 28 feet. Tokos explained the requirements for infill development would vary based on the street sections that were the issue. In many cases what they were dealing with was fragmented local roads that had less than 50 dwellings loading on them and in which case the yield street concept would apply. Where they had larger volumes of residential traffic they tended to have wider local streets already. This would be more prospective for new subdivisions that came in. Tokos asked if the Committee was interested in seeing this or if they were comfortable with the existing section. Woodcock liked the 28 feet because it was designed to be appropriate for the amount of traffic being handled by the street and needed less resources to do it. Berman asked if the 50 dwelling cutoff for shared streets could be changed so that the current 36-28 feet could be incorporated but the 28 feet applied to streets with 25-50 dwellings or something like that. Tokos asked if he was asking to see it teed off of vehicle trips that were loading onto streets. Berman confirmed he was. Tokos reported that they could potentially do this. Belloni referenced the subdivision he had on Lincoln Lane that had three dwellings on the County street and nine on the local street with very few cars on it. He asked if this would be better because of the size of the lots and something that would be in effect in the future. Tokos explained that in the future this would be within the yield and shared street section. Belloni said he would lean toward this.

Botello joined the meeting at 6:29 p.m.

Follet thought it seemed like they were leaving out any possibility for a bike lane for new development streets that were serving more than 50 homes. He asked if they would need bike lanes if they were serving them. Tokos thought this was a good point. Mattson asked if there was a guess on how large a new development would grow into, and it was constrained to a 28 foot curb to curb, would it be harder to widen the streets as the roads became larger. Tokos explained that what they were talking about here was for new development. If it was a local street, and it was likely to be extended when continuing to take on additional traffic, it would be difficult to reconstruct the older sections of the subdivision because things were already in place, such as curbs and landscaping. Mattson thought that with this being said, he thought it would be short sighted to think that the development of 28 feet would be better than to build to than 36 feet. Tokos noted the general thought was that the 28 feet would be sufficient for a fairly significant amount of traffic. The catalyst was to slow traffic down for safety and reduced the overall upfront capital costs that were pretty substantial. Being a terrain constrained community we had to be realistic on what they could construct given the steep slopes, wetlands and features they were struggling with. They could stick with the existing cross section, or they could advance this and one of the other policy options and see where they landed through the public outreach process. Berman asked if this was just for residential streets. Tokos confirmed it was for residential local streets for the most part. Nebel asked under these guidelines would the City have the opportunity to require wider streets for future streets that would be an eventual thoroughfare in the

area. Tokos noted that the 40 acre property off of Harney Street for future development and the next phases of the Wilder Subdivision wouldn't be local streets, they would be collectors because they were taking on a lot of additional traffic and wouldn't typically have driveways. Nebel asked if they could require one of the subdivisions off of Harney to be a wider street. Tokos confirmed they could because they would come in with a concept that would have multiple phases. They would have a tentative plat which would pick up the whole area and then individual phases would come in as the developers could support paying the infrastructure. They would be working off the plan that had a bigger roadway and the smaller local streets. Belloni thought some of the smaller streets had no way of adding on to them. Mattson agreed, and thought this was a good idea as an option as long as it could be looked at. If the potential was to be higher use street it should be required to be 36 feet. If it was unlikely it would happen it would be to everyone's advantage to do the 28 feet. Berman agreed and thought they should make the 28 feet conditional with a review by a Planning Commission for approval. Tokos pointed out that a lot of these decisions already went to the Commission. He noted that what he was hearing was there was general agreement to phrase this as a couple of policy options with the relative strengths and weaknesses to be taken to the public hearing process to see where it landed. The Committee was in general agreement with this. Feldman noted that there might be some confusion on local versus arterial streets, and which streets would have specific widths. He thought they should show location maps to show what was local. Tokos noted they could provide clarity on this for the different options.

Springer reviewed the changes to Chapters 5 and 6 regarding couplets. He reviewed the existing traffic configurations for US 101 and SW 9th Streets, and then the US 101 two-way improvement concept. Tokos added that when this was put together there was a need for parallel bikeways. The State required accommodations for all modes of travel and the City didn't currently have this. They were going to have to address bike facilities if they were going to do any meaningful changes on how the highway functioned.

Tokos reviewed the US 101 alternative comments they received from the public. One comment suggested that instead of an adding a six foot buffer they could introduce a center left turn lane through the downtown area. Tokos pointed out that the numbers on the sheet that were included in the public comment didn't quite add up right. This suggestion meant they would have to remove curb extensions that had been recently put in. This concept would also put the travel lane at the curb lane and would add 12-16 feet for pedestrian crossings. Tokos noted this would reduce safety for pedestrians and eliminate parking. He pointed out that this promoted highway oriented commercial use instead of line mixed use. It also placed travel lanes closer to buildings that were largely built up to their property lines. Tokos explained that when redevelopment occurred they would look to push the building footprints further away from the sidewalk to provide more separation, and try to provide more parking on the side and back of the buildings. This would be hard to do on the west side because of the slope west of US 101. Tokos didn't know if ODOT would support this concept largely because it would degrade the pedestrian facilities and it didn't address bike facilities. Berman asked where this concept came from. Tokos noted it was submitted as part of the public comment in the packet.

Springer reviewed the US 101 circulation improvements. This benefitted the city by allowing for separated bikeways, wider sidewalks and landscaping buffers.

Tokos reviewed Urban Renewal funding. He felt it was import to understand that \$11.7 million was a significant amount of money. It was important to understand what the sources of the funding would be. In this area Urban Renewal funding wasn't exclusively city money. For every URA dollar, 38 cents of it were from taxes the city collected. The balance was coming from the other taxing entities and the total available across the life of the plan, which extended to the late 2030's, was almost \$40 million dollars. The purpose of the funds is to invest in the commercial core area to transportation facilities to ease congestion, spread out traffic, enhance pedestrian experiences, and facilitate redevelopment.

Tokos reviewed the State and Federal funding and how the plan assumed the discretionary state and/or federal funding. He reminded the group that when thinking about the funding the Committee should think about the sources of the funding. Tokos explained that up to half of the funding would be from Urban Renewal and the balance would likely come from State and Federal sources if available. If it didn't fulfill the Urban Renewal objectives, the City would then be held accountable by the other taxing entities. If it also didn't fulfill the objectives the State was looking for, we simply wouldn't get the funding.

Springer reviewed the possible diversion of traffic to Benton Street and what they needed to think about to make the diversion safe. Tokos noted that the TSP only went so far. The project, as part of it, would move into the design phase where some of these issues could be figured out and mitigated through design. Kuhl thought that if they went with the couplet and they brought traffic back to US 101, there would be a short area for traffic to turn onto US 20. She suggested they move the merged lane onto US 20 back a little bit so the trucks would have a wider turn going north on US 101 and to save with congestion. Tokos noted that for Kuhl's point, if a couplet landed in the plan and moved to a design phase, and there would be room to have conversations about how they handled Benton Street. The relevant benefits for the intersection of US 101 and US 20 was unlikely to eliminate a northbound right turn onto US 20 to US 101 because not all traffic would be coming up the couplet. Springer noted that most of the traffic on the couplet wanted to head north on US 101 and the majority didn't want to travel east on US 20. Tokos explained this was what he meant when he stated they could delve into these considerations in more detail as they moved into a design and trying to pin things down to a tee. Hollen thought for the people who wanted to go east on US 20 it would reduce the congestion for the northbound traffic and US 101 and US 20. Mattson reminded that a lot of people already took the couplet route in the area as bypass to get around US 101.

Tokos asked how the group felt about what was in the plan currently and what they would like to recommend moving forward relative to a short couplet versus a two-way with bike lanes on 9th Street. Mattson thought that leaving US 101 as a two-way road with no street parking meant the exiting stop light stayed and they wouldn't have to add a turn lane. Without a turn lane the street would become wide enough as a two-way street, if there wasn't parking, to accommodate a lot of the things they wanted to incorporate such as sidewalks and bike lanes. Mattson questioned why putting a four block section of town into two one-way sections when they didn't have this traffic pattern in the rest of town. He didn't think it was a good idea. Mattson thought removing the parking and making it a better road made the most sense. Woodcock asked how anyone would have access to any of the businesses if they took away parking there, and why anyone would invest in this area if there wasn't parking. Mattson noted this area already wasn't being used for parking in this section because it was unsafe. Woodcock thought taking away any parking would make the properties less attractive as an investment opportunity. Mattson suggested that the \$11 million dollars could be used to acquire a property in the four block area to put a parking lot in. Belloni spoke about properties in the area that could be purchased to add parking all the way through to the highway.

Tokos reviewed the map of the two-way option on US 101. Nebel noted that the concern he got for the two-way configuration was that this was a dead economic zone that people just drove through. This kind of configuration wouldn't do anything to potentially allow for redevelopment in the area to be a more viable commercial area. Nebel thought for a redevelopment of that property he would have some real concerns as to whether they would have blighted properties on both sides of the street in this scenario. Berman agreed and pointed out that people weren't currently parking in this area because all the businesses were closed and it was dangerous to park there. The idea of the plan was to look at the next 20 years and visualize how to incentivize economic development. Improving traffic was one of the objectives. The main goal for Urban Renewal was to redevelop blighted properties and increase the tax base. Berman thought this was best served by a couplet, and thought having a parking lot would

help. Sawyer agreed that people wanted to park by businesses and the Committee needed to be sensitive to this.

Kuhl expressed concerns about making US 101 a two-lane instead of the four lanes, and how the increase of summer traffic increase would have to merge into two lanes from four. Tokos noted the two-way map depicted four lanes of traffic with two lanes going both northbound and southbound, and aligned to what they had to the north and to the south. There would be heavy volumes of traffic along the corridor but there wouldn't be any merging. Kuhl thought they were wanting to do a two lane with parking on each side. Tokos explained the two lane was for the couplet because that was where they split the north and southbound traffic.

Hollen thought the couplet made sense and if the businesses would then need to redevelopment they would have access on both sides and they could raise their buildings like the rest of Newport to build back off of US 101. He suggested they consider allowing some parking on the street for the businesses on the north side of US 101. Tokos explained the couplet option could accommodate more in the way of density. They could get a meaningful number of housing in the area over time on multi-story development. To the extent they could leverage existing infrastructure, in addition to supporting the street work for development, they would be further ahead.

Neigebauer thought they shouldn't do a couplet. All it did was divide the economic opportunities and wouldn't improve traffic. Neigebauer thought keeping it the way it was and making a parking lot would be the best thing to do. She also noted that the couplet would take the local bypass away from those that lived and worked in Newport.

Mattson noted the city purchased the old Sears building for the current parking lot. The couplet would mean the parking lot would be lost there. Tokos clarified the City purchased this property for further expansion of the City campus and the parking lot was just temporary. The couplet would allow for further expansion of the campus.

Botello noted that many people lived close to the area of the couplet and there was no shelter. She didn't know if it was best to have this. Botello also heard from the community members that they would like a plaza with a parking lot for something like the farmers market. Tokos reported the plaza concept was presented conceptually as an option for the couplet. He noted that what he was hearing was there was general support for the different options and to bring forward both as policy options as it moved through the public hearing process. The Committee was in general consensus with this.

Springer reviewed the US 101 at US 20 information and the typical timeline for implementation. Tokos noted that the TSP could have policy language that emphasized that the city engage with property owners as projects were refined to make changes. What he had heard was that there was a legitimate concern by the property owners that they be fully engaged as the design moved forward, and that the ultimate improvements benefited everybody.

Mattson expressed concerns about losing parking on his property on the west side of US 101 that had eight businesses if they added two turn lanes from US 101 to US 20. He said that this would be devastating to these businesses. Belloni agreed and wanted to say that he was against this. He saw all that JC Market had done for the City of Newport and to take away a third of their parking was wrong. He wanted the Committee to say they didn't agree with this and that figuring it out later wasn't a good enough answer. Berman pointed out that the other alternative for fixing this intersection was even more expensive and took more private property. He stated he might have more confidence in the administrative process if it was what was outlined. Berman felt they needed to do something. If this was the best option they needed to do as much as they could to mitigate and minimize the impact to

property owners. There would be impacts if they wanted to fix the intersection. The only alternative to fixing it would be to leave it as it was and watch traffic get worse. A discussion ensued regarding how the change would affect Mattson's property and the thought about different configurations for parking on the property. Mattson wanted to see the plans before they decided. Berman reminded that it was too early to have the designs determined. Belloni noted that once this was approved it would be hard to go back and change the plan. Berman noted that the yellow lines on the map were a concept only. Belloni disagreed. Mattson noted he had asked for dimensions and they hadn't been provided. Berman reminded that a design plan had to be done along with outreach in order to get these details. He thought they needed to have some sort of solution. Mattson agreed but thought they shouldn't go ahead with anything that didn't have details. Berman noted it was in the unconstrained projects and it wouldn't be looked at for another 10 years. If they didn't put it in they would be saying they would be living with it as it was for the next 20 years. Mattson disagreed and what he was trying to say was that it wasn't the right idea to devastate seven businesses. Hollen thought the point was to get two turning lanes onto US 20. The widening wouldn't have to cut too much into Mattson's property. If what they were thinking was to go to the east, they would be getting rid of the gas station and it would be where the primary widening could take place. The yellow lines on the drawing weren't definite enough or a final version of the plan.

Tokos suggested the best way to address this would be to identify it as the preferred solution but carve out a small project in the TSP that would seek to pin down the details on this before a commitment was made to do a full project. Springer confirmed they could do a 10 percent design. He noted the yellow lines on the drawing were aggressive and wouldn't be so dramatic. Mattson disagreed and had measured out what it would take to add a lane and thought the yellow lines were accurate. Springer noted that this assumed that the distance would be split evenly across the highway and they still didn't know what the best location was. Tokos noted they didn't necessarily have the distance equal on both sides of US 101. He thought it would be reasonable to carve out a little detailed project to scope this specifically in more detail before a commitment was made to move forward with the project. Sawyer asked if they could eliminate the yellow lines that were represented on the diagram and put in that they would like to see two turn lanes onto US 20. Springer noted they could do both and put in a line item that said there would be further study. He reminded the group the diagram wasn't included in the TSP and was just being used as a reference for the Committee meetings. Belloni asked how the two lanes would go to one lane on US 101 to US 20. Springer explained the two lanes would have to be longer and go a few blocks before they went to one lane. Tokos asked if the Committee thought this was a reasonable way to approach it. The plan would say they wanted to add the additional southbound turn lane from US 101 onto US 20 and to create a smaller project that would get more of a scope of the details before they pursued the project. Then they would have a chance to raise issues when they had more details than just yellow lines on a map. Mattson stated it was beyond him to think that it was appropriate to damage one of the City's long time businesses and call this a preferred plan. The preferred plan should be to widen the street and not encroach on this property. They had been in business for 50 years and had done everything the City asked them to do. Mattson couldn't imagine what this would do to the businesses. Tokos thought scoping it out in a smaller project in greater detail would buy them some time to work through these issues. The discussion could be to take away more from the Shell Station and Walgreens, but they wouldn't know what the discussion would be. Mattson thought it would damage the value of the property and his business. Tokos reminded the group that any acquisition of property for roadway widening had to go through an appraisal process where it considered damage to the overall property, and the city was required to do this by law. Woodcock liked shifting the highway more to the east instead of west on US 101. A discussion ensued regarding how they could push the lanes to the east properties on US 101. Niegebauer thought the bank should be relocated. Sawyer cautioned that the bank would have an argument just like Mattson had. Tokos proposed they bring this as the preferred solution with a targeted study to pin down the exact impacts and where those impacts were before they made any commitments. Belloni suggested making it a

preferred solution to move everything 20 feet to the east. Tokos thought at the end of the day it could be the end result but he thought they would have a better end result if they had a better option on a more detailed pin down of the rights-of-way so they could better articulate the reasons at that point in time.

Springer covered the suggested additional projects. Tokos noted the Newport Beach Access Resiliency Plan could either be added to the TSP or brought forward as a separate item through the Comprehensive Plan. Berman noted the US 101/73rd Street should have an enhanced pedestrian crossing at this intersection. He didn't know how they could have a major neighborhood collector street be a major part of the Newport transportation network when it was closed off five days a week during school days. Berman wanted to see some way to design something for the kids to be able to get across the street without blocking the street for the majority of the day, every day. He also wanted to see the two projects added.

Springer reviewed the questions the Committee had submitted. Tokos explained the Nye Street would be a street connection with dedicated bike lanes down Oceanview Drive along the bike route. They would be looking at a one way on a portion of Oceanview. Berman asked for more references for the Light House to Light House Trail on the plan. This needed to be clarified on how it fit together.

Springer reviewed the priority changes to projects and EV charging recommendations. Woodcock noted that the TSP was a 20-year plan and they would see an increase in electric vehicles over the course of these years. He wondered where the provisions were to acknowledge this sort of change. Springer thought they could add a narrative on how to consider charging stations.

Springer reviewed the list of what they had heard from Committee members. Tokos noted he would like a separate set of maps for the final meeting so they had them for the Committee's recommendation. Follett wanted to see a separate map for the north, center and south categories on separate maps so they weren't all crowded on one small map that was unreadable.

5. **Recommended Code Changes (Tech Memo #12).** Springer introduced Darci Rudzinski to the Committee. Rudzinski reviewed what the required proposed changes were. She noted there were new parking lot standards added. They recommended that text be put into tables for the standard dimensions for off street parking and included new requirements for angled parking. Also included were new landscaping requirements for larger parking lots, how landscaping had to be incorporated into parking lot design, and the types of landscaping that were required. Tokos asked if any of the Committee members had thoughts on these changes to send him a note.
6. **Any Outstanding Issues?** Springer covered the project critical success factors. He asked the Committee if they had any other issues that needed to be considered. None were heard. Tokos noted they would make the changes and then discuss them at the next meeting at the end of February. Then the plan would go to the Planning Commission and then City Council for consideration. From the discussions the Committee just had, there were two policy options that would be moving forward for sizing of the local street sections, and a solution for the US 101 two-way travel with bike lanes on 9th Street. US 20 and US 101 would be framed as a recommended solution but there would need to be an additional targeted study to pin down impacts before a decision is made to proceed with that project.
7. **Public Comment.** Nyla Jebousek addressed the Committee. She asked if San-Bay-O Circle had been addressed in the TSP as a critical issue to be dealt with. There were over a hundred dwellings on this street that could not get out of the corner because Fred Meyer and the 20th Street traffic signal were installed 30 years after the construction of this neighborhood. The TSP included features for development that were never considered for her neighborhood when this development took place.

Jebousek felt they were making plans to prevent future transportation problems which were currently being ignored for her neighborhood. This was a dangerous intersection and she had asked for a light at this location for decades. Tokos reported a traffic signal was not being considered as a recommended project for San-Bay-O Circle and US 101 because it didn't meet the State's warrants for prioritization for signals along that alignment. Jebousek disagreed and said that it did meet the State's warrants before the population was over 10,000 and should have been dealt with when the light went in on 20th Street. She asked what the process was for a citizen to submit these critical needs to this group for consideration. Tokos explained she raised the issue and her comments would be captured in the minutes and she would have the opportunity to raise this as it went through the balance of the process of public hearings and ultimately before the City Council for adoption. Tokos noted that this was not included in the TSP and they could articulate it in writing as to why it was not included. He noted he had mentioned it verbally as well. Jebousek asked if he was saying it wasn't included because they didn't have the warrants from the State. Tokos confirmed that was the case for most side streets that tied into US 101. Jebousek said there are no other streets in Newport that didn't have alternative methods of exit onto US 101 but them, and she felt they met the warrants for a city of 10,000. Tokos reiterated that they would put down the reasoning as to why that was not a recommendation in the study and she could raise it with policy makers and this Committee again when they meet for a final time. Jebousek stated that she had raised this issue at every meeting she attended. Tokos reiterated that she had raised several issues indicative to San-Bay-O Drive and this was one of the issue raised. Jebousek stated this was the issue she raised. Hollen responded and stated that as a Committee member he acknowledged that Jebousek had raised the issue and noted that he and the other Committee members didn't consider it significant enough to warrant a traffic signal for the San-Bay-O neighborhood. As people approached the US 101 intersection they could head south or choose to go north to find a way to turn around if needed, just like any other entrance on US 101. Jebousek didn't think this was an accurate description of their situation. Hollen pointed out that if they followed her reasoning there would be stop lights at every intersection. Jebousek stated again that this wasn't accurate because they were the only street without an alternative route.

Breitenstein asked if they could do a mock up drawing to move the US 20 intersection to the east by the next meeting to see how it would look. Woodcock agreed they should have this. Springer thought he could mock something up that wasn't precise but would give an idea of what it would look like. Hollen thought they should consider condemning the whole gas station property on the east side to widen the intersection. Mattson appreciated the comments and thought it would make sense to do this when considering the cost of acquisition of a property. The cost to acquire the property to the east might be cheaper.

Tokos noted that the next meeting would happen around the end of February and he would get a poll out to the Committee on dates.

8. Adjournment. Having no further business, the meeting adjourned at 8:22 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

Sherri Marineau

From: Aaron Bretz <abretz@portofnewport.com>
Sent: Thursday, February 24, 2022 10:59 AM
To: Public comment
Cc: Paula Miranda
Subject: Port of Newport Comments on Transportation Plan

[WARNING] This message comes from an external organization. Be careful of embedded links.

Good morning, the Port of Newport has reviewed the draft Transportation Plan, and we would like to commend the City of Newport for the extensive visionary effort to make fundamental changes to our City's infrastructure and position the community to continue to grow for decades to come.

We support the plans and the planning effort, and look forward to working with the City of Newport as the plan evolves and matures through interaction with the public. As we continue to move forward, the Port recommends that we continue to look at the access to the Port's South Beach properties, which include the South Beach Marina and R/V Park, NOAA MOC-P, the Hatfield Marine Science Center and ODFW South Beach Annex, as well as parts of the Oregon Coast Aquarium complex. In particular, we would like to work with the City and ODOT to improve the traffic capacity south of the Yaquina Bay Bridge and the routing of traffic accessing Port assets in South Beach going to and coming from Marine Science Drive.

Additionally, we recommend that any consideration of PRO 4 (Yaquina Bay Ferry Service) would only proceed with consultation with the Port regarding upland access and operational plans.

Thank you again for undertaking this noteworthy effort, and we are happy to help however we can.

Aaron T. Bretz
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(541) 961-3904 cell

Sherri Marineau

From: R and T Capri
Sent: Thursday, February 24, 2022 10:44 AM
To: Public comment
Subject: TSP Advisory Committee Meeting 2/24/22

[WARNING] This message comes from an external organization. Be careful of embedded links.

Dear Advisory Committee,

I would like to ask that you strongly consider improvements to NW Nye Street in Newport as the most logical N/S bypass to North Coast Hwy 101. This street could use improvements for pedestrians, bicyclists, and vehicles. Nye St. is a better choice for a bypass than Coast St./Spring St./Oceanview Dr. because Nye Beach District gets heavy visitor traffic which it is not designed for.

We are lifelong residents of Newport and would greatly appreciate improvements that benefit locals as well as visitors.

Respectfully,
Rex and Theresa Capri

Sherri Marineau

From: Martin Desmond
Sent: Thursday, February 24, 2022 9:54 AM
To: Sherri Marineau
Subject: Re: Notice: Transportation System Plan Project Advisory Committee Final Meeting Being Held Tomorrow, Thursday, February 24, 2022

[WARNING] This message comes from an external organization. Be careful of embedded links.

Hi Sherri,

I have another meeting to attend at 6:00 pm tonight. I have sent the following attachments to the Mayor, City Councilors, and Spencer about federal grants for transportation. There is a Notice of Funding Opportunity for transportation grants right now that I have attached. It would be nice if the word could be passed about this grant.

Martin

On Wed, Feb 23, 2022 at 5:10 PM Sherri Marineau <S.Marineau@newportoregon.gov> wrote:

Good Afternoon,

You are receiving this email because you indicated that you would like to be kept informed about the City of Newport's progress in updating its Transportation System Plan (TSP). The project consultants have prepared an adoption draft copy of the updated TSP for the Project Advisory Committee's review. The document is included with the Committee's February 24, 2022 packet materials, which are available on the City website. Here is a link:

<https://www.newportoregon.gov/citygov/comm/tsp.asp>.

The Project Advisory Committee (PAC) will be holding their final meeting tomorrow, **Thursday, February 24, 2022** starting at **6 p.m.** This meeting will be held by video-conference. Please contact me at least 4-hours before the session starts if you would like to attend and I'll send you a meeting link.

Regards,

Sherri Marineau

City of Newport

Community Development Department
169 SW Coast Highway
Newport, OR 97365
s.marineau@newportoregon.gov



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DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation’s National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law”)

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2022 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program is referred to as the Local and Regional Project Assistance Program in the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law”).

DATES: Applications must be submitted by 5:00 PM Eastern on April 14, 2022.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT’s website at www.transportation.gov/RAISEgrants.

SUPPLEMENTARY INFORMATION: Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

Table of Contents

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

A. Program Description

1. Overview

The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, “Bipartisan Infrastructure Law,” or “BIL”) authorized and appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT”) for FY 2022 for Local and Regional Project Assistance Program Grants under National Infrastructure Investments. This Notice of Funding Opportunity (NOFO) solicits applications for projects to be funded under the Local and Regional Project Assistance Program, known as the RAISE Grants program, including any additional funding appropriated for the RAISE Grants program under the FY 2022 Appropriations Act. If the FY 2022 Appropriations Act significantly alters requirements for the RAISE Grant program, the Department will amend this Notice with guidance on additional requirements.

RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. Per the BIL, in addition to capital awards, DOT will award at least \$75 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2022 RAISE funding. In addition, DOT will award at least \$15 million for projects located in areas of persistent poverty or historically disadvantaged communities. If either of these amounts are changed by the FY 2022 Appropriations Act, DOT will amend this Notice.

Since 2009, \$9.9 billion has been awarded under National Infrastructure Investments for capital investments in surface transportation infrastructure over 13 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that improve safety, economic strength and global competitiveness, equity, and climate and sustainability consistent with DOT's strategic goals.¹ FY 2022 RAISE grants continue to align with these strategic goals. The FY 2022 RAISE round will be implemented, as appropriate and consistent with law, in alignment with the priorities in Executive Order 14052, *Implementation of the Infrastructure Investments and Jobs Act* (86 FR 64355), which are to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards, strengthen infrastructure resilience to all hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

The Department seeks to fund projects under the RAISE Program that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Specifically, the Department is looking to award projects that align with the President's

¹ See U.S. Department of Transportation Strategic Framework FY 2022–2026 (Dec. 2021) at <https://www.transportation.gov/administrations/office-policy/fy2022-2026-strategic-framework>

greenhouse gas reduction goals, promote energy efficiency, support fiscally responsible land use and transportation efficient design, increase use of lower-carbon travel modes such as transit and active transportation, incorporate electrification or zero emission vehicle infrastructure, increase climate resilience, support domestic manufacturing, incorporate lower-carbon pavement and construction materials, reduce pollution, and recycle or redevelop brownfield sites.

The Department also seeks to award projects under the RAISE Program that address environmental justice, particularly for communities that disproportionately experience climate change-related consequences. Environmental justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. As part of the Department's implementation of Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619), the Department seeks to fund projects that, to the extent possible, target at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened² communities. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

The Department also seeks to award projects under the RAISE Program that proactively address racial equity and barriers to opportunity, including automobile dependence as a form of

² Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

barrier, or redress prior inequities and barriers to opportunity. Section E describes racial equity considerations that an applicant can undertake and the Department will consider during the review of applications. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to do so before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

In addition to prioritizing projects that address climate change, proactively address racial equity, and reduce barriers to opportunity, the Department intends to use the RAISE program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships and Local Hire agreements, in project planning stages. Projects that incorporate such planning considerations are expected to support a strong economy and labor market. Section E describes job creation and labor considerations an applicant can undertake and the Department will consider during the review of applications. Projects that have not sufficiently considered job creation and labor considerations in their planning, as determined by the Department, will be required to do so to the full extent possible under the law before receiving funds for construction. See Section F.2 of this NOFO for program requirements

Section E of this NOFO, which outlines FY 2022 RAISE grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

2. Additional Information

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title “National Infrastructure Investments” and assistance listing number 20.933.

3. Changes from the FY 2021 NOFO

The Local and Regional Project Assistance Program was authorized in the BIL and is known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants program (formerly TIGER and BUILD Transportation Grants).³ This FY 2022 RAISE Notice updates the FY 2021 RAISE NOFO based on provisions specified in the BIL. For example, the BIL revised the list of eligible applicants to specify that the District of Columbia, Tribal governments, US Territories, units of local government, and public agencies or publicly chartered authorities established by one or more States are eligible applicants (Section C.1 of this NOFO). The BIL also expanded the eligible project list to include the surface transportation components of an airport project eligible for assistance under part B of subtitle VII title 49, United States Code, and projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program (Section C.3 of this NOFO).

DOT will evaluate applications based on statutory primary selection criteria: safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, and mobility and community connectivity. Statutory additional considerations include partnership and collaboration, innovation, demonstrated project readiness, and cost effectiveness. The Department evaluates safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, innovation as “merit criteria.” The Department evaluates “project readiness” in three areas: technical assessment, environmental risk, and

³ Section 21202 of the BIL codified this program at 49 U.S.C. 6702 as the Local and Regional Project Assistance Program, referred to in this NOFO as RAISE.

financial completeness. The Department evaluates “cost effectiveness” through the economic benefit-cost analysis.

The RAISE FY 2022 review and selection process has been revised from prior rounds and is described in detail in Section E. The merit criteria review will now include ratings for each merit criterion that, in the aggregate, will determine which projects are reviewed by the Senior Review Team and advance to the Secretary for potential selection. Please see the merit criteria rating rubric in Section E.1.i. for more details. The safety, environmental sustainability, mobility and community connectivity, and quality of life merit criteria have greater priority in the process to advance projects for further analysis. Section E.2 of this Notice also provides more detail on the way selection criteria ratings will be used in the decision-making process to advance projects to the Secretary for potential selection.

The BIL directs that at least 5 percent of available funding, or \$75 million, to be awarded for the planning, preparation or design of projects eligible for RAISE Grants. The BIL also directs that at least 1 percent of available funding, or \$15 million, be awarded to projects located in historically disadvantaged communities or areas of persistent poverty. Areas of persistent poverty and historically disadvantaged communities are defined in Section C.3.iii.

Unlike FY 2021, all projects, including planning projects, have minimum award amounts; the minimum award for urban projects is \$5 million and the minimum award for rural projects is \$1 million (see Section B.2).

The BIL prohibits more than 15 percent of the available funds, or \$225 million, from being awarded to eligible projects in a single State in FY 2022.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2022 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

B. Federal Award Information

1. Amount Available

The BIL authorized and appropriated \$1.5 billion to be awarded by DOT for RAISE grants under the Local and Regional Project Assistance Program for FY 2022. This Notice will be amended if additional amounts become available for this program under the FY 2022 Appropriations Act. FY 2022 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact and improve transportation infrastructure. DOT will award at least 5 percent of available funds, or \$75 million (of the \$1.5 billion) for the planning, preparation or design of eligible projects. DOT refers to awards for the planning, preparation or design of eligible projects that do not result in construction with RAISE FY 2022 funding as planning grants. DOT will award at least 1 percent of available funds, or \$15 million, for projects located in historically disadvantaged communities or areas of persistent poverty. The BIL allows DOT to retain up to 2 percent, or \$30 million, of the \$1.5 billion for oversight and administration of grants and credit assistance made under the program.

The Department does not anticipate awarding additional funding from prior rounds; however, if unobligated program funds are made available from prior rounds, they may be awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior year funds. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The BIL allows up to 20 percent of available funds (or \$300 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs.

2. Award Size

The BIL specifies that the minimum RAISE grant award is \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. Under the RAISE FY 2022 program, minimum and maximum award sizes are the same for capital and planning projects. Applicants are strongly encouraged to submit applications only for eligible award amounts.

3. Restrictions on Funding

Pursuant to the BIL, no more than 15 percent of the funds made available for RAISE grants (or \$225 million) may be awarded to projects in a single State. The BIL also directs that not more than 50 percent of the funds provided for RAISE grants (or \$750 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$750 million) shall be awarded to urban projects (as defined in section C.3.ii). If these amounts are changed by the FY 2022 Appropriations Act, DOT will amend this Notice. Further, DOT must consider geographical and modal diversity.

4. Availability of Funds

The BIL requires that FY 2022 RAISE grant funds are available for obligation only through September 30, 2026. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2022 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.⁴

⁴ Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2022 RAISE award cannot be charged to FY 2022 RAISE funds. Likewise, costs

All FY 2022 RAISE funds must be expended (the grant obligation must be liquidated or paid out to the grant recipient) by September 30, 2031. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

5. Previous RAISE/BUILD/TIGER Awards

Recipients of RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the RAISE/BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous RAISE/BUILD/TIGER award, or application, does not affect competitiveness under the FY 2022 RAISE competition.

C. Eligibility Information

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for RAISE grants are: States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or

incur under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2022 RAISE award, cannot be charged to FY 2022 RAISE funds.

multijurisdictional group of entities that are separately eligible. Federal agencies are not eligible applicants for the RAISE FY 2022 program.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, that intention should be made clear in the application and a letter of support from the otherwise eligible, designated entity should be included in the application.

2. Cost Sharing or Matching

Per the BIL, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty.⁵ Urban area and rural area are defined in Section C.3.ii of this notice. Historically Disadvantaged Communities and Areas of persistent poverty are defined in Section C.3.iii.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. The BIL also allows for the following Federal funds to be considered “non-Federal” for the purpose of the RAISE program: (A) tribal transportation program funds under section 202 of title 23; (B) Federal lands transportation program funds under section 203 of title 23; (C) TIFIA program funds (as defined in section 601(a) of title 23); and (D) Railroad Rehabilitation and Improvement Financing Program under chapter 224. Toll credits under 23 U.S.C. 120(i) are considered a

⁵ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

3. Other

i. Eligible Projects

(a) Capital Projects

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that are: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) the surface transportation components of an airport project eligible

for assistance under part B of subtitle VII of title 49, United States Code;⁶ (6) intermodal projects; (7) projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; (8) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and (9) any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.⁷

The Secretary considers the following projects necessary to advance the goals of the program, and therefore eligible: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code, and intermodal projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv. The following projects are not considered necessary to advance the goals of the program, and, therefore, they are ineligible: school bus electrification and broadband deployment as a standalone project. Improvements to Federally owned facilities are ineligible under the FY 2022 RAISE program, unless they are projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. If a project type is not described as explicitly eligible or ineligible above, then applicants should explain in their application why the project is necessary to advance the goals of the program, and the Department will determine eligibility on a case-by-case basis.

⁶ Eligible surface transportation components of eligible airport projects are those projects listed in “Appendix P: Road and Surface Transportation Projects” of the Airport Improvement Program (AIP) handbook, available at https://www.faa.gov/airports/aip/aip_handbook/?Chapter=Appendix#PP00. For more details on airport project eligibility, please see the Frequently Asked Questions at <https://www.transportation.gov/RAISEgrants>.

⁷ Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

(b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, equity analysis, community engagement, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a) and may not result in construction with RAISE FY 2022 funding.

Under the RAISE FY 2022 program, if an application includes right-of-way acquisition, the project will be considered a capital project. Projects that include right-of-way acquisition should include a timeline for construction.

In addition, activities eligible for RAISE planning grants include those related to multidisciplinary projects or regional planning, such as: (1) development of master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans; (2) planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; or (4) risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area⁸ that had a population greater than 200,000 in

⁸ Lists of 2010 UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

the 2010 Census.⁹ If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than 50 percent (or \$750 million) of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than 50 percent (or \$750 million) of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area, the minimum award is \$1 million, while the minimum award for urban areas is \$5 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the eligible costs of a project in a rural area.

iii. Areas of Persistent Poverty and Historically Disadvantaged Communities

The Secretary may increase the Federal cost share above 80 percent for projects located in an Area of Persistent Poverty or a Historically Disadvantaged Community. Additionally, DOT must award at least one percent of available funds, or \$15 million, for projects located in historically disadvantaged communities or areas of persistent poverty.

(a) Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period

⁹ For the purpose of this NOFO, the definition of urban and rural is based on the 2010 Census-designated urbanized areas. The Department is required by the BIL to use the most recent decennial census information; however urbanized areas have not been designated for the 2020 Census at the time of this NOFO publication. See www.transportation.gov/RAISEBUILDgrants for a list of 2010 Census-designated UAs.

preceding November 15, 2021, as measured by the 1990 and 2000¹⁰ decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census¹¹; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census¹²; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at www.transportation.gov/RAISEgrants/raise-app-hdc.

(b) Historically Disadvantaged Communities – DOT has been developing a definition of Historically Disadvantaged Communities as part of its implementation of the Justice40 Initiative and will use that definition for the purpose of this Notice of Funding Opportunity. Consistent with OMB’s Interim Guidance for the Justice40 Initiative¹³, Historically Disadvantaged Communities include (a) certain qualifying census tracts, (b) any Tribal land, or (c) any territory or possession of the United States. DOT is providing a list of census tracts that meet the definition of Historically Disadvantaged Communities, as well as a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community, available at www.transportation.gov/RAISEgrants/raise-app-hdc.

¹⁰ See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

¹¹ See <https://www.census.gov/data/datasets/2020/demo/saipe/2020-state-and-county.html> for December 2020 Small Area Income Poverty Dataset

¹² See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

¹³ <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT may award funds for a component, instead of the larger project, if that component: (1) independently meets minimum award amounts described in [Section B](#) and all eligibility requirements described in [Section C](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. See Section D.2. for Required Approvals.

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses

selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address to Request Application Package

Instructions for submitting applications can be found at www.transportation.gov/RAISEgrants along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to complete the SF-424C and attach to their application the “RAISE 2022 Project Information Form” available at www.transportation.gov/RAISEgrants/raise-info

DOT recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Merit Criteria	See D.2. iv. and E.1
V. Project Readiness: Environmental Risk	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission and will evaluate the application based on information submitted. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. DOT recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

i. Project Description

The first section of the application should provide a description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project, the current design status of the project, and describes in detail the project to be constructed.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location, and description of connections to existing transportation infrastructure. The application should also identify:

- (a) whether the project is located in an Area of Persistent Poverty, including the relevant County and/or census tract(s);
- (b) whether the project is located in a historically disadvantaged community, including the relevant census tract(s);
- (c) the Census-designated urbanized area in which the project is located, if relevant; and
- (d) whether the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods)

Information under (d) may be used for internal data tracking.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding) including information about the degree of design completion on which the cost was estimated. This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be grouped into three categories: non-Federal, RAISE, and other Federal with specific amounts from each funding source. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, the project budget should include:

- (a) Costs for the FY 2022 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the

State indicating the source of the funds; and

- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Merit Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to address each criterion. Insufficient information to assess any criterion will negatively impact the project rating. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project will target known, documented safety problems within the project area or wider transportation network, and demonstrate how the project will protect motorized and non-motorized travelers or communities from health and safety risks. The application should provide evidence to support the claimed level of effectiveness of the project in protecting motorized and non-motorized travelers from health and safety risks, such as the number or rate of reduced crashes, serious injuries, and/or fatalities.

(b) Environmental Sustainability

This section of the application should describe how the project addresses the Environmental Sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to include information demonstrating how the project will reduce air pollution and greenhouse gas emissions from transportation, increase use of lower-carbon travel modes such as transit active transportation, improve resiliency of at-risk infrastructure,¹⁴ be constructed consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, incorporate lower-carbon pavement and construction materials, or address the disproportionate negative environmental impacts of transportation on disadvantaged communities. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(c) Quality of Life

¹⁴ For the RAISE program, at-risk infrastructure is defined as infrastructure that is subject to, or faces increased long-term future risks of, a weather event, a natural disaster, or changing conditions, such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

This section should describe how the project improves quality of life by increasing equity and accessibility for travelers, reducing transportation and housing cost burdens, including by facilitating greater public and private investments in commercial and mixed-income residential development near public transportation, along rural main streets or other walkable neighborhoods, removing physical barriers for individuals and communities; proactively addressing racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity; or enhancing the unique characteristics of the community (described in Section E.1.i.(c) of this notice).

(d) Improves Mobility and Community Connectivity

This section of the application should describe how the project will increase mobility and expand connectivity for all users of a project, particularly non-motorized travelers (those walking, cycling, rolling, or using transit). The application should include details on how the project encourages individuals and communities to move around freely with or without a car, and create neighborhoods where people can live, work, and play. If applicable, this section should describe how the project will meet Americans with Disabilities Act requirements and be accessible to people with disabilities, including individuals who use wheelchairs. Projects that increase mobility for freight movement and improve supply chains should describe the details and impacts of those outcomes. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(e) Economic Competitiveness and Opportunity

This section of the application should describe how the project will support the Economic Competitiveness and Opportunity criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected improvements to system operations to increase travel time reliability and manage travel demand for goods movement, especially for

supply chain bottle necks, thereby increasing velocity and improving local and regional freight connectivity to the national and global economy. The application should include information on how the project increases affordable transportation options and system connectivity to revitalize communities, increase access to location-efficient affordable housing, reduces burdens of commuting, increases tourism opportunities, or improves overall well-being. Applicants should also describe whether and how project delivery and implementation create good-paying jobs with the free and fair choice to join a union to the greatest extent possible, the use of demonstrated strong labor standards, practices and policies (including for direct employees, contractors, and sub-contractors); use of project labor agreements, and distribution of workplace rights notices; the use of Local Hire provisions;¹⁵ registered apprenticeships; or other similar standards or practices. Applicants should describe how planned methods of project delivery and implementation (for example, use of Project Labor Agreements and/or Local Hire provisions,¹⁶ training and placement programs for underrepresented workers) provides opportunities for all workers, including workers underrepresented in construction jobs to be trained and placed in good-paying jobs directly related to the project. The applicant should describe the extent to which the project and local and regional policies related to the project will contribute to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes greater public and private investments in land-use productivity, including rural main street revitalization or locally-driven density decisions that support equitable commercial and mixed-income residential development.

¹⁵ IJJA div. B § 25019 provides authority to use geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable State and local laws, policies, and procedures.

¹⁶ Project labor agreement should be consistent with the definition and standards outlined in Executive Order 13502.

(f) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by restoring and modernizing core infrastructure assets, and/or addressing current or projected system vulnerabilities (described in Section E.1.i.(e) of this notice). The application should include information on the current condition of all assets that will be affected by the project, how the proposed project will improve asset condition, plans to ensure the ongoing state of good repair of new assets constructed as part of the project, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(g) Partnership and Collaboration

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including how the project has or will engage communities affected by the project, and demonstrates that equity considerations for disadvantaged communities are meaningfully integrated into planning, development, and implementation of transportation investments, particularly Disadvantaged Business Enterprises (DBEs). The application should describe any public involvement plan or targeted outreach, demonstrating engagement of diverse input during project planning. This section should note if the applicant is participating in a non-DOT Federal capacity-building program for the area served by the project. The application should include a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For

example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(h) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, and (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology or other innovative practices, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline. The applicant should describe how the technologies or practices drive safety, equity, climate and resilience, or economic outcomes, and will be incorporated into the project and broader supply chains to enhance data collection, digital connectivity, and augment workers.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an

exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery, such as a public-private partnership, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Project Readiness

Project Readiness will be assessed based on a Technical Assessment, Financial Completeness Assessment, and Environmental Risk Assessment. The application should contain a section that explicitly addresses Environmental Risk. The Technical Assessment and Financial Completeness Assessment will be based on information contained throughout the application.

a. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies, each of which is described in

greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; public involvement; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- 1) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2026),¹⁷ and

¹⁷ The statutory obligation deadline is September 30, 2026. The Department assesses risk against an earlier deadline of June 30, 2026 to allow time to complete administrative processing and address challenges before the statutory deadline.

that any unexpected delays will not put the funds at risk of expiring before they are obligated;

- 2) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2031; and
- 3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary.
- 4) the applicant has meaningfully sought community input through public involvement, particularly engaging environmental justice communities or disadvantaged communities that may be affected by the project where applicable.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:
 - i. Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the

application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii.** Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,¹⁸ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.
- iii.** Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
- iv.** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

¹⁸ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

- v. If applicable, right-of-way acquisition plans, with detailed schedule and compensation plan.
 - vi. A description of public engagement about the project that has occurred, proactively inclusive of historically disadvantaged communities, including details on compliance with environmental justice requirements and the degree to which public comments and commitments have been integrated into project development and design. Right-of-Way acquisition plans should be provided if applicable.
2. State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.
 3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to

all RAISE grant projects,¹⁹ including projects located at airport facilities.²⁰

Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is

¹⁹ Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a RAISE grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan (unless National Highway Freight Program funding is identified as a source of other federal funding – States may modify their Freight Investment Plan of a State Freight Plan after award of discretionary grant funding; non-State applicants would need a letter from the State indicating intent to add to State Freight Plan for use of NHFP funding pursuant to selection). However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. The Port Planning and Investment Took Kit is available at <https://aapa.cms-plus.com/files/PDFs/Toolkit/Final%20toolkit.pdf>

²⁰ Projects at or near airports must be compatible with any FAA-approved Airport Layout Plan for each associated airport, applicable airport safety and airspace standards, including aeronautical surfaces associated with the landing and takeoff of aircraft at the airport, 14 CFR Part 77, and compatible land-use. Additionally, projects at an airport: must be consistent with established Sponsor Grant Assurances, including (but not limited to) requirements for non exclusive-use aeronautical facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

intended to be included in the State Freight Plan, or results from application of the FHWA Freight Mobility Tool

(https://ops.fhwa.dot.gov/freight/freight_analysis/mobility_trends/index.htm).

Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should provide a public involvement plan demonstrating meaningful engagement of the community affected by the project, to include environmental justice communities or disadvantaged communities, where applicable. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/RAISEgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by comparing its expected benefits to its expected costs. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2. Applicants should also provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. The analysis should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate of 7 percent per year to the project's streams of benefits and costs, which should be stated in constant-dollar terms. The costs and benefits that are compared in the BCA must cover the same project scope.

Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project. Projected benefits may accrue to both users of the facility and those who are affected by its use (such as through changes in emissions of greenhouse gases and other pollutants or availability of more affordable transportation choices). Usage forecasts applied in estimating future benefits should account for any additional demand induced by the improvements to the facility. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period.

Detailed guidance from DOT on estimating benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, is available on the RAISE grant program website (see www.transportation.gov/RAISEgrants/additional-guidance).

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. DOT may not make a RAISE grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

4. Submission Dates and Times

Applications must be submitted by 5:00 PM Eastern on April 14, 2022. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Unique Entity Identifier (UEI) number;²¹
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization

²¹ On April 4, 2022 the Federal government will stop using the Data Universal Numbering System (DUNS) number to uniquely identify entities. At that point, entities doing business with the Federal government will use a Unique Entity Identifier (UEI) created in SAM.gov. If your entity is currently registered in SAM.gov, your UEI has already been assigned and is viewable in SAM.gov. This includes inactive registrations.

Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726.

5. Other Submission Requirements

(a) Submission Location

Applications must be submitted to Grants.gov.

(b) Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

(c) Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact RAISEgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"

- (3) The “Legal Business Name” for the applicant that was provided in the SF-424;
- (4) The AOR name submitted in the SF-424;
- (5) The UEI number associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant’s computer or information technology environment. After DOT reviews all information submitted and contacts the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. DOT will not accept appeals of DOT’s decision to approve or deny a request for a late application. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

E. Application Review Information

1. Criteria

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program,

which are specified in this notice. The Department will review merit criteria for all applications and will review project readiness and benefit-cost analyses for a subset of projects based on the merit criteria. Section E.2 describes the review and selection process.

i. Merit Criteria

For each merit criterion, the Department will consider whether the benefits are clear, direct, data-driven, and significant, which will result in a rating of “high,” “medium,” “low,” or “non-responsive.” As further described in the rubric below, to receive a “high” criterion rating, the criterion must be addressed as a primary project purpose (not an ancillary or incidental consideration), significant benefits in the criterion must accrue to and the benefits must represent more than standard, common practice. To receive a “medium” criterion rating, the criterion must be addressed as a primary project purpose (rather than ancillary or incidental) with clear and direct benefits *aligned with common practice* for the project type. To receive a “low” criterion rating, the criterion benefits may be ancillary or incidental (rather than a primary project purpose) or there may be limited information to assess the benefits. Projects that negatively affect the criterion or for which the application does not contain sufficient information to assess the criterion will receive a “non-responsive” criterion rating. Specific considerations for each merit criterion are described in the rating rubric and following sections (a) through (h). Section E.2 describes how these ratings are used in the review and selection process.

The criterion ratings will inform the following overall Merit Rating in accordance with this rubric below:

- Highly Recommended if five of the eight merit criteria ratings are “high” and none of the merit criteria ratings are “non-responsive.”

- Recommended if at least one, but no more than four, of the merit criteria ratings are “high”, no more than three of the merit criteria ratings are “low”, and none are “non-responsive.”
- Acceptable if (1) there are no “high” ratings and no more than two “non-responsive” ratings, or (2) there are “high” ratings, but four or more “low” ratings, and no more than two “non-responsive” ratings
- Unacceptable if there are three or more “non-responsive” ratings.

Selection Criteria:	Non-Responsive	Low	Medium	High
Safety	Application contains insufficient information to assess safety benefit OR project negatively affects safety	Project may protect travelers or communities from health and safety risks as an ancillary benefit, but safety is not a primary project purpose OR application contains limited information to assess safety benefit.	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure intended to: <ul style="list-style-type: none"> • Protect non-motorized travelers or communities from health and safety risks; or • Reduce fatalities and/or serious injuries; or • Mitigate systemic safety issues 	Project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure that targets a known, documented safety problem by: <ul style="list-style-type: none"> • Protecting non-motorized travelers and communities from health and safety risks; or • Reducing fatalities and/or serious injuries for underserved, overburdened, or disadvantaged communities; or • Mitigating systemic safety issues
Environmental Sustainability	Application contains insufficient information to assess environmental sustainability benefits OR project	Project may improve resiliency and reduce emissions as an ancillary benefit but environmental sustainability is not a primary	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Reduce air pollution and greenhouse gas 	Environmental sustainability is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or

Selection Criteria:	Non-Responsive	Low	Medium	High
	negatively affects environmental sustainability	project purpose OR application contains limited information to assess environmental sustainability benefits	emissions from transportation; or <ul style="list-style-type: none"> • Improve the resilience of at-risk infrastructure; or • Reduce vehicle miles traveled; or • Promote energy efficiencies; or • Support fiscally responsible land use and transportation efficient design; or • Incorporate electrification or zero emission vehicle infrastructure; or • Recycle or redevelop brownfield sites 	building infrastructure to: <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions from uncoordinated land-use decisions; or • Reduce vehicle miles traveled, or • Promote energy efficiencies; or • Support fiscally responsible land use and transportation efficient design; or • Incorporate electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure; or • Recycle or redevelop brownfield sites; or • Address the disproportionate negative environmental impacts of transportation on underserved, overburdened, or disadvantaged communities
Quality of Life	Application contains insufficient information to assess quality of life benefits OR negatively affects quality of life	Quality of life is an ancillary benefit but not a primary project purpose OR the application contains limited information to assess quality of life benefits	Project has clear and direct benefits for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Increase accessibility for travelers; or • Proactively address racial 	Quality of life is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure to:

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>equity or other disparities; or</p> <ul style="list-style-type: none"> • Remove barriers for individuals and communities to transportation, jobs, and business, opportunities; or • Enhance the unique characteristics of the community 	<ul style="list-style-type: none"> • Increase accessibility for travelers specifically for underserved, overburdened, or disadvantaged communities; or • Reduce transportation and housing cost burdens, including through commercial and mixed-income residential development near public transportation, along rural main streets, or other walkable neighborhoods; or • Remove barriers for individuals and communities to transportation, jobs, and business, opportunities; or • Proactively address racial equity or other disparities; or • Enhance the unique characteristics of the community for underserved, overburdened, or disadvantaged communities
Mobility and Community Connectivity	Application contains insufficient information to assess mobility and community connectivity benefits OR project negatively affects mobility	Mobility and community connectivity is an ancillary benefit but not a primary project purpose OR the application contains limited information to assesses mobility	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Increase affordable transportation choices; or 	Mobility and community connectivity is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits, beyond common practice for planning, designing, or building infrastructure to:

Selection Criteria:	Non-Responsive	Low	Medium	High
	and connectivity	and community connectivity benefits	<ul style="list-style-type: none"> • Proactively incorporate Universal Design; or • Increase multimodal freight movement and the movement of supply chains 	<ul style="list-style-type: none"> • Increase affordable transportation choices for underserved, overburdened, or disadvantaged communities; or • Increase the accessibility for all users of a project, particularly non-motorized travelers (those walking, cycling, rolling, or using transit; or • Encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car; or • Proactively incorporate Universal Design; or • Increase multimodal freight movement and the movement of supply chains
Economic Competitiveness and Opportunity	Application contains insufficient information to assess mobility and community connectivity benefits OR project negatively affects economic competitiveness	Economic Competitiveness and Opportunity is an ancillary benefit but not a primary project purpose OR the application contains limited information to assess economic competitiveness and opportunity benefits	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Improve system operations to increase travel time reliability, velocity of goods movement, and multimodal freight mobility, especially for 	Economic competitiveness is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Improve system operations to increase travel time reliability, velocity of goods movement,

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>supply chain bottlenecks; or</p> <ul style="list-style-type: none"> • Offer significant regional and national improvements in economic strength and opportunity by increasing the economic productivity of land, capital, or labor; creating or expanding high-quality, good-paying jobs; and improving the economic strength of regions and cities • Increase transportation options and system connectivity to revitalize communities, increase access to location-efficient affordable housing, or facilitate tourism opportunities; or • Implement local hire agreements or the use of registered apprenticeship 	<p>and multimodal freight mobility, especially for supply chain bottlenecks; or</p> <ul style="list-style-type: none"> • Offer significant regional and national improvements in economic strength and opportunity by increasing the economic productivity of land, capital, or labor; creating or expanding high-quality, good-paying jobs; and improving the economic strength of regions and cities • Increase transportation options and system connectivity to revitalize underserved, overburdened, or disadvantaged communities, increase access to jobs and location-efficient affordable housing, or facilitate tourism opportunities; or • Implement local hire agreements or the use of registered apprenticeship

Selection Criteria:	Non-Responsive	Low	Medium	High
State of Good Repair	Application contains insufficient information to assess state of good repair benefits OR project negatively affects state of good repair	State of good repair is an ancillary benefit (to include routine or deferred maintenance) but not a primary project purpose OR the application contains limited information to assess state of good repair benefits	Project has clear and direct benefits with common practices for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Restore and modernize core infrastructure assets; or • Address current or projected system vulnerabilities; or • Maintain assets in a state of good repair 	State of good repair is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure to: <ul style="list-style-type: none"> • Restore and modernize core infrastructure assets; or • Address current or projected system vulnerabilities for underserved, overburdened, or disadvantaged communities; or • Maintain assets in a state of good repair
Partnership and Collaboration	Application contains insufficient to assess the partnership and collaboration aspects of project; OR project negatively affects partners or community members (e.g. negative impacts from ROW acquisition)	Partnership and Collaboration is not a primary project purpose OR the application contains limited information to assess partnership and collaboration benefits	Project has, or will, support and engage diverse people and communities by: <ul style="list-style-type: none"> • Collaborating with other public and private entities • Supporting the expansion of high-quality, good paying jobs through workforce development programs and incorporating workforce strategy into project development; or • Incorporating private sector entities in transportation infrastructure 	Project has, or will, support and engage diverse people and communities beyond common practice by: <ul style="list-style-type: none"> • Collaborating with other public and private entities; or • Ensuring that equity considerations for underserved, overburdened, or disadvantaged communities are meaningfully integrated into planning, development, and implementation of transportation investment; or • Supporting the creation or expansion of high-quality, good-paying jobs through

Selection Criteria:	Non-Responsive	Low	Medium	High
			<p>planning, designing, or building</p>	<p>workforce development programs that incorporate worker representatives and incorporating workforce strategy into project development; or</p> <ul style="list-style-type: none"> • Incorporating private sector entities, particularly DBEs, in transportation infrastructure planning, designing, or building
Innovation	<p>Application contains insufficient information to assess innovation benefits</p>	<p>Innovation is not a primary project purpose OR the application contains limited information to assess innovation benefits</p>	<p>Project has clear and direct benefits with common practices for planning, designing, or building infrastructure for:</p> <ul style="list-style-type: none"> • Deploying innovative technologies that drive safety, equity, climate and resilience, or economic outcomes or augment workers; or • Using innovative practices that facilitate improved project delivery; or • Incorporating innovative funding and financing 	<p>Innovation is an explicit project purpose AND the project has clear, direct, data-driven, and <i>significant</i> benefits beyond common practice for planning, designing, or building infrastructure for:</p> <ul style="list-style-type: none"> • Deploying technologies and other practices that drive safety, equity, climate and resilience, or economic outcomes for underserved, overburdened, or disadvantaged communities or augment workers; • Using practices that facilitate improved project delivery; or • Incorporating innovative funding and financing

(a) Safety

DOT will assess how the project targets a known safety problem and seeks to protect motorized and non-motorized travelers and communities from health and safety risks. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and serious injuries among transportation users; the degree to which the project addresses vulnerable roadway users; and the degree to which the project addresses inequities in crash victims; the project's incorporation of roadway design and technology that is proven to improve safety. Applicants are encouraged to support actions and activities identified in the Supports actions and activities identified in the National Roadway Safety Strategy.²²

(b) Environmental Sustainability

DOT will consider the extent to which the project incorporates considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. DOT will evaluate the degree to which the project is expected to reduce transportation-related pollution such as air pollution and greenhouse gas emissions, increase use of lower-carbon travel modes such as transit and active transportation, improve the resiliency of at-risk infrastructure, incorporate lower-carbon pavement and construction materials, or address the disproportionate negative environmental impacts of transportation on disadvantaged communities. DOT will also consider whether the project will promote energy efficiencies, support fiscally responsible land use and transportation efficient design, incorporate electrification or zero emission vehicle infrastructure, increases resiliency, and recycle or redevelop brownfield sites, particularly in communities that disproportionately experience climate-change-related consequences. DOT will

²² www.transportation.gov/NRSS

consider whether projects in floodplains are upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, *Climate-Related Financial Risk* (86 FR 27967) and 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (80 FR 6425.) DOT will assess whether the project has addressed environmental sustainability, including but not limited to consideration of the following examples:

(1) The project results in significant greenhouse gas emissions reductions relative to a no-action baseline;

(2) A Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(3) The regional transportation improvement program (TIP) or statewide transportation improvement program (STIP) does not dedicate a significant share of funding (inclusive of all sources) to highway expansion;

(4) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(5) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize adverse impacts to environmental justice communities

(<https://ejscreen.epa.gov/mapper/>);

(6) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(7) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

- (8) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;
- (9) The project supports the installation of electric vehicle charging stations;
- (10) The project promotes energy efficiency;
- (11) The project serves the renewable energy supply chains;
- (12) The project improves disaster preparedness and resiliency;
- (13) The project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity;
- (14) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g. brownfield redevelopment);
- (15) The project supports or incorporates the construction of energy- and location-efficient buildings; or
- (16) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project improves quality of life in rural areas or urbanized areas. This may include projects that: (i) increase affordable and accessible transportation choices and equity for individuals; (ii) reduce transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets or in walkable neighborhoods (iii) enhance the unique characteristics of the community; or (iv)

proactively address racial equity²³ or other disparities and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project proactively addresses racial equity and barriers to opportunity, including but not limited to the following examples:

- (1) Equity impact analysis completed for the project;
 - (2) The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall project delivery and implementation;
 - (3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation; or
 - (4) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.
- (d) Mobility and Community Connectivity

DOT will consider the extent to which the applicant describes how the project will increase mobility and expand connectivity for motorized and non-motorized travelers or underserved communities to transportation, jobs, and business opportunities by removing barriers for individuals and communities. DOT will consider how the project increases the walkability and accessibility for pedestrians and encourages thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or

²³ Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

without a car. DOT will consider whether the project includes new or improved walking, biking, and access for people with disabilities and proactively incorporates Universal Design. DOT will also consider the extent to which projects increase mobility for freight and the movement of goods through supply chains.

(e) Economic Competitiveness and Opportunity

DOT will assess the degree to which the project will:

(1) improve system operations to increase travel time reliability and manage travel demand for goods movement, especially for supply chain bottle necks, thereby reducing the cost of doing business and improving local and regional freight connectivity to the national and global economy;

(2) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(3) offer significant regional and national improvements in economic strength by increasing the economic productivity of land, capital, or labor, and improving the economic strength of regions and cities;

(4) increase opportunities for tourism;

(5) result in long-term job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union, such as through the use of project labor agreements, registered apprenticeships, and local hiring provisions, or other targeted preferential hiring requirements, or other similar standards or protections;

(6) help the United States compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S., and facilitating efficient and reliable freight movement.

(f) State of Good Repair

DOT will assess whether and to what extent the project (1) is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair, including DOT-required asset management; and (2) addresses current and projected vulnerabilities that, if left unimproved, will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth. DOT will also consider whether the project includes a plan to maintain the transportation infrastructure built with grant funds in a state of good repair. DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, and support commerce and economic growth. Projects that represent routine or deferred maintenance will be less competitive in this criterion. Per FHWA's published *Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America*²⁴, the Department encourages applicants to improve the condition and safety of existing state and locally-owned transportation infrastructure within the right-of-way before proposing projects that add new general purpose travel lanes serving single occupancy vehicles.

(g) Partnership and Collaboration

DOT will consider the extent to which the projects have or will engage diverse people and communities and demonstrate that equity considerations and community input and ownership, particularly among disadvantaged communities, are meaningfully integrated into planning, development, and implementation of transportation investments. Competitive applications should demonstrate strong collaboration and support among a broad range of stakeholders, including community-based organizations, other public or private entities and labor

²⁴ https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building_a_better_america-policy_framework.pdf

unions. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, community-based, and private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will consider whether the project supports the expansion of high-quality, good paying jobs through workforce development programs, including labor-management programs, and incorporating workforce strategy into project development. Whenever people or businesses, including those from disadvantaged communities, are forced to be relocated due to the project, DOT will consider whether applicants are providing adequate compensation and mitigation to maintain community cohesion.

DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other public and private stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with greater economic development such as commercial and mixed-income residential development near public transportation, along rural main streets or other walkable neighborhoods projects, water and waste infrastructure, power and electric infrastructure, broadband and land plans and policies, or other community development efforts.

(h) Innovation

Consistent with DOT's Innovation Principles to support workers, allow for experimentation and learn from failure, provide opportunities to collaborate, and be flexible and adapt as technology changes, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies; (2) innovative project delivery; or (3) innovative financing.

1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union and strong labor standards, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider any innovative technological approaches proposed by the applicant, particularly projects that incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;

- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything V2X Technologies (e.g. technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);
- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and seaports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users as well as workers.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to

significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.²⁵

2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

3. Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion in major urban areas.

ii. Demonstrated Project Readiness

For capital projects that receive second-tier analysis, during application evaluation,²⁶ DOT will consider project readiness to assess the likelihood of a successful project. In that project readiness analysis, DOT will consider three evaluation ratings: Environmental Risk,

²⁵ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

²⁶ The process for determining which applications receive second-tier analysis is described in Section E.2 of this notice.

Technical Assessment, and Financial Completeness Assessment. The application should contain a section that explicitly addresses Environmental Risk, but the Technical Assessment and Financial Completeness Assessment will be based on information contained throughout the application. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation, and results in a rating of "high risk," "moderate risk," or "low risk." The Technical Assessment will be reviewed for all eligible applications and will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient's experience working with Federal agencies, civil rights compliance, previous experience with DOT discretionary grant awards and the technical experience and resources dedicated to the project. Technical Assessment ratings will be one of the following: "certain," "somewhat certain," "uncertain," or "unknown." Lack of previous project delivery according to Federal requirements is not sufficient justification for a rating of "uncertain," but may result in a rating of "unknown." The Financial Completeness Assessment reviews the availability of matching funds and whether the applicant presented a complete funding package, and will receive a rating of "complete," "partially complete," or "incomplete." For projects that receive a rating of "complete" and include funding estimates that are based on early stages of design (e.g. less than 30 percent design) or outdated cost estimates, without specified contingency, evaluators may add a comment to note the potential for uncertainty in the estimated project costs. All applicants, including those requesting 100 percent grant funding, should describe a plan to address potential cost overruns. Low ratings in any of these readiness areas do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iii. Economic Analysis of Project Costs and Benefits

For capital projects that receive second-tier analysis, DOT will consider the costs and benefits of projects seeking RAISE grant funding in determining whether a project is cost effective. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project as either negative (costs exceed benefits) or positive (benefits exceed costs.) Projects with negative ratings will not be selected for an award, unless the project demonstrates clear outcomes, as identified by the SRT, for overburdened, underserved, or historically disadvantaged communities.

(b) Planning Grants

Planning grant applications will be evaluated against the same merit criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit criteria. The only readiness reviews for planning grants are the Technical Assessment and the Financial Completeness Assessment. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The BIL requires DOT to consider geographical and modal diversity when selecting RAISE grant awards.

2. Review and Selection Process

This section explicitly addresses the BIL requirement to describe the methodology for evaluation in the NOFO. The RAISE grant program review and selection process consists of Merit Criteria Review; Project Readiness Review (consisting of Technical Assessment, Environmental Risk Review, Financial Completeness Review); Economic Analysis; and Senior Review. The Secretary makes final project selections.

Teams comprising Department and contractor staff review all eligible applications received by the deadline for a Merit Review and assign ratings as described in Section E.1.i.

Projects that receive “High” ratings in five or more criteria and no “Non-responsive” ratings will be designated “Highly Recommended” and automatically advance for second-tier analysis. Projects that receive a “High” in any selection criterion, no more than three “Low” ratings, and no “Non-responsive” ratings will be designated as “Recommended.” The Senior Review Team (SRT) reviews all “Recommended” projects to determine if the benefits of a particular criterion are so significant that the project merits advancing for second-tier analysis. The SRT can advance a “Recommended” project only if (1) the project received a “high” in the priority criteria of safety, environmental sustainability, mobility and community connectivity, or quality of life merit criteria, and the benefits are exceptional or (2) if the SRT provides additional information to demonstrate that a criterion has benefits that are aligned with a “high” rating (whether or not the Merit Review Team assigned a “high” rating) and would be exceptional. Senior Operating Administration staff and OST staff may make recommendations to the SRT for which projects should advance based on the benefits of a particular criterion.

Second-tier analysis for capital projects consists of: (1) an Economic Analysis; (2) an Environmental Risk Assessment; and (3) a Financial Completeness Assessment. Second-tier analysis for planning projects consists only of a Financial Completeness Assessment. The

Economic Analysis assesses the proposed project's estimated benefit-cost ratio. The Environmental Risk assessment analyzes the project's environmental approvals and the likelihood of the necessary approvals affecting the project's timely obligation of funds. The Financial Completeness Assessment reviews the availability of matching funds and ability to address cost overruns.

Following completion of second-tier analysis, the SRT determines which projects with second-tier analysis are designated as Highly Rated. The SRT may advise the Secretary on projects with the greatest local and regional impact based on selection criteria described in Section E.1 of this Notice. The Secretary selects projects from the Highly Rated List for award, consistent with the selection criteria and statutory requirements for geographic and modal diversity.

The BIL mandated RAISE grant awards by August 12, 2022.

Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation. Due to overwhelming demand, the Department is unable to provide a RAISE award to every competitive project that applies. The Department will identify "Projects of Merit" with the aim of encouraging sponsors with competitive projects that do not receive a RAISE 2022 award to consider applying in future rounds of funding. Projects for which a RAISE application is advanced by the SRT on the Highly Rated List, but that are not awarded, are automatically designated as "Projects of Merit." This is a novel designation that provides the sponsors of these projects the opportunity to receive additional technical assistance that encourages sponsors with competitive projects to apply in the future.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information System (FAPIIS), the designated integrity and performance system accessible through SAM. An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/RAISEgrants. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF-424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2022 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

2. Administrative and National Policy Requirements

(a) Administrative Requirements

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD FY 2020 awards. The RAISE FY 2022 Terms and Conditions will be similar to the BUILD FY 2020 Terms and Conditions, but it will include relevant updates consistent with this notice.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R generally apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://www.transportation.gov/sites/dot.gov/files/2020-11/build-fy2020-fhwa-exhibits-20201105.pdf>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

a. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). In the grant agreement, applicants will be required to certify that they have taken one or more of the activities numbered in Section E.1.a.i.b, or will be required to propose a new activity to be completed prior to obligation of construction funds that addresses climate change and environmental justice.

b. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent

with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). In the grant agreement, applicants will be required to certify that they have taken one or more of the activities listed in Section E.1.a.i.c, or will be required to propose a new activity to be completed prior to obligation of construction funds that addresses racial equity and barriers to opportunity.

c. Labor and Work

Each applicant selected for RAISE grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of strong labor standards as described in Section A. Projects that have not sufficiently considered job quality and labor rights, standards, and protections in their planning, as determined by the Department, will be required to do so, to the full extent possible under the law, before receiving funds for construction, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335). RAISE funds may not be used to support or oppose union organizing.

3. Reporting

(a) Progress Reporting on Grant Activities

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

(b) System Performance Reporting

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g. travel time savings, greenhouse gas emissions, passenger counts,

level of service, etc.) and other information as requested by DOT. Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

(c) Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in FAPIIS about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at

www.transportation.gov/RAISEgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program's objectives.

Issued in Washington D.C. on January 27, 2022:



Peter Paul Montgomery Buttigieg
Secretary of Transportation

Sherri Marineau

From: Jan Kaplan
Sent: Thursday, February 24, 2022 1:57 PM
To: Public comment
Subject: TSP PAC meeting 2-24-22

[WARNING] This message comes from an external organization. Be careful of embedded links.

Please accept my comments below. I am unable to attend and would appreciate having them read into the record. Thank you.

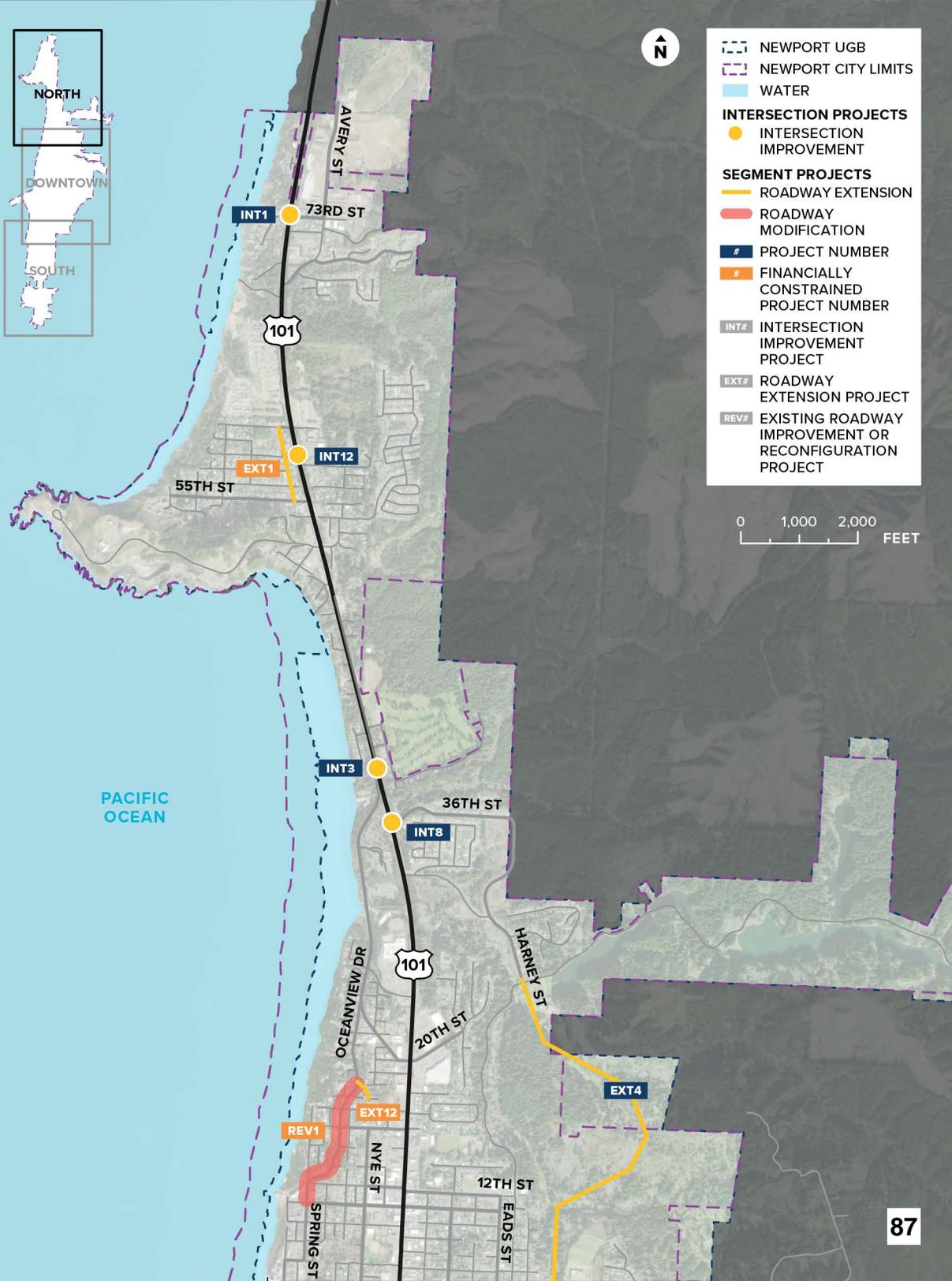
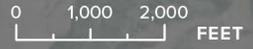
My name is Jan Kaplan. I live at 35 NW High St. in Newport and am writing to express my personal opinion. I note that I am not writing as a City Councilor or representing the Nye Neighborhood Association of which I am a board member. After review of the TSP draft, I have several concerns:

1. The document notes the need for the plan to address future needs to the extent that they can be envisioned. The description of Nye Beach on page 8 does not seem to recognize the looming transportation issues for the neighborhood. There is significant planning and development of workforce housing in Nye. I am very supportive of this development but need to point out that workforce housing is intended to bring working professionals (teachers, medical workers, etc.) to the area and provide them the ability to commute to work. These developments are intended to significantly increase density- the projects thus far place multiple units in what were previously single-family lots. It's therefore predictable that the majority of these units will bring at least one and probably more than one vehicle into the traffic and parking arenas.
2. There is real discussion going on about the possibility of seeking formal recognition as a Cultural District for Nye Beach. It is easy to foresee increased capacity and use at the PAC, increases in galleries and music venues, restaurants, nearby hotels and utilization of vacation rentals. All of these will generate interest in Nye Beach as well as Newport in general. The TSP should what the additional traffic and parking issues will be over the next two decades.
3. I am concerned that public outreach was severely hampered by the pandemic despite real efforts by the Planning group. Documents available online were very technical and dense.

I am registering my concerns in the hope that 1) the traffic and parking issues in Nye Beach will receive additional consideration, and 2) additional effort will be brought into educating the citizens of Newport on the Plan and sensitivity will be utilized in seeking public participation. Even though it is late in the process, getting it right is more important than getting it finished.

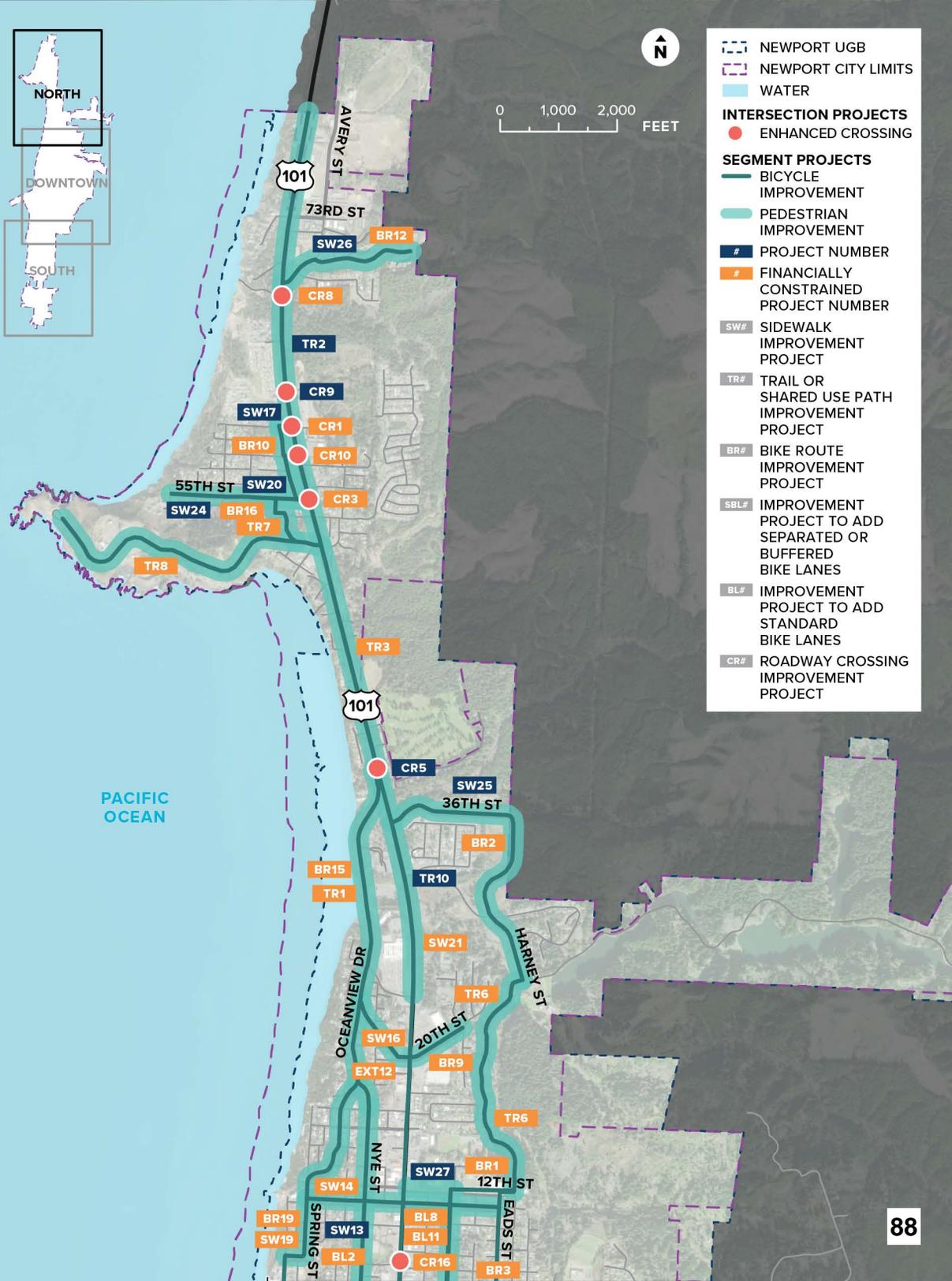


- NEWPORT UGB
- NEWPORT CITY LIMITS
- WATER
- INTERSECTION PROJECTS**
- INTERSECTION IMPROVEMENT
- SEGMENT PROJECTS**
- ROADWAY EXTENSION
- ROADWAY MODIFICATION
- # PROJECT NUMBER
- # FINANCIALLY CONSTRAINED PROJECT NUMBER
- INT# INTERSECTION IMPROVEMENT PROJECT
- EXT# ROADWAY EXTENSION PROJECT
- REV# EXISTING ROADWAY IMPROVEMENT OR RECONFIGURATION PROJECT

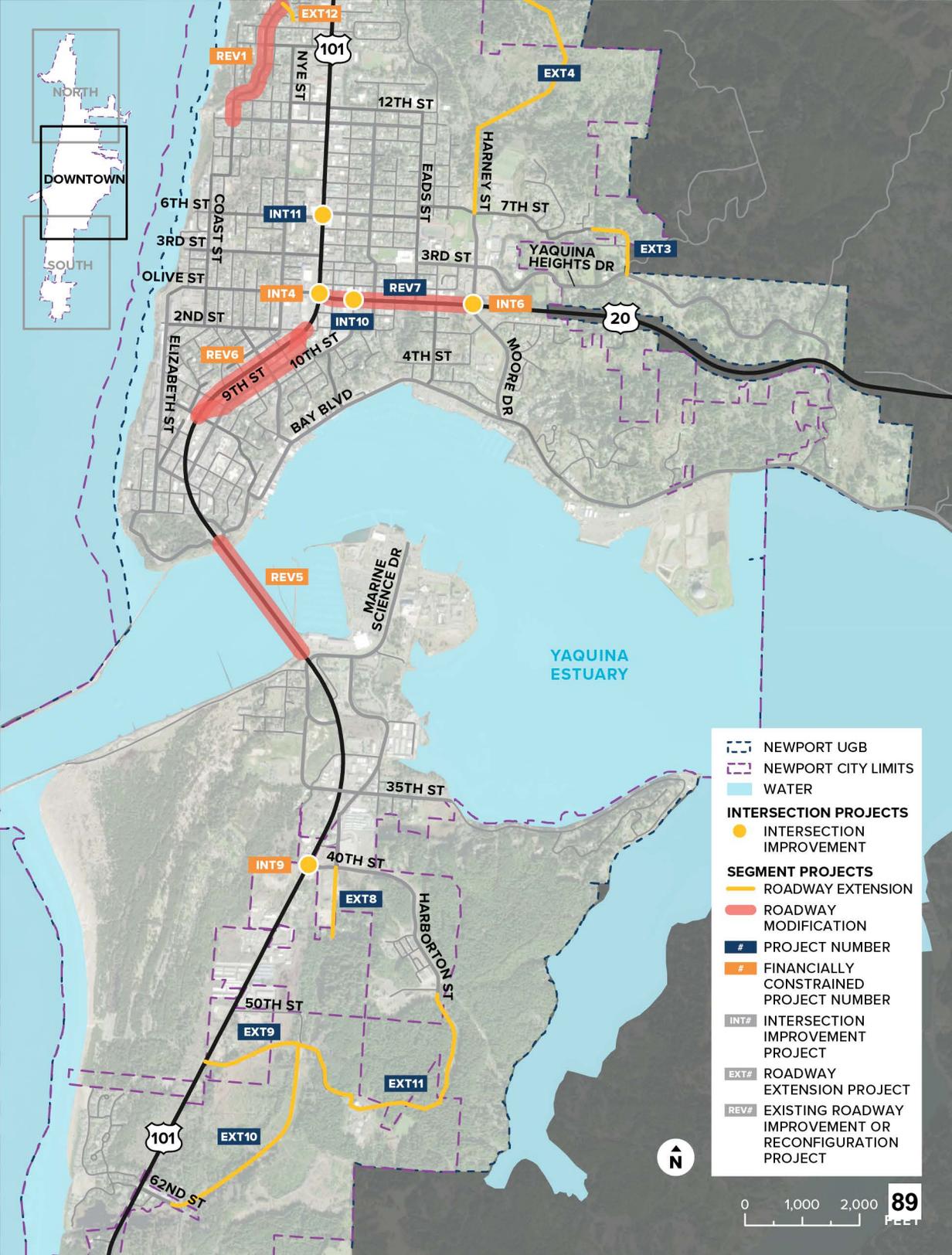




- NEWPORT UGB
- NEWPORT CITY LIMITS
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- INTERSECTION PROJECTS**
- ENHANCED CROSSING
- SEGMENT PROJECTS**
- BICYCLE IMPROVEMENT
- PEDESTRIAN IMPROVEMENT
- # PROJECT NUMBER
- # FINANCIALLY CONSTRAINED PROJECT NUMBER
- SW# SIDEWALK IMPROVEMENT PROJECT
- TR# TRAIL OR SHARED USE PATH IMPROVEMENT PROJECT
- BR# BIKE ROUTE IMPROVEMENT PROJECT
- SBL# IMPROVEMENT PROJECT TO ADD SEPARATED OR BUFFERED BIKE LANES
- BL# IMPROVEMENT PROJECT TO ADD STANDARD BIKE LANES
- CR# ROADWAY CROSSING IMPROVEMENT PROJECT

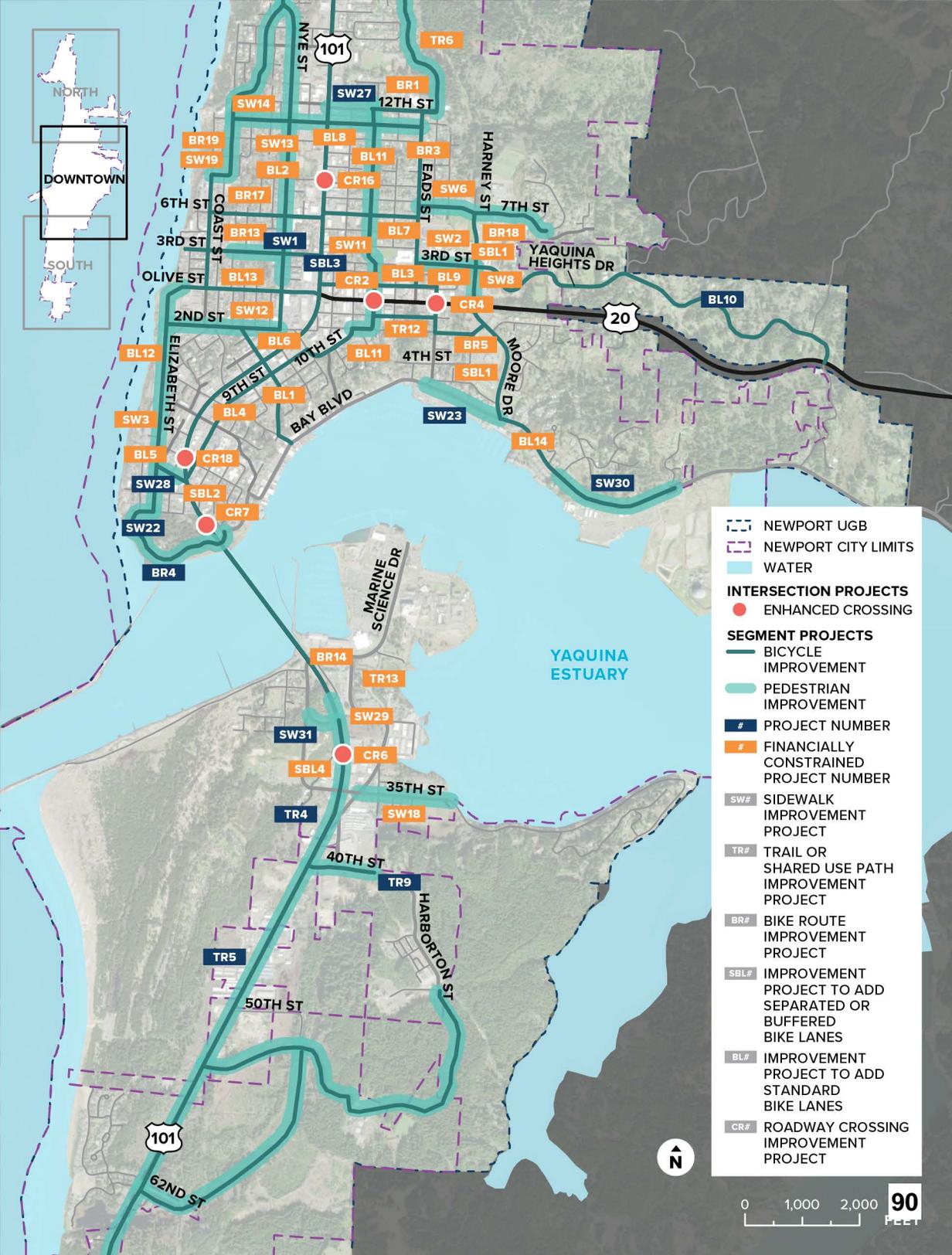


PACIFIC OCEAN



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- INTERSECTION IMPROVEMENT
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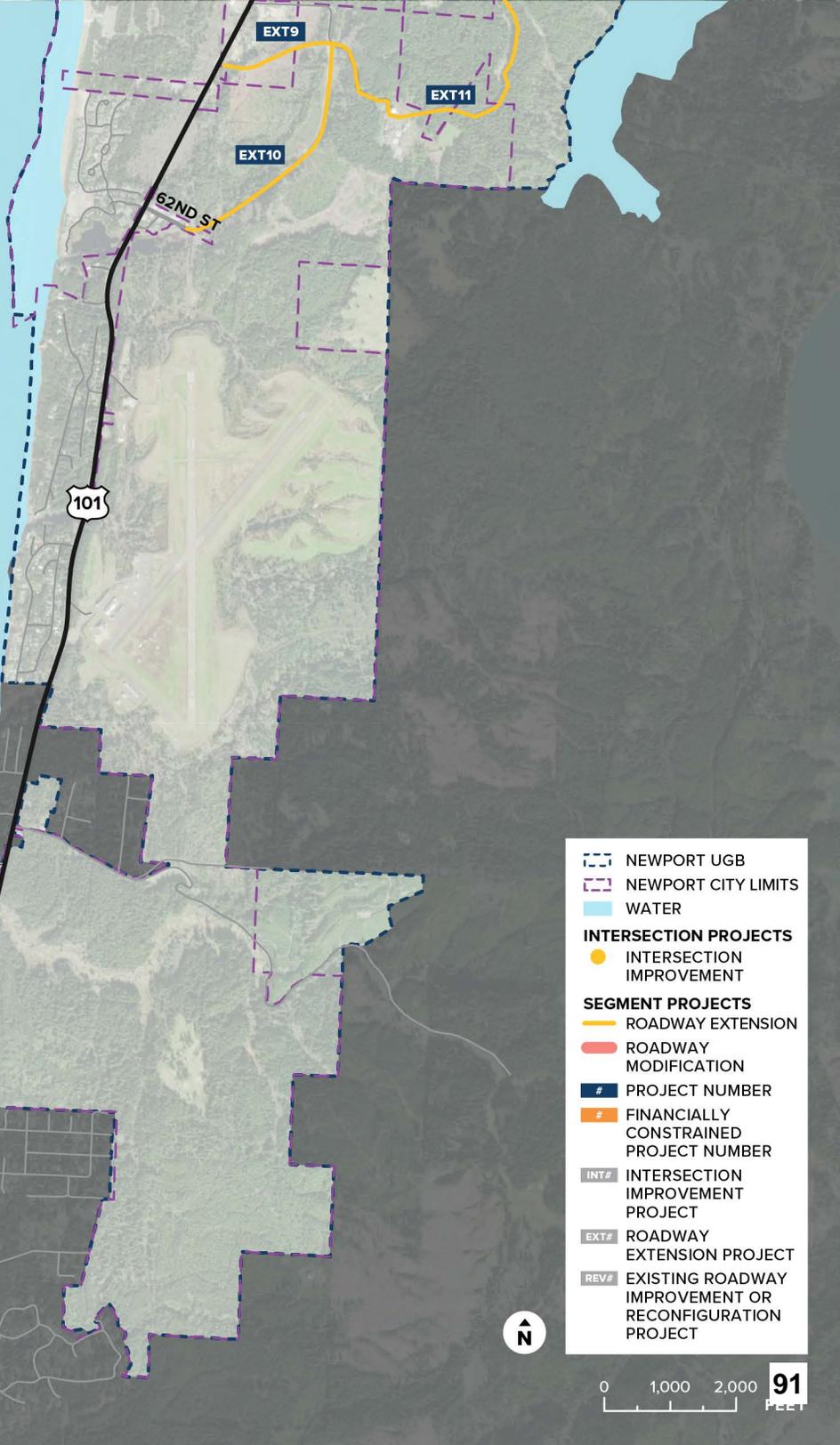


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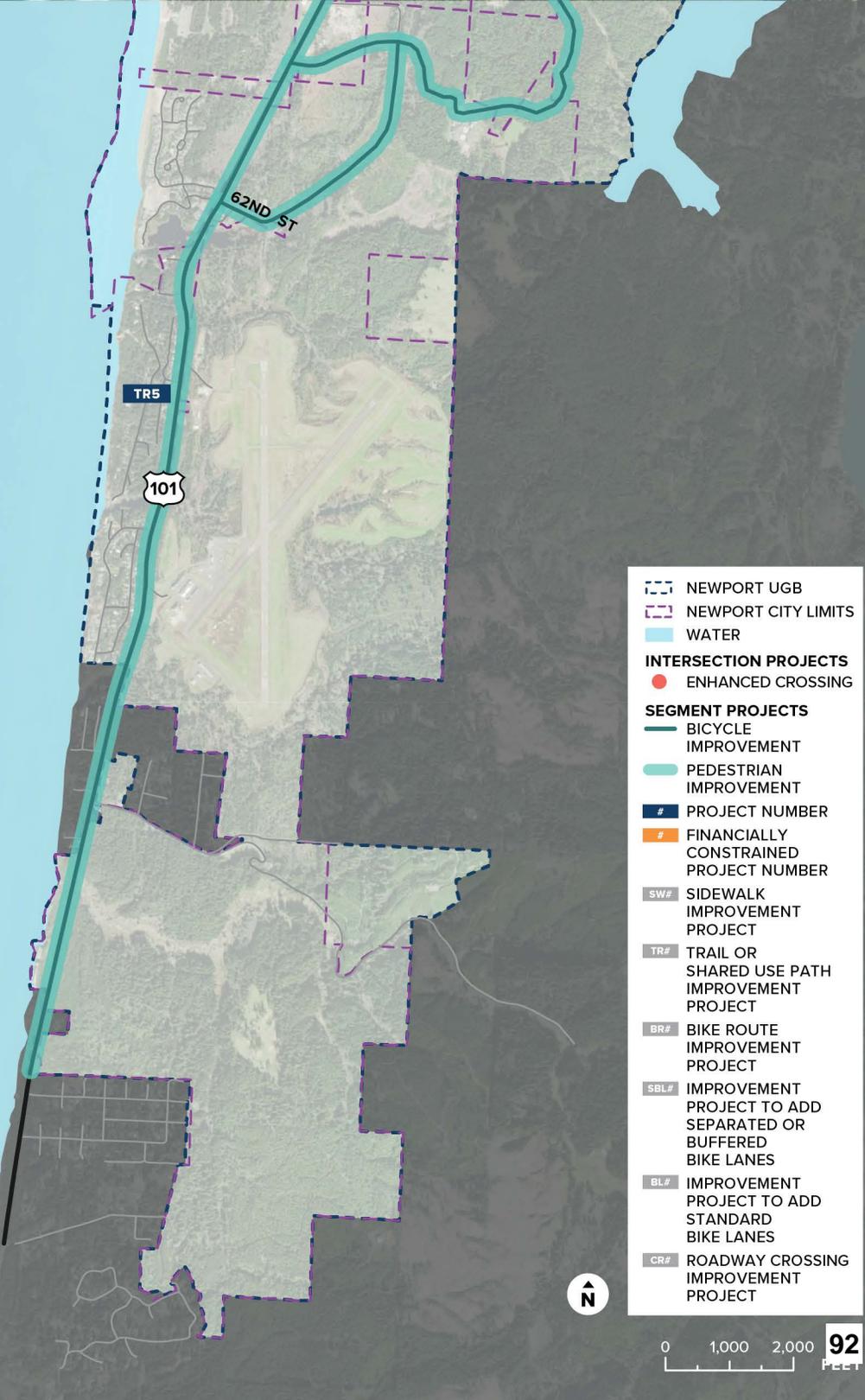


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PACIFIC OCEAN



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TABLE 9: ASPIRATIONAL PROJECTS

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT1	US 101/NE 73rd Street Improve the intersection with either a traffic signal or roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	\$950,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT3	US 101/NW Oceanview Drive Widen the eastbound NW Oceanview Drive approach to include separate left and right turn lanes.	State	NURA	\$225,000	Low	2,8	Unconstrained	Unconstrained Tier 2	North
INT4	US 101/US 20 Construct a second southbound left turn lane. Requires a signal modification, widening along US 101 and along the south side of US 20 to support a second receiving lane, and conversion of the US 101/NE 1 st Street intersection to right-in, right-out movements only.	State	NURA	\$5,000,000	High	1,2,4,7,8	Financially Constrained	Tier 1	Downtown
INT6	US 20/SE Moore Drive/NE Harney Street Improve the intersection with a traffic signal (with separate left turn lanes on the northbound and southbound approaches). Coordinate improvements with Project SBL1.	State	NURA	\$1,050,000	Medium	1,2,4,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT8	US 101/NE 36th Street Improve the intersection with either a traffic signal (with separate left and right turn lanes for westbound traffic) or a roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	\$1,175,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT9	US 101/SW 40th Street Improve the intersection with a traffic signal. Cost assumes installation of a traffic signal, curb ramps, striping, signing and repaving, as identified in the South Beach Refinement Plan.	State	SBURA	\$1,550,000	High	1,2,4,7,8	Financially Constrained	Tier 1	Downtown
INT10	US 20/Benton Street Restripe northbound approach to include separate left/through lane and right turn lane (requires removal of on-street parking).	State	NURA	\$75,000	Low	2,8	Unconstrained	Unconstrained Tier 2	Downtown
INT11	US 101/NW-NE 6th Street Realign NW 6 th Street to the north and/or NE 6 th Street to the south to create a standard 4-leg intersection. Requires right-of-way acquisition and a signal modification.	State	NURA	\$3,075,000	Low	1,2,4	Unconstrained	Unconstrained Tier 2	Downtown
INT12	US 101/NE 57th Street Realign approach to intersect with NW 58th Street.	State	NURA	\$1,275,000	Low	1,2	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT1	NW Gladys Street (from NW 55th Street to NW 60th Street) Extend/Improve NW Gladys Street to create a continuous neighborhood collector street.	Newport	NURA	\$1,100,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
EXT3	NE 6th Street (from NE Laurel Street to NE Newport Heights Drive) Extend NE 6th Street to create a continuous neighborhood collector street.	Newport	City/State Funds	\$5,200,000	Low	2,3,7	Unconstrained	Unconstrained Tier 2	Downtown
EXT4	NE Harney Street (from NE 7th Street to NE Big Creek Road) Extend NE Harney Street to create a continuous major collector street and install a mini roundabout at the intersection of NE Harney Street/NE 7th Street.	Newport	City/State Funds	\$58,600,000	High	2,3,4,6,7	Unconstrained	Unconstrained Tier 1	North, Downtown
EXT8	SE Ash Street-SE Ferry Slip Road (from SE 40th Street to SE 42nd Street) Extend SE Ash Street-SE Ferry Slip Road to create a continuous major collector street.	Newport	City/State Funds	\$2,275,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT9	<p>SE 50th Place (from Emery Trailhead to US 101)</p> <p>Extend SE 50th Place to the entrance of South Beach State Park at US 101 to create a continuous major collector street. Cost includes the construction of a shared use path on one side and widening of US 101 to create a southbound left turn lane.</p>	Newport	City/State Funds	\$3,375,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT10	<p>SE 62nd Street (from current terminus to SE 50th Place)</p> <p>Extend SE 62nd Street from the current terminus to SE 50th Place, near Emery Trailhead, to create a continuous major collector street. Cost includes the construction of a shared use path on one side.</p>	Newport	City/State Funds	\$6,150,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT11	<p>SE Harborton Street (from SE College Way to SE 62nd Street extension)</p> <p>Extend SE Harborton Street to the SE 62nd Street extension intersection with SE 50th Place to create a continuous major collector street. Cost includes the construction of a shared use path on one side.</p>	Newport	City/State Funds	\$4,000,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT12	<p>NW Nye Street (from NW Oceanview Drive to NW 15th Street)</p> <p>Extend/Improve NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street. Cost assumes bridge will be needed, installation of a sidewalk, and signing and striping as needed to designate a shared bike route.</p>	Newport	City/State Funds	\$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
REV1	<p>NW Oceanview Drive (from NW Nye Street Extension to NW 12th Street)</p> <p>Convert NW Oceanview Drive to one-way southbound between the NW Nye Street Extension and NW 12th Street and shift northbound vehicle traffic to NW Nye Street. Cost assumes utilization of the existing roadway width to include a southbound travel lane for vehicles, and an adjacent shared use path for pedestrians and bicycles. Project EXT12 must be completed before Project REV1.</p>	Newport	City/State Funds	\$350,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV5	<p>Yaquina Bay Bridge Refinement Plan</p> <p>Conduct a study to identify the preferred alignment of a replacement bridge, typical cross-section, implementation, and feasibility, and implement long-term recommendations from the Oregon Coast Bike Route Plan.</p>	State	City/State Funds	\$500,000	High	2,3,4,6,7,8	Financially Constrained	Tier 1	Downtown
REV6	<p>US 101 and SW 9th Street (from SW Abbey Street to SW Angle Street)</p> <p>Convert US 101 to one-way southbound between SW Abbey Street and SW Angle Street, and shift northbound US 101 to SW 9th Street. Cost assumes cross-sections as identified in Chapter 5 of this TSP, construction of new roadway segments to transition northbound traffic to and from SW 9th Street, and some intersection and crossing improvements. Specific treatments will be identified during design phase of the project.</p>	State	NURA	\$11,700,000	High	2,3,4,6,7,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV7	<p>US 20 (from US 101 to NE Harney Street)</p> <p>Enhance the existing street cross-section with widened sidewalks and new landscape buffers. Cost assumes cross-sections as identified in Chapter 5 of this TSP, with on-street bicycle lanes only provided between SE Fogarty Street and NE Harney Street. Parallel bicycle facilities provided between US 101 and SE Fogarty Street in Project BR5 and Project BL3.</p>	State	NURA	\$6,500,000	High	2,3,4,6,7,8	Financially Constrained	Tier 1	Downtown
SW1	<p>NW 3rd Street (from NW Brook Street to NW Nye Street)</p> <p>Complete existing sidewalk gaps using either standard sidewalk widths or restripe to provide a designated pedestrian walkway in-street.</p>	Newport	City/State Funds	\$1,100,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
SW2	<p>NE 3rd Street (from NE Eads Street to NE Harney Street)</p> <p>Complete existing sidewalk gaps.</p>	Newport	City/State Funds	\$950,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW3	<p>SW Elizabeth Street (from W Olive Street to SW Government Street)</p> <p>Complete existing sidewalk gaps.</p>	Newport	City/State Funds	\$2,600,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW6	NE 7th Street (from NE Eads Street to NE 6th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,175,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW8	NE Harney Street (from US 20 to NE 3rd Street) Complete existing sidewalk gaps.	Newport	NURA	\$700,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW11	SE Benton Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SE 10th Street to NE 12th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$3,050,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown
SW12	SW 2nd Street (from SW Elizabeth Street to SW Nye Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$1,275,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW13	NW Nye Street (from W Olive Street to NW 15th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$4,450,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown
SW14	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,150,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW16	NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NE Crestview Drive) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,475,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
SW17	NW 60th Street (from US 101 to NW Gladys Street) Complete existing sidewalk gaps.	Newport	NURA	\$175,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW18	SE 35th Street (from SE Ferry Slip Road to South Beach Manor Memory Care) Complete existing sidewalk gaps as identified in the South Beach Refinement Plan.	Newport	SBURA	\$750,000	High	1,2,3,6,7	Financially Constrained	Tier 1	Downtown
SW19	NW 8th Street/NW Spring Street (from NW Coast Street to NW 11th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$1,175,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown
SW20	NW Gladys Street/NW 55th Street (from NW 60th Street to US 101) Complete existing sidewalk gaps.	Newport	NURA	\$1,425,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW21	US 101 (from NW 25th Street to NE 31st Street) Construct pedestrian path on east side of US 101. Cost assumes 10-ft wide shared use pathway with sheet pile wall.	State	NURA	\$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
SW22	Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive) Complete existing sidewalk gaps and install enhanced pedestrian crossings consistent with the Yaquina Bay State Recreation Site Master Plan.	Newport	State Funds	\$2,250,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW23	SW Bay Boulevard (from SE Fogarty Street to SE Moore Drive) Complete existing sidewalk gaps.	Newport	City/State Funds	\$1,300,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW24	NW 55th Street (from NW Gladys Street to NW Piney Street) Complete existing sidewalk gaps.	Newport	NURA	\$1,775,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 1	North
SW25	NE Harney Street/NE 36th Street (from US 101 to NE Big Creek Road) Complete existing sidewalk gaps.	Newport	City/State Funds	\$5,300,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North

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SW26	NE Avery Street/NE 71st Street (from US 101 to NE Echo Court) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,475,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW27	NE 12th Street (from US 101 to NE Benton Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$625,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North, Downtown
SW28	SW Bayley Street (SW Elizabeth Street to US 101) Complete existing sidewalk gaps.	Newport	NURA	\$325,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW29	US 101 (from SE Ferry Slip Road to SE 40th Street) Complete the sidewalk gaps on the east side.	State	City/State Funds	\$425,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW30	Yaquina Bay Road (from SE Vista Drive to SE Running Spring) Complete existing sidewalk gaps on north side only.	Newport	City/State Funds	\$1,800,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW31	SW Abalone Street (from US 101 to SW Abalone Street) Construct a sidewalk on the south side of SW Abalone Street.	Newport	City/State Funds	\$350,000	Medium	2,3,4,6	Unconstrained	Unconstrained Tier 2	Downtown

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TR1	<p>NW Oceanview Drive (from US 101 to NW Nye Street Extension)</p> <p>Construct a shared use path on one side. The short term improvement along this segment included in Project BR15.</p>	Newport	City/State Funds	\$4,775,000	High	1,2,3,6	Financially Constrained	Tier 1	North
TR2	<p>US 101 (from NW Lighthouse Drive to North UGB)</p> <p>Construct a shared use path on the east side of US 101. Sidewalk infill will also be completed on the west side south of NW 60th Street. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path).</p>	State	NURA	\$6,650,000	High	1,2,3,6,7	Unconstrained	Unconstrained Tier 1	North

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TR3	<p>US 101 (from NW Lighthouse Drive to NW Oceanview Drive)</p> <p>Construct a shared use path on the west side of US 101, with sidewalk infill on the east side. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path). Cost included with Project TR8.</p>	State	Federal Funds/ NURA	Included with Project TR8	High	1,2,3,4,6,7	Financially Constrained	Tier 1	North
TR4	<p>US 101 (from SE 35th Street to SE 40th Street)</p> <p>Construct a shared use path on the west side of US 101.</p>	State	City/State Funds	\$500,000	Medium	1,2,3,7	Unconstrained	Unconstrained Tier 1	Downtown, South
TR5	<p>US 101 (from SE 40th Street to South UGB)</p> <p>Construct a shared use path on the west side of US 101.</p>	State	City/State Funds	\$5,500,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
TR6	<p>NE Big Creek Road (from NE Fogarty Street to NE Harney Street)</p> <p>Construct a shared use path. Cost assumes utilization of the existing roadway width to include a one-way 12 ft. travel lane and an adjacent shared use path.</p>	Newport	City/State Funds	\$450,000	High	2,3,4,5,6,7	Financially Constrained	Tier 1	North, Downtown

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TR7	<p>NW Rocky Way (from NW 55th Street to NW Lighthouse Drive)</p> <p>Construct a shared use path and other improvements as identified by the BLM/FHWA. Cost included with Project TR8.</p>	Newport	Federal Funds/ NURA	Included with Project TR8	Medium	1,2,3,6	Financially Constrained	Tier 1	North
TR8	<p>NW Lighthouse Drive (from US 101 to terminus)</p> <p>Construct a shared use path on one side and other improvements as identified by the BLM/FHWA. Cost includes pedestrian/bicycle crossing improvements at the intersection of US 101/NW Lighthouse Drive, and Projects TR3 and TR7.</p>	State	Federal Funds/ NURA	\$4,000,000	Medium	2,3,6	Financially Constrained	Tier 1	North
TR9	<p>SE 40th Street (from US 101 to SE Harborton Street)</p> <p>Construct a shared use path on one side to complete existing gap.</p>	Newport	City/State Funds	\$675,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
TR10	<p>US 101 (from NW Oceanview Drive to NW 25th Street)</p> <p>Construct a shared use path along US 101. Note the side and extents are subject to further consideration.</p>	State	NURA	\$5,275,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	North

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TR12	SE 1st Street (from SE Douglas Street to SE Fogarty Street) Construct a shared use path. Cost assumes bridge will be needed.	Newport	NURA	\$2,550,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
TR13	South Beach Improvements Pedestrian and bicycle priority improvements as identified in the South Beach Refinement Plan. This project does not include the cost associated with Project SW18.	Newport	SBURA	\$700,000	High	1,2,3,4,6	Financially Constrained	Tier 1	n/a
BR1	NE 12th Street (from NE Benton Street to NW Eads Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR2	NE Harney Street/NE 36th Street (from NE Big Creek Road to US 101) Install signing and striping as needed to designate as interim shared bike route. Long term, on-street bike lanes to be provided as part of the Harney Street extension (Project EXT4). Cost assumes interim improvement only.	Newport	City/State Funds	\$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

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BR3	NE Eads Street/NE 12th Street (from NE 1st Street to NE Fogarty Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR4	Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive) Install signing and striping as needed to designate a bike route, consistent with the Yaquina Bay State Recreation Site Master Plan.	State	State Funds	\$50,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 2	Downtown
BR5	SE 1st Street/SE Fogarty Street/SE 2nd Street (from SE Coos Street to SE Fogarty Street, and from US 20/ SE Fogarty Street intersection to SE 2nd Street/SE Moore Drive intersection) Install signing and striping as needed to designate a bike route. Project TR12 must be completed before/with Project BR5.	City	NURA	\$25,000	High	2,3,4,6,8	Financially Constrained	Tier 1	Downtown

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BR7	<p>SW 2nd Street/SW Angle Street (from SW Elizabeth Street to SW 10th Street)</p> <p>Install signing and striping as needed to designate a bike route. Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.</p>	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR9	<p>NW Edenvue Way/NE 20th Street (from NW Oceanview Drive to NW Crestview Drive)</p> <p>Install signing and striping as needed to designate a bike route. Restripe through US 101/NE 20th Street intersection to provide on-street bike lanes between the NW Edenvue Way/NW 20th Street intersection and the eastern Fred Meyer Driveway.</p>	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR10	<p>NW 60th Street/NW Gladys Street/NW 55th Street (from US 101 to US 101)</p> <p>Install signing and striping as needed to designate a bike route through Agate Beach.</p>	Newport	NURA	\$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR12	<p>NE Avery Street/NE 71st Street (from US 101 to NE Echo Court)</p> <p>Install signing and striping as needed to designate a bike route.</p>	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

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BR13	NW 3rd Street (from US 101 to NW Cliff Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR14	Yaquina Bay Bridge Interim Improvements Install signing as needed to designate a bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan such as flashing warning lights or advisory speed signs.	State	City/State Funds	\$75,000	High	1,2,3,6,8	Financially Constrained	Tier 1	Downtown
BR15	NW Oceanview Drive Interim Improvements (from US 101 to NW Nye Street Extension) Install signing and striping as needed to designate as an interim bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan. Long term improvement along this segment included in Project TR1.	Newport	City/State Funds	\$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR16	NW 55th Street (from NW Gladys Street to NW Pinery Street) Install signing and striping as needed to designate a bike route.	Newport	NURA	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

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BR17	NW 6th Street (from NW Coast Street to NW Nye Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR18	NE 7th Street/NE 6th Street (from NE Eads Street to NE Laurel Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR19	NW Spring Street/NW Coast Street/SW Alder Street/SW Neff Way (from NW 12th Street to US 101) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown

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SBL1	<p>SE Moore Drive/NE Harney Street (from SE Bay Boulevard to NE 7th Street)</p> <p>Restripe to install buffered bike lanes between SE Bay Boulevard and US 20; Widen to install buffered bike lanes between US 20 and NE Yaquina Heights Drive; Restripe and upgrade the existing on-street bike lanes between NE Yaquina Heights Drive and NE 7th Street (project removes on-street parking on one side only). Coordinate improvements through the US 20 intersection with Project INT6.</p>	Newport	NURA	\$825,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
SBL2	<p>US 101 (from Yaquina Bay Bridge to SW Abbey Street)</p> <p>Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.</p>	State	NURA	\$1,350,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
SBL3	<p>US 101 (from SW Angle Street to NW 25th Street)</p> <p>Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.</p>	State	NURA	\$5,915,000	High	1,2,3,4,6	Unconstrained	Unconstrained Tier 1	North, Downtown

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SBL4	<p>US 101 (from Yaquina Bay Bridge to SE 35th Street)</p> <p>Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.</p>	State	City/State Funds	\$925,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
BL1	<p>SW Canyon Way (from SW 9th Street to SW Bay Boulevard)</p> <p>Restripe to provide on-street bike lanes in uphill direction and mark sharrows in the downhill direction (project may require conversion of angle parking near SW Bay Boulevard to parallel parking).</p>	Newport	City/State Funds	\$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL2	<p>NW Nye Street/SW 7th Street (from NW 15th Street to SW Hurbert Street)</p> <p>Restripe NW Nye Street to include on-street bicycle lanes (project removes on-street parking on one side only) between NW 15th Street and SW 2nd Street. Install signing and striping to designate a shared bike route between SW 2nd Street and SW Hurbert Street.</p>	Newport	City/State Funds	\$100,000	High	1,2,3,4,6	Financially Constrained	Tier 1	North, Downtown

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BL3	<p>NE 1st Street (from US 101/NE 1st Street intersection to US 20/NE Fogarty Street intersection)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side).</p>	Newport	NURA	\$100,000	High	1,2,3,4,6,7	Financially Constrained	Tier 1	Downtown
BL4	<p>SW 9th Street (from US 101 to SW Fall Street)</p> <p>Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking).</p>	Newport	NURA	\$465,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
BL5	<p>SW Bayley Street (from US 101 to SW Elizabeth Street)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side).</p>	Newport	NURA	\$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL6	<p>SW Hubert Street (from SW 9th Street to SW 2nd Street)</p> <p>Restripe to provide on-street bike lanes (existing angle parking will be converted to parallel parking on one side). Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.</p>	Newport	NURA	\$25,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown

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BL7	NW/NE 6th Street (from NW Nye Street to NE Eads Street) Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking on one side).	Newport	City/State Funds	\$775,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL8	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Restripe to provide on-street bike lanes (project removes on-street parking on one side, although on-street parking may be impacted on both sides between NW Lake Street and NW Nye Street).	Newport	City/State Funds	\$50,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL9	NE 3rd Street (from NE Eads Street to NE Harney Street) Widen as needed to provide on-street bike lanes.	Newport	City/State Funds	\$525,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL10	NE Yaquina Heights Drive (from NE Harney Street to US 20) Widen as needed to provide on-street bike lanes.	Newport	City/State Funds	\$8,075,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown

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BL11	<p>SW 10th Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SW 9th Street to NE 12th Street)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side between NE 12th Street and US 20). Note 5 ft. bike lanes assumed between US 20 and SE 2nd Street. Construct with Project CR2.</p>	Newport	City/State Funds	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL12	<p>SW Elizabeth Street (from SW Government Street to W Olive Street)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side).</p>	Newport	City/State Funds	\$75,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL13	<p>W Olive Street (from SW Elizabeth Street to US 101)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side). Note project requires modification of existing curb extensions at Coast Street; on-street bike lanes may terminate prior to the US 101 intersection to provide space for turn pockets.</p>	Newport	City/State Funds	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown

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BL14	Yaquina Bay Road (from SE Moore Drive to SE Running Spring) Restripe or widen as needed to provide on-street bike lanes.	Newport	City/State Funds	\$1,625,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR1	NW 60th Street/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR2	SE Coos Street/US 20 Install an enhanced pedestrian and bicycle route crossing. Construct with Project BL11.	State	NURA	\$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR3	NW 55th Street/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR4	NE Fogarty Street/US 20 Install an enhanced pedestrian and bicycle route crossing. This intersection should be designed to facilitate bicycle turn movements from US 20 on-street bike facilities to/from parallel bike facilities on side streets to the north and south. Construct with Project BR5 and/or Project BL3.	State	NURA	\$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown

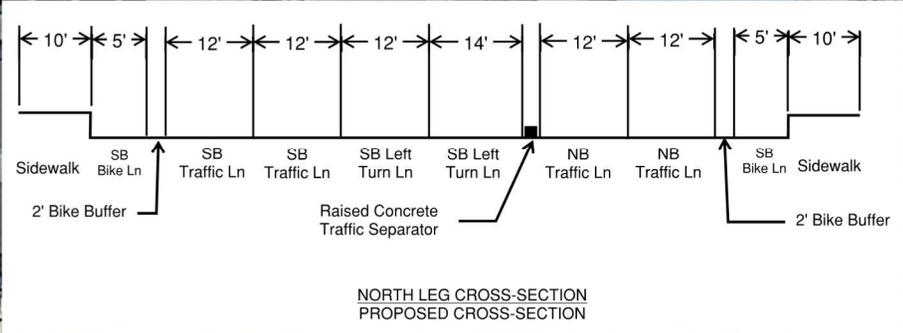
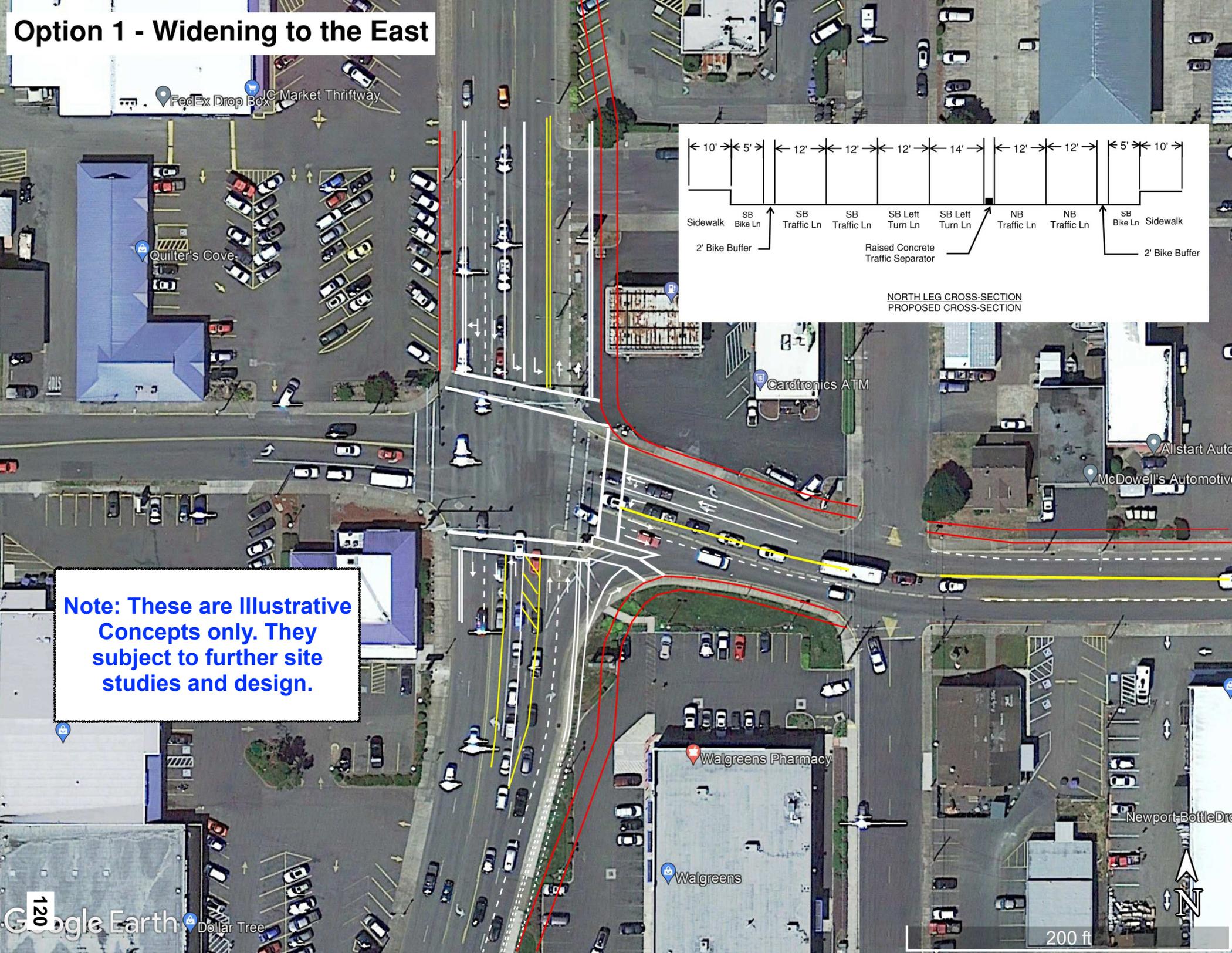
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CR5	NW Oceanview/US 101 Install an enhanced pedestrian crossing.	State	City/State Funds	\$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR6	SE 32nd Street/US 101 Install an enhanced pedestrian crossing.	State	City/State Funds	\$100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR7	SW Naterlin Drive/US 101 Improve pedestrian connections between Yaquina Bay Bridge and downtown Newport through pedestrian wayfinding, marked crossings, and other traffic control measures.	State	City/State Funds	\$25,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
CR8	NW 68th Street/US 101 Install an enhanced pedestrian crossing.	State	City/State Funds	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR9	Pacific Shores MotorCoach Resort/US 101 Install an enhanced pedestrian crossing to serve existing transit stops and RV park.	State	City/State Funds	\$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR10	NW 58th/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR16	NW 8th/US 101 Install an enhanced pedestrian crossing.	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown

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CR18	SW Bay/US 101 Install an enhanced pedestrian crossing.	State	NURA	\$150,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
PRO1	Parking Management Implement additional parking management strategies for the Nye Beach and Bayfront Areas. Strategies could include metering, permits, or other time restrictions.	Newport	City Funds	\$600,000	Medium	2,5,8	Financially Constrained	Tier 1	n/a
PRO2	Transportation Demand Management Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.	Newport	City Funds	\$475,000	Medium	2,4,5,8	Financially Constrained	Tier 2	n/a
PRO3	Neighborhood Traffic Management Implement a neighborhood traffic calming program.	Newport	City Funds	\$475,000	Medium	2,3,6,8	Financially Constrained	Tier 1	n/a
PRO4	Yaquina Bay Ferry Service Implement a foot ferry for bicyclists and pedestrians across Yaquina Bay.	State	City/State Funds	\$4,750,000	High	2,3,4,6,7	Unconstrained	Unconstrained Tier 1	n/a

Notes: * "INT" represents an intersection improvement project; "EXT" represents a roadway extension project; "REV" represents an existing roadway improvement or reconfiguration project; "SW" represents a sidewalk improvement project; "TR" represents a trail or shared use path improvement project; "BR" represents a bike route improvement project; "SBL" represents an improvement project to add separated or buffered bike lanes; "BL" represents an improvement project to add standard bike lanes; "CR" represents a roadway crossing improvement project; "PRO" represents a citywide demand or system management project.

** Financially Constrained = projects likely to be funded; Unconstrained = projects not likely to be funded.

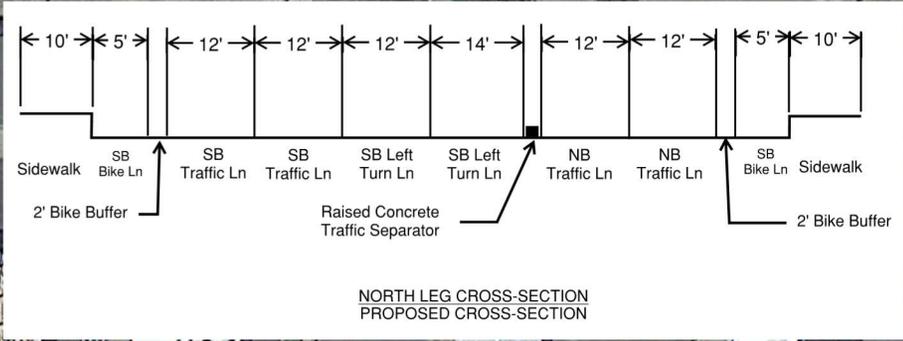
Option 1 - Widening to the East



Note: These are Illustrative Concepts only. They subject to further site studies and design.



Option 2 - Widening on both Sides



Note: These are Illustrative Concepts only. They subject to further site studies and design.



Job No.: DKS-40

Date: February 15, 2022

To: Carl Springer, PE, PTP – DKS Associates

From: Ben Austin, PE



Project/Subject: City of Newport TSP Stormwater Considerations

Fax - Number: _____; Number of pages _____
 (If you did not receive the correct number of pages, please call 503-221-1131)

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Background and Purpose

The City of Newport is currently updating its Transportation System Plan (TSP). The purpose of this memorandum is to provide supplemental considerations related to stormwater management as part of the implementation of transportation improvements recommended in the TSP.

General Considerations

The City of Newport Municipal Code states that drainage facilities should be designed to consider the capacity and grade necessary to maintain unrestricted flow from areas draining through the land division and to allow extension of the system to serve such areas. In addition to providing conveyance capacity, improvements to City of Newport streets should incorporate stormwater Best Management Practices (BMPs) to mitigate the negative effects to water quality and attenuate runoff volumes and peak flows where practical. The type and extent of these BMPs will depend on the extent of the improvements, potential pollutant loading and potential for significant downstream impacts due to increased peak flows and volumes. The physical constraints of topography or environmentally sensitive, historic or developed areas that make constructing or reconstructing a roadway a challenge also apply to finding suitable space for stormwater management BMPs. The following table outlines some of the potential BMP types and where they may be suitable.

Table 1: BMP Site Suitability Considerations

Factor = ● Non-Factor = x	Physical Feature (see descriptions on the next page)			
	Slope	Facility Area	In Situ Infiltration Rate	Groundwater Depth
Infiltration (Drywell with pretreatment)	x	x	●	●
Vegetated Swale	●	●	●	●
Vegetated Planter	●	●	●	●
Grass Filter Strip	●	●	●	x
Trees	x	●	x	x
Dry/Wet Detention Pond	●	●	●	●
Porous Pavement	●	x	●	●
Proprietary Filtration Facility	x	x	x	x
Proprietary Separation Facility	x	x	x	x
Sedimentation Manhole	x	x	x	x
Sumped Inlets	x	x	x	x

Adapted from the ODOT Hydraulics Manual

Description of Physical Features

- **Slope:** A minimal slope for vegetated facilities allows for treatment and infiltration of runoff. In comparison, facilities with small facility footprints will be less affected by the existing slope. Slope is a factor a BMP if it can have an impact on construction and proper function.
- **Facility Area:** The area a stormwater facility occupies limits whether or not it can be installed within a proposed project. Vegetated swales, planters, and filters strips require a larger area than a compact manhole or proprietary system. Likewise, trees cannot exceed a certain size in order to meet sight distance requirements. Facilities with larger areas or height considerations have facility area as a factor.
- **In Situ Infiltration Rate:** Soil infiltration rates allow for stormwater runoff to be captured within facility soils. If a facility uses infiltration to reduce runoff volumes it has in situ infiltration rates as a factor.
- **Groundwater Depth:** Groundwater depth describes how close to ground surface the water table is located. Soils at or below groundwater depth are fully saturated, and will not be able to accommodate additional runoff volumes. If a facility is affected by the depth of ground water for proper function it has the criteria included as a factor.

Prior to construction of any transportation improvements, a project specific stormwater investigation should be completed to determine the site specific constraints and appropriate BMPs. The ODOT Hydraulics Manual along with DEQ stormwater guidance should be consulted for specific design parameters.

A review of the downstream stormwater conveyance system should be completed as part of any modifications to ensure that the runoff is not contributing to issues with capacity or integrity of the stormwater outfall. The extent of the downstream analysis will depend on the extent of the improvements and specific site conditions.

Agate Beach Stormwater Considerations

As noted in the Geotechnical Consultation for Agate Beach memorandum prepared by Foundation Engineering, Inc. as part of the development of the City of Newport TSP, the Agate Beach neighborhood is experiencing a high amount of coastal erosion along with potential for settlement of undocumented fill in the low-lying areas. A site-specific analysis by a certified engineering geologist is required for development within areas of high risk of erosion, settlement or landslides. These constraints make the need for stormwater BMPs that attenuate peak flows and volumes even more critical to ensuring that erosion and settlement isn't exacerbated by newly constructed transportation infrastructure. With potential for erosion and the presence of undocumented fill, facility types that rely on infiltration (drywells, soakage trenches, infiltration planters/basins) may not be appropriate due to the varying infiltration capacity and potential to increase settlement or erosion. Flow-through facilities such as swales, vegetated filter strips or mechanical treatment are likely more appropriate, with structured/mechanical treatment being the most likely approach to achieve stormwater management goals while minimizing the potential for increased settlement or erosion.



Newport TSP Update

PROJECT ADVISORY COMMITTEE MEETING #8

24 Feb 22

Adoption Draft TSP

Today's Agenda

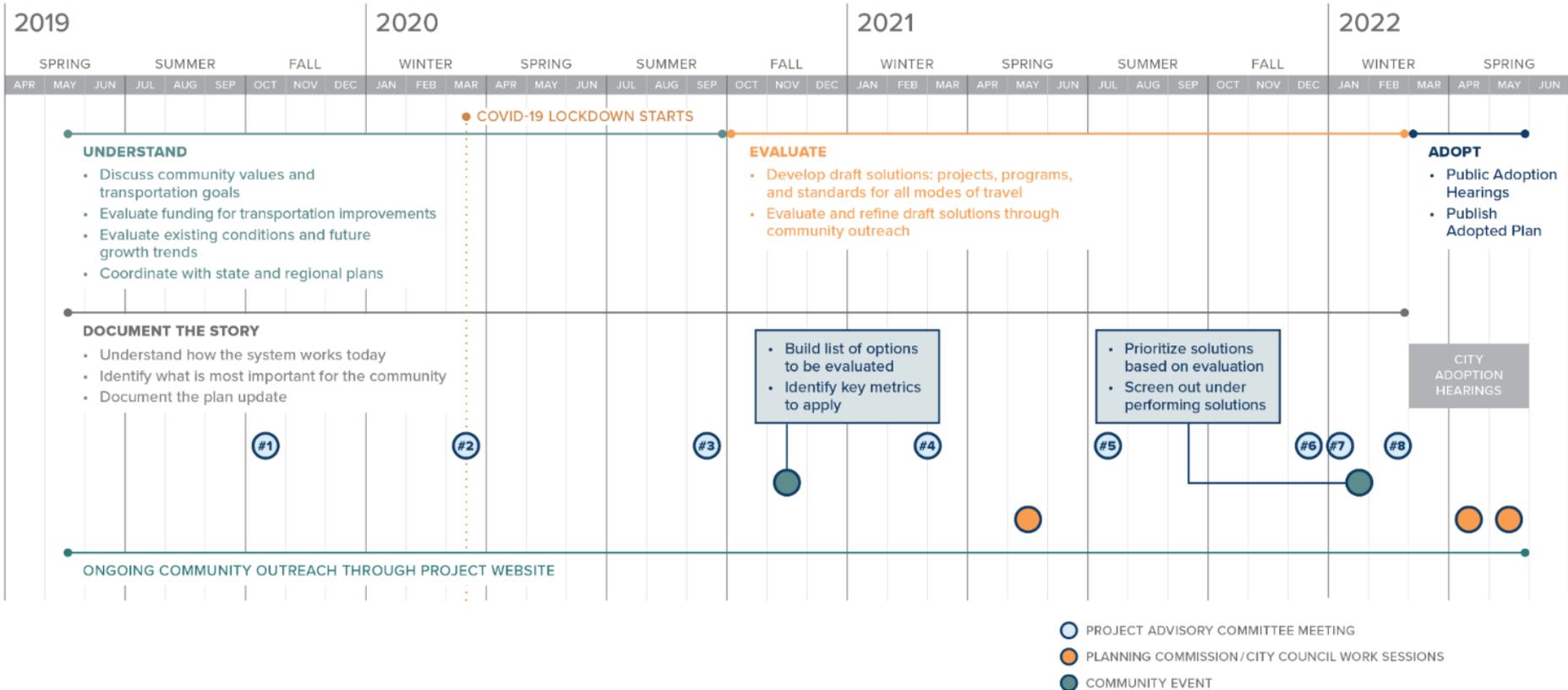
- TSP Decision-Making Process Ahead
- Review Adoption Draft TSP - Major Changes
- Public Comment



DECISION MAKING PROCESS AHEAD

Key Milestones Ahead for the PAC, PC & CC

Project Schedule

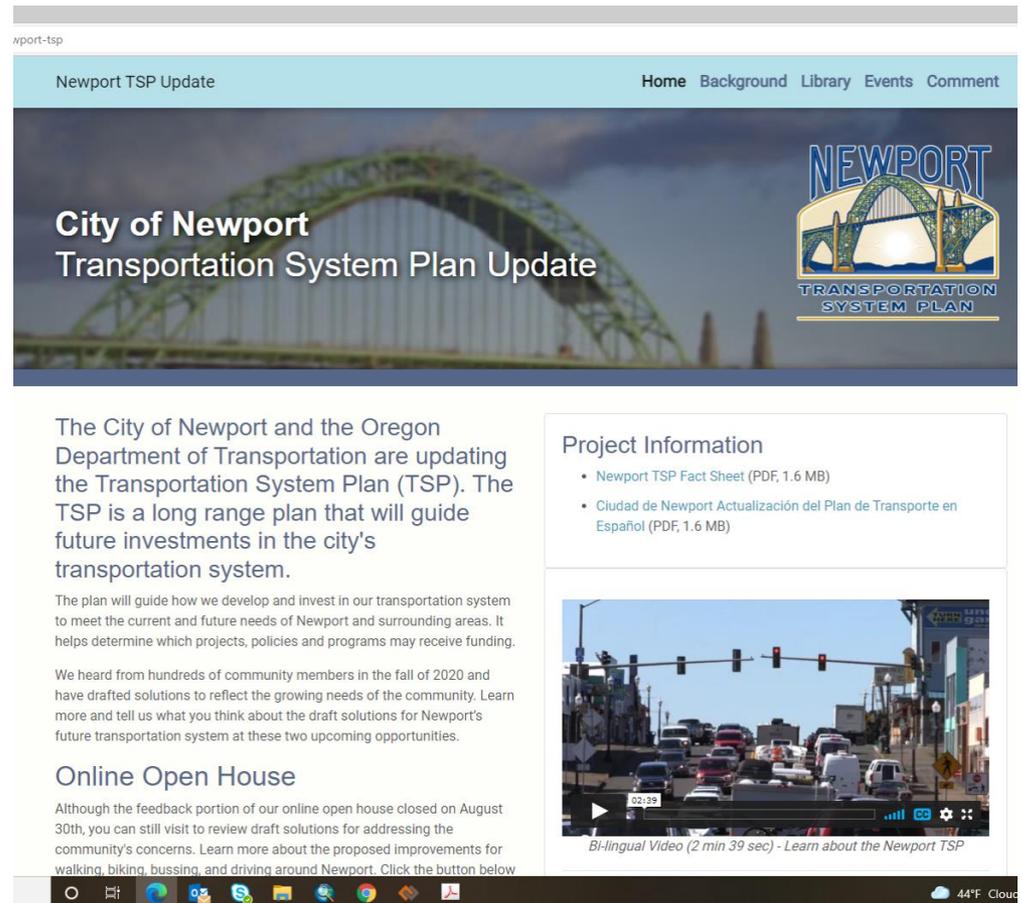


Next Steps for TSP Adoption

- **Planning Commission Receives TSP**
 - Initiate legislative adoption process
 - Provide required 35-day notice to DLCD
- **Planning Commission Hearings (April)**
 - Recommend Adoption (with provisions) of the TSP and supporting code amendments
- **City Council Hearings (May/June)**
 - Adopt TSP
 - Adopt Development Code Amendments
- **Final Adopted TSP Document published**

Newport TSP Project Website

- Project website to be updated with latest information
- Links to be promoted on City website
- Stakeholder email list to continue to be updated (308 and counting)
- Hearings dates to be broadly advertised like the previous virtual and in-person events



The screenshot shows the Newport TSP Project Website. The page title is "Newport TSP Update". The navigation menu includes "Home", "Background", "Library", "Events", and "Comment". The main banner features a large image of the Newport Bridge and the text "City of Newport Transportation System Plan Update". To the right of the banner is the "NEWPORT TRANSPORTATION SYSTEM PLAN" logo. Below the banner, the text reads: "The City of Newport and the Oregon Department of Transportation are updating the Transportation System Plan (TSP). The TSP is a long range plan that will guide future investments in the city's transportation system." Below this text is a paragraph: "The plan will guide how we develop and invest in our transportation system to meet the current and future needs of Newport and surrounding areas. It helps determine which projects, policies and programs may receive funding." Another paragraph follows: "We heard from hundreds of community members in the fall of 2020 and have drafted solutions to reflect the growing needs of the community. Learn more and tell us what you think about the draft solutions for Newport's future transportation system at these two upcoming opportunities." Below this is the "Online Open House" section, which states: "Although the feedback portion of our online open house closed on August 30th, you can still visit to review draft solutions for addressing the community's concerns. Learn more about the proposed improvements for walking, biking, bussing, and driving around Newport. Click the button below". To the right of the text is a "Project Information" section with two links: "Newport TSP Fact Sheet (PDF, 1.6 MB)" and "Ciudad de Newport Actualización del Plan de Transporte en Español (PDF, 1.6 MB)". Below the links is a video player showing a street scene with traffic and the caption "Bi-lingual Video (2 min 39 sec) - Learn about the Newport TSP". The bottom of the screenshot shows a Windows taskbar with various application icons and a system tray displaying "44°F Cloud".



ADOPTION DRAFT TSP

Highlights of Major Changes Since Last Draft

Chapters 2 & 3

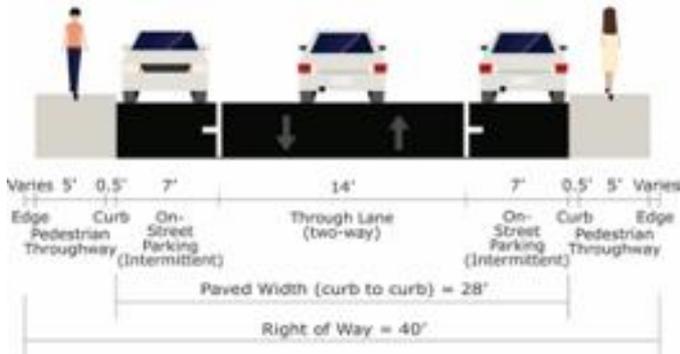
- Various grammar edits and text corrections
- Updated city limits and added recent UGB addition
- Figure 2 Updates - added 2 popular destinations (Newport PAC and VAC) and major employer (Pacific Seafood)
- Added Newport Municipal Airport to Figure 3
- Updated Figure 21, of the tally of transportation system elements in Newport



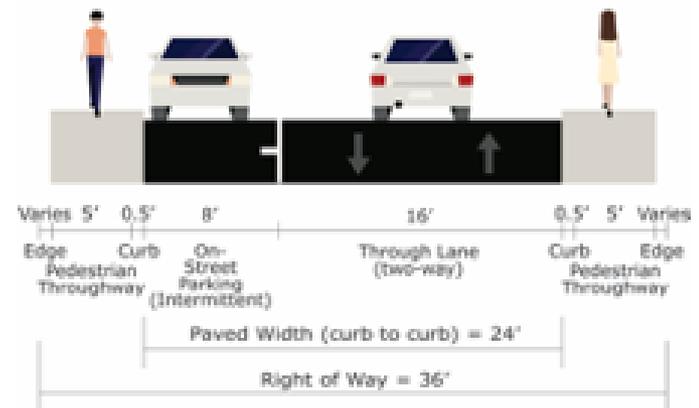
Chapter 4: System Design & Management Principles

- Functional Classification map updates (Figure 22-24)
- Local truck route update (Figure 25)
- Modified Neighborhood Collector and Major Collector Cross-Section to maintain consistent right-of-way (Figures 30, 31, 32)
- Modified Local Yield Street Cross-Section (Figure 34)
 - 16 to 28' paved width (vs. 36' standard local)
- Modified Shared Street requirements, and noted City coordination with Newport Fire Department
- Added Street Stormwater Drainage Management section (pp. 70-71)

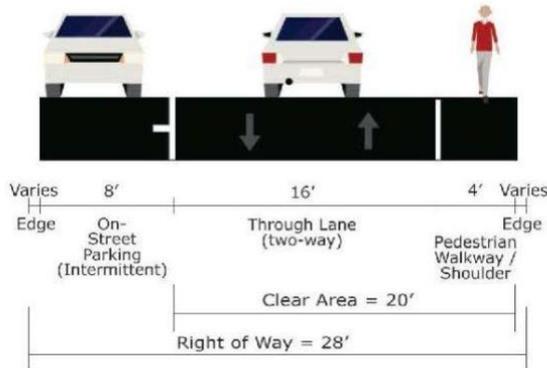
New Local Yield Streets Cross-Sections



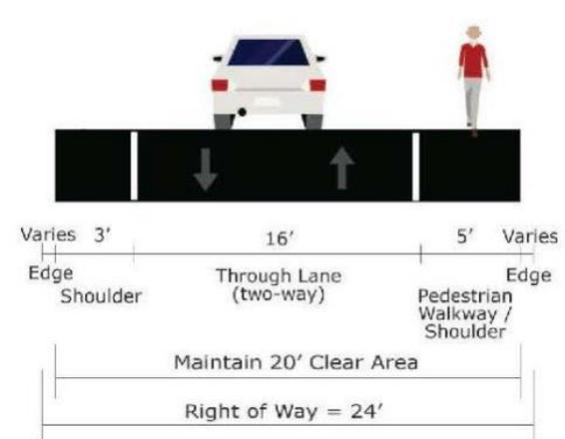
28' curb to curb width



24' curb to curb width



20' clear area

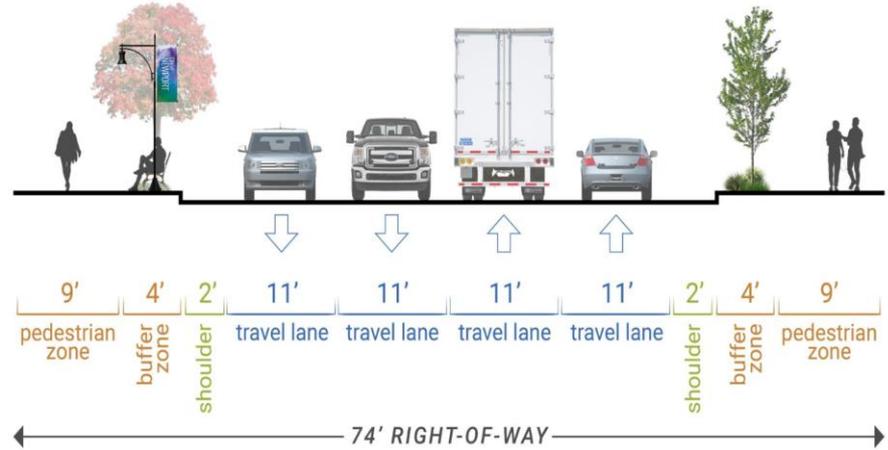
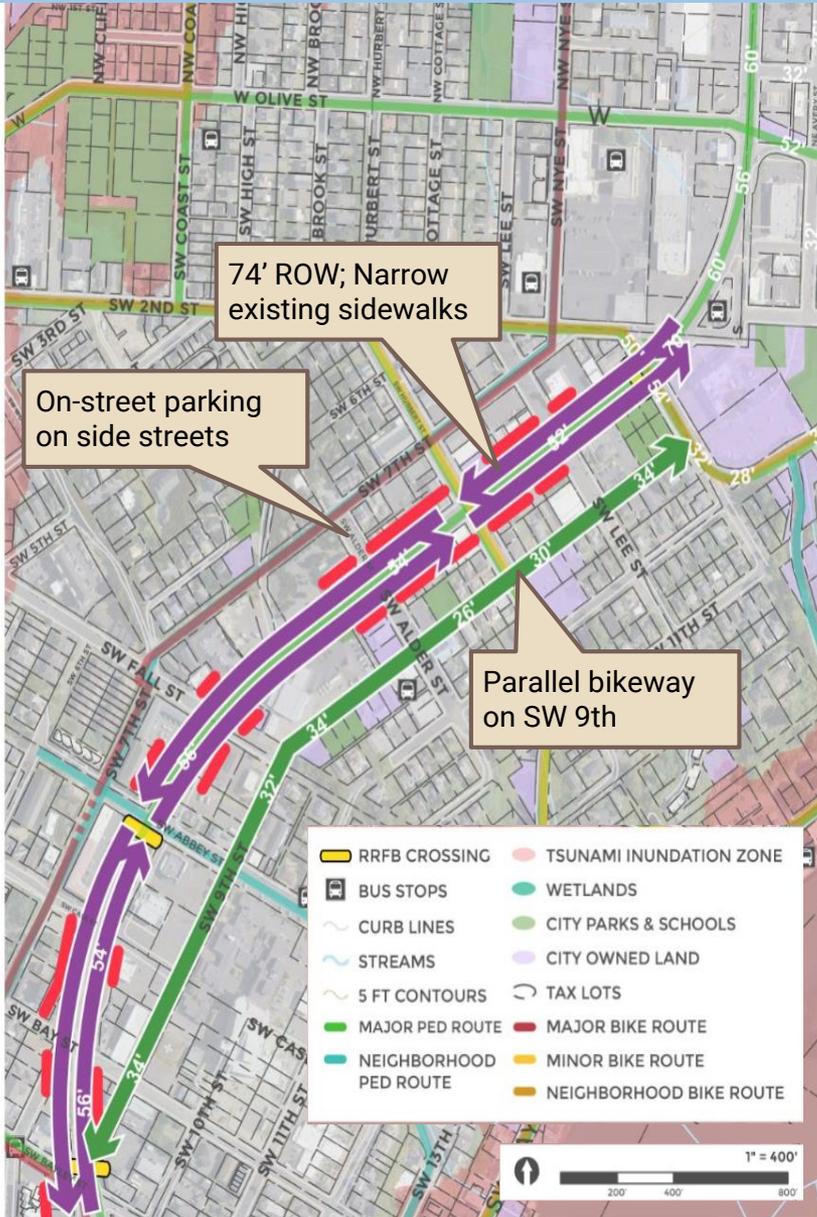


20' clear area

Ch. 5: Project Development & Evaluation

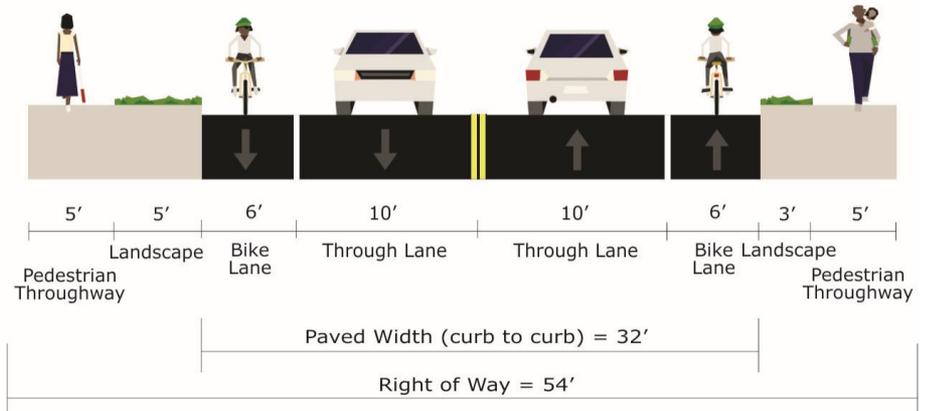
- US 101 Solutions in Downtown now include two options:
 - The one-way couplet (two travel lanes on either route) between Abbey Street and Angle Street (Figure 37)
 - The two-way highway on its current alignment (Figure 38)
 - Both cases would be upgraded to current standards
 - One-way couplet could include link to Benton Street for northbound US 101 traffic bound for eastbound US 20
- Added US 101/US 20 intersection alternatives discussion.

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | VEHICLE OPERATIONS & WALK/BIKE



US 101 FOUR LANE: WIDER SIDEWALK OPTION

- Update to 11' lanes
- Wider sidewalk area with landscape
- Corridor parking on side streets and lots

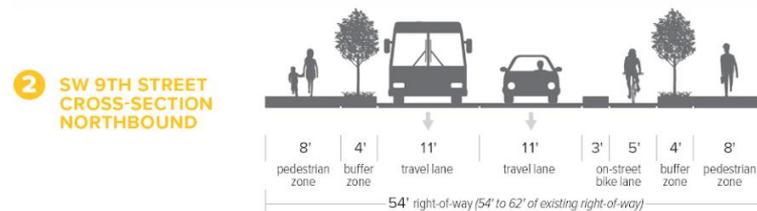
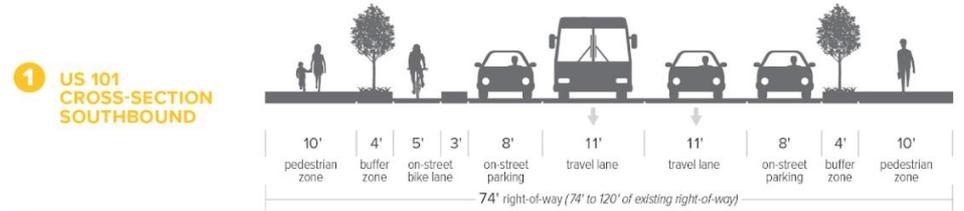


SW 9th BIKEWAY

- Remove parking, reduce lane width and add bike lanes

US 101 Circulation Improvements (Project ID: REV6)

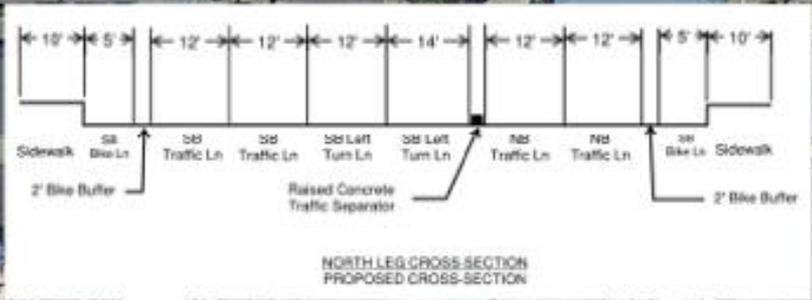
- Northbound shifts to SW 9th
- Improves/adds walking and biking facilities
- Enhances multi-modal safety
- Supports mixed use development (commercial and residential)
- Cost: \$11.7 million (Urban Renewal, State and Federal)
- Package: Financially Constrained



Ch. 6: Projects & Priorities

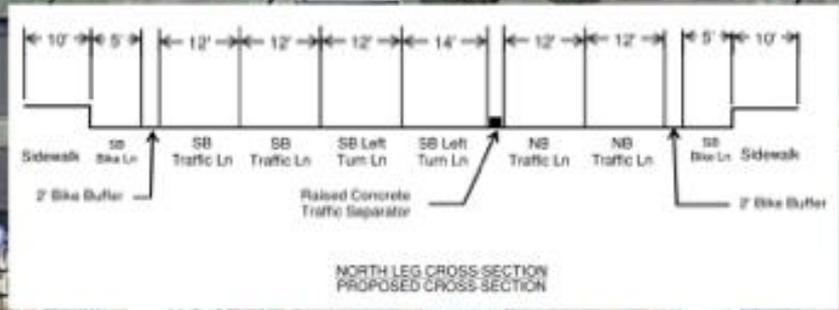
- Enhanced project index maps
 - Divided by North, Downtown and South areas
 - Project # definitions added to maps
 - Separate maps for walking and bicycling projects
 - Separate maps for motor vehicle projects
- Developed more sketches of possible property impacts associated with widening of US 20/US 101 intersection
 - Maintain present centerline - balanced widening both sides
 - Shift centerline easterly

Option 1 - Widening to the East



**CONCEPT IS FOR
ILLUSTRATION
PURPOSES ONLY.
DESIGN STUDIES
WILL IDENTIFY
PROPERTY IMPACTS**

Option 2 - Widening on both Sides



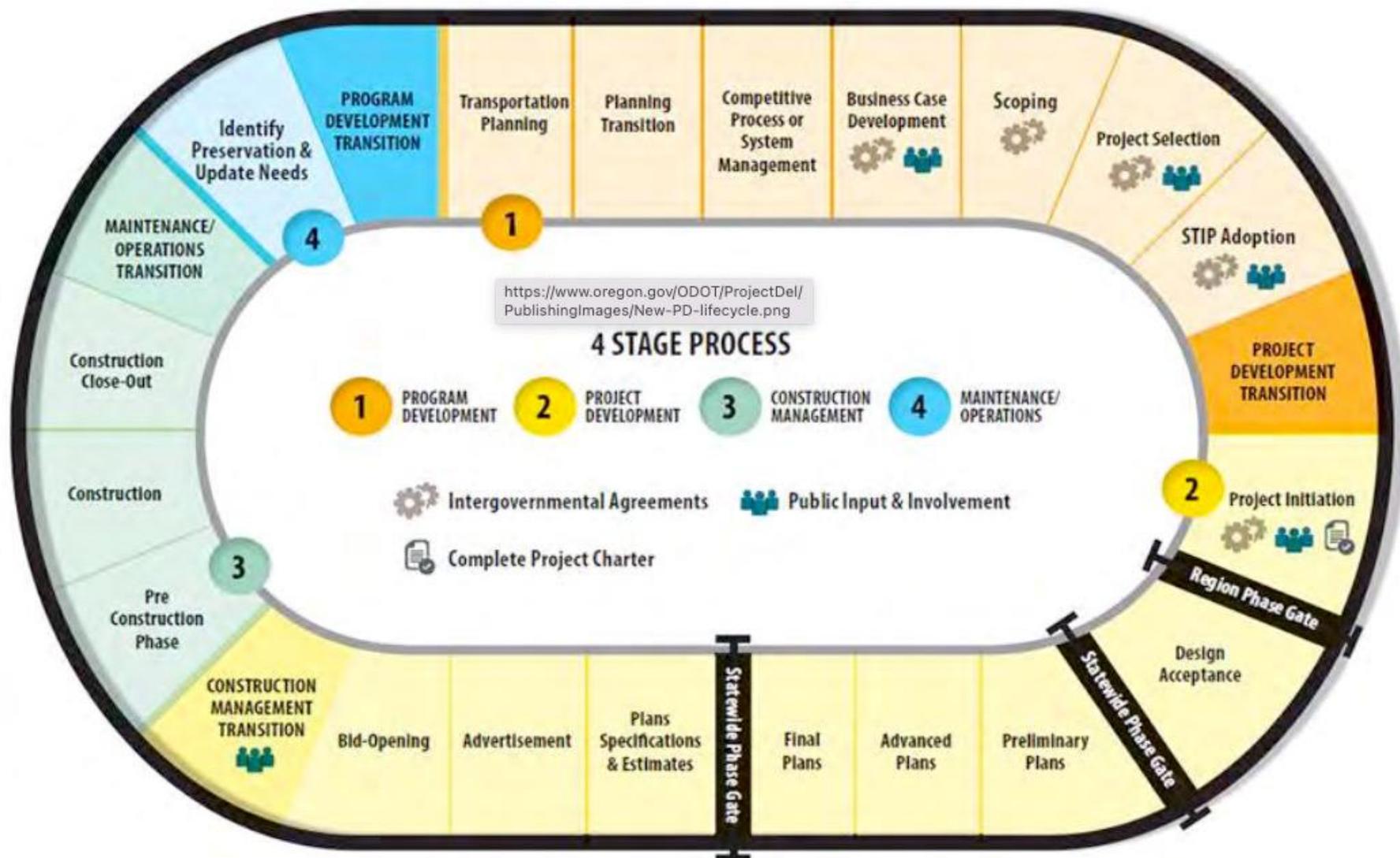
**CONCEPT IS FOR
ILLUSTRATION
PURPOSES ONLY.
DESIGN STUDIES
WILL IDENTIFY
PROPERTY IMPACTS**

Typical Timeline for Implementation

- TSP is adopted
- City and ODOT prioritize project for funding
- Preliminary design identifies constraints and refines costs
- Conduct field surveys to prepare construction documents
- Evaluate trade-offs and impacts to meet ROW requirements, street and utility design standards
- Each stage of the design process engages with fronting property owners.

Figure 1-1: ODOT Transportation System Lifecycle³

TRANSPORTATION SYSTEM PROJECT LIFECYCLE



Ch. 7: Implementation

- Updated narrative about local gas tax options to note recent citywide voter initiative failed



PAC Recommendations

Path to Adoption

Project Critical Success Factors

- Alignment for replacement of Yaquina Bay Bridge
- Desired streetscape, urban form and roadway alignment for commercial core to spur redevelopment
- Transportation enhancements for Agate Beach neighborhood that are sensitive to geologic conditions
- Capital projects and planning level estimates for near- and long-term priorities
- Viability of NE Harney Street as north-south alternative
- Integrated multi-use bike and pedestrian network
- Traffic calming measures and ped safety needs
- Transit needs of the community
- Acceptable street cross-sections with options that address constraints
- Infill frontage improvement requirements that balance cost and community needs

PAC Recommendation

I move that this Committee recommend the February 2022 draft City of Newport Transportation System Plan be presented for adoption to the Planning Commission and City Council, recognizing that key project concepts we have discussed, and others in the Plan, may be further refined and/or prioritized as part of the adoption process.



PUBLIC COMMENT

Opportunity for Input from the General Public

City of Newport

TRANSPORTATION SYSTEM PLAN

FEBRUARY 2022



ACKNOWLEDGMENTS

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CONTENTS

- CHAPTER 1: EXECUTIVE SUMMARY 1**
- CHAPTER 2: TRANSPORTATION SYSTEM CONTEXT 2**
 - NEWPORT AT A GLANCE 2
 - Key Transportation opportunities and Challenges..... 6
 - PURPOSE OF THE TSP 9
 - SETTING DIRECTION FOR THE PLAN 10
 - Vision for the Plan11
 - Goals and Objectives for the Plan11
 - Supplemental Strategies17
 - PERFORMANCE BASED PLANNING PROCESS 18
 - DECISION MAKING STRUCTURE 18
 - PUBLIC AND STAKEHOLDER ENGAGEMENT..... 19
 - Summary of Community Feedback20
 - TECHNICAL DEVELOPMENT 21
- CHAPTER 3: NEWPORT TODAY AND TOMORROW 22**
 - LAND USE AND TRANSPORTATION..... 22
 - POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH 29
 - TRAVEL DEMANDS..... 30
 - Visiting Household Trips31
 - Commuter Trips32
 - Commercial Activity Trips32
 - TRANSPORTATION SYSTEM FACTS 33
 - ROADWAY NETWORK 34
 - Intersection Operations34
 - Bridges and Tunnels35
 - Parking36
 - PEDESTRIAN NETWORK 37
 - Pedestrian Level of Traffic Stress.....37
 - Methodology used to Identify TSP Pedestrian Projects39
 - BICYCLE NETWORK 39
 - Bicycle Level of Traffic Stress40
 - Methodology used to Identify TSP Bicycle Projects41
 - TRANSIT 41
 - Transit Development Plan42
 - FREIGHT NETWORK 43
 - AIRPORT 44

WATERWAYS.....	44
CHAPTER 4: SYSTEM DESIGN & MANAGEMENT PRINCIPLES.....	45
FUNCTIONAL CLASSIFICATION	45
Arterial Streets.....	46
Major Collector Streets.....	46
Neighborhood Collector Streets	46
Local Streets.....	47
FREIGHT AND TRUCK ROUTES	51
State and Federal Freight Routes.....	51
Local Truck Routes	51
MULTIMODAL NETWORK DESIGN	55
Travel Lanes and Parking	56
SIDEWALKS	59
BICYCLE FACILITIES	61
MINIMUM STREET CROSS-SECTIONS	62
SEPARATED PEDESTRIAN AND BICYCLE FACILITIES.....	66
Pedestrian Trail.....	66
Accessway.....	66
Shared Use Path.....	66
VEHICLE MOBILITY STANDARDS	67
Multimodal Connectivity	68
LIFELINE ROUTES	70
STREET STORMWATER DRAINAGE MANAGEMENT	70
Agate Beach Stormwater Considerations	71
CHAPTER 5: PROJECT DEVELOPMENT AND EVALUATION	72
PROCESS FOR DEVELOPING PROJECTS	72
PROJECT FUNDING	73
SPECIAL STUDIES.....	74
US 101 Circulation Options	75
US 20 Circulation Options.....	79
US 101/US 20 Intersection Options.....	80
Harney Street Extension.....	80
Alternative Highway Mobility Targets	83
CHAPTER 6: PROJECTS AND PRIORITIES.....	84
ASPIRATIONAL PROJECTS	84
PRIORITIZING ASPIRATIONAL PROJECTS	85
Financially Constrained Projects	86
Unconstrained Projects.....	86

Aspirational Project Table and Figures	87
--	----

CHAPTER 7: IMPLEMENTATION AND ON-GOING STRATEGIES 122

STEPS TO SUPPORT PLAN IMPLEMENTATION	122
supplemental Funding Options	122
Neighborhood traffic management tools	123
Street Crossings.....	124
Vehicle Mobility Standards.....	125
ON-GOING ISSUES AND AREAS OF EMPHASIS	126
Yaquina Bay Bridge.....	126
Ferry	126
Other issues	126

VOLUME 2: APPENDIX

APPENDIX A- TECHNICAL MEMORANDUM #1: PUBLIC AND STAKEHOLDER INVOLVEMENT STRATEGY	III
APPENDIX B- TECHNICAL MEMORANDUM #2: PLAN REVIEW SUMMARY	IV
APPENDIX C- TECHNICAL MEMORANDUM #3: REGULATORY REVIEW.....	V
APPENDIX D- TECHNICAL MEMORANDUM #4: GOALS, OBJECTIVES AND CRITERIA.....	VI
APPENDIX E- TECHNICAL MEMORANDUM #5: EXISTING TRANSPORTATION CONDITIONS.....	VII
APPENDIX F- TECHNICAL MEMORANDUM #6: FUTURE TRAFFIC FORECAST.....	VIII
APPENDIX G- TECHNICAL MEMORANDUM #7: FUTURE TRANSPORTATION CONDITIONS AND NEEDS	IX
APPENDIX H- TECHNICAL MEMORANDUM #8: SOLUTIONS EVALUATION	X
APPENDIX I- TECHNICAL MEMORANDUM #9: FINANCE PROGRAM	XI
APPENDIX J- TECHNICAL MEMORANDUM #10: TRANSPORTATION STANDARDS.....	XII
APPENDIX K- TECHNICAL MEMORANDUM #11: ALTERNATE MOBILITY TARGETS	XIII
APPENDIX L- PUBLIC INVOLVEMENT SUMMARY	XIV
APPENDIX M- CITY OF NEWPORT TSP STORMWATER CONSIDERATIONS	XV

LIST OF FIGURES

FIGURE 1: KEY TRANSPORTATION FACILITIES (NORTH) 3

FIGURE 2: KEY TRANSPORTATION FACILITIES (DOWNTOWN) 4

FIGURE 3: KEY TRANSPORTATION FACILITIES (SOUTH) 5

FIGURE 4: KEY DEMOGRAPHICS 6

FIGURE 5: REQUIREMENTS OF A TRANSPORTATION SYSTEM PLAN 9

FIGURE 4: DIRECTION FOR THE PLAN 10

FIGURE 7: PERFORMANCE BASED PLANNING PROCESS 18

FIGURE 8: NEWPORT TSP ROLES AND RESPONSIBILITIES 19

FIGURE 9: PUBLIC AND STAKEHOLDER ENGAGEMENT FACTS 20

FIGURE 10: NEWPORT TSP DEVELOPMENT TECHNICAL TASKS 21

FIGURE 11: NEWPORT HOUSEHOLD GROWTH (NORTH) 23

FIGURE 12: NEWPORT HOUSEHOLD GROWTH (DOWNTOWN) 24

FIGURE 13: NEWPORT HOUSEHOLD GROWTH (SOUTH)..... 25

FIGURE 14: NEWPORT EMPLOYMENT GROWTH (NORTH) 26

FIGURE 15: NEWPORT EMPLOYMENT GROWTH (DOWNTOWN) 27

FIGURE 16: NEWPORT EMPLOYMENT GROWTH (SOUTH) 28

FIGURE 17: NEWPORT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH TRENDS 29

FIGURE 18: NEWPORT VEHICLE TRIP ENDS (PM PEAK HOUR) 30

FIGURE 19: NEWPORT VISITING HOUSEHOLDS 31

FIGURE 20: NEWPORT COMMUTER MODE SHARE 32

FIGURE 21: NEWPORT TRANSPORTATION SYSTEM FACTS 33

FIGURE 22: FUNCTIONAL CLASSIFICATIONS (NORTH) 48

FIGURE 23: FUNCTIONAL CLASSIFICATIONS (DOWNTOWN)..... 49

FIGURE 24: FUNCTIONAL CLASSIFICATIONS (SOUTH) 50

FIGURE 25: FREIGHT AND TRUCK ROUTES (NORTH) 52

FIGURE 26: FREIGHT AND TRUCK ROUTES (DOWNTOWN) 53

FIGURE 27: FREIGHT AND TRUCK ROUTES (SOUTH) 54

FIGURE 28: YIELD STREETS 56

FIGURE 29: SIDEWALK ZONES	59
FIGURE 30: CITY MAJOR COLLECTOR (COMMERCIAL AREA) CROSS-SECTION	62
FIGURE 31: CITY MAJOR COLLECTOR (NON-COMMERCIAL AREA) CROSS-SECTION	63
FIGURE 32: CITY NEIGHBORHOOD COLLECTOR CROSS-SECTION	64
FIGURE 33: CITY LOCAL STREET CROSS-SECTION	64
FIGURE 34: CITY LOCAL YIELD STREET CROSS-SECTION	64
FIGURE 35: CITY LOCAL SHARED STREET CROSS-SECTION	65
FIGURE 36: EXPECTED TRANSPORTATION FUNDING COMPARED TO PROJECT EXPENSES	74
FIGURE 37: US 101 SHORT COUPLET CIRCULATION OPTION	76
FIGURE 38: US 101 TWO-WAY CIRCULATION OPTION	77
FIGURE 39: PREFERRED US 20 CIRCULATION OPTION	80
FIGURE 40: HARNEY STREET EXTENSION CONCEPTUAL ALIGNMENT	82
FIGURE 41: LEVEL OF INVESTMENT BY MODE OF TRAVEL	85
FIGURE 42: ASPIRATIONAL MULTIMODAL PROJECTS (NORTH)	116
FIGURE 43: ASPIRATIONAL MOTOR VEHICLE PROJECTS (NORTH)	117
FIGURE 44: ASPIRATIONAL MULTIMODAL PROJECTS (DOWNTOWN)	118
FIGURE 45: ASPIRATIONAL MOTOR VEHICLE PROJECTS (DOWNTOWN)	119
FIGURE 46: ASPIRATIONAL MULTIMODAL PROJECTS (SOUTH)	120
FIGURE 47: ASPIRATIONAL MOTOR VEHICLE PROJECTS (SOUTH)	121

LIST OF TABLES

TABLE 1: EXPECTED TRAFFIC VOLUMES ON THE YAQUINA BAY BRIDGE	36
TABLE 2: TRAVEL LANE AND ON-STREET PARKING REQUIREMENTS	58
TABLE 3: MINIMUM SIDEWALK CONFIGURATION	60
TABLE 4: MINIMUM BICYCLE FACILITIES	61
TABLE 5: MINIMUM SEPARATED PEDESTRIAN AND BICYCLE FACILITY DESIGNS	66
TABLE 6: VEHICLE MOBILITY STANDARDS FOR CITY STREETS	67
TABLE 7: EXISTING MOBILITY TARGETS FOR US 20 AND US 101	68
TABLE 8: TRANSPORTATION FACILITY AND ACCESS SPACING STANDARDS	69

TABLE 9: EVALUATION OF THE US 101 ALTERNATIVES 78
TABLE 10: ASPIRATIONAL PROJECTS 88
TABLE 11: SELECTED SUPPLEMENTAL FUNDING OPTIONS123
TABLE 12: RECOMMENDED VEHICLE MOBILITY STANDARDS FOR LOCAL STREETS.....125



Chapter 1: Executive Summary

[PLACEHOLDER - TO BE WRITTEN LATER]



Chapter 2: Transportation System Context

This chapter introduces Newport and describes what a Transportation System Plan (TSP) is and how it was developed. The process involved a formal decision-making structure, community engagement, and a structured technical analysis.

NEWPORT AT A GLANCE

Located along the shores of the Pacific Ocean and Yaquina Bay, Newport is a dynamic City with neighborhoods that cater to residents and visitors of all ages and interests. The population of permanent residents in the City is 10,125, but that can rise to 25,000 during a summer day, as visitors are drawn to the City’s beachfront, numerous outdoor activities, attractions, eateries, shopping and more. It is home to an active fishing industry, miles of sandy beaches, Oregon State University’s Hatfield Marine Science Center, the Oregon Coast Aquarium, and the home port of the National Oceanic and Atmospheric Administration (NOAA) Marine Operations Center-Pacific. Several neighborhoods are within Newport including Agate Beach, the Deco District (aka Downtown Newport), Nye Beach, Bayfront and South Beach, each with its own unique character.



SUMMER POPULATION	PERMANENT POPULATION
25,000	10,125

POPULAR DESTINATIONS

- | | |
|--------------------------------|----------------------------|
| THE OREGON COAST AQUARIUM | HISTORIC BAYFRONT |
| HATFIELD MARINE SCIENCE CENTER | YAQUINA BAY STATE PARK |
| YAQUINA HEAD LIGHTHOUSE | NYE BEACH |
| NEWPORT PERFORMING ARTS CENTER | NEWPORT VISUAL ARTS CENTER |

MAJOR EMPLOYERS

- | | |
|--------------------------------|---------------|
| THE OREGON COAST AQUARIUM | NOAA |
| HATFIELD MARINE SCIENCE CENTER | ROGUE BREWING |
| PACIFIC SEAFOOD | |

FIGURE 1: KEY TRANSPORTATION FACILITIES (NORTH)

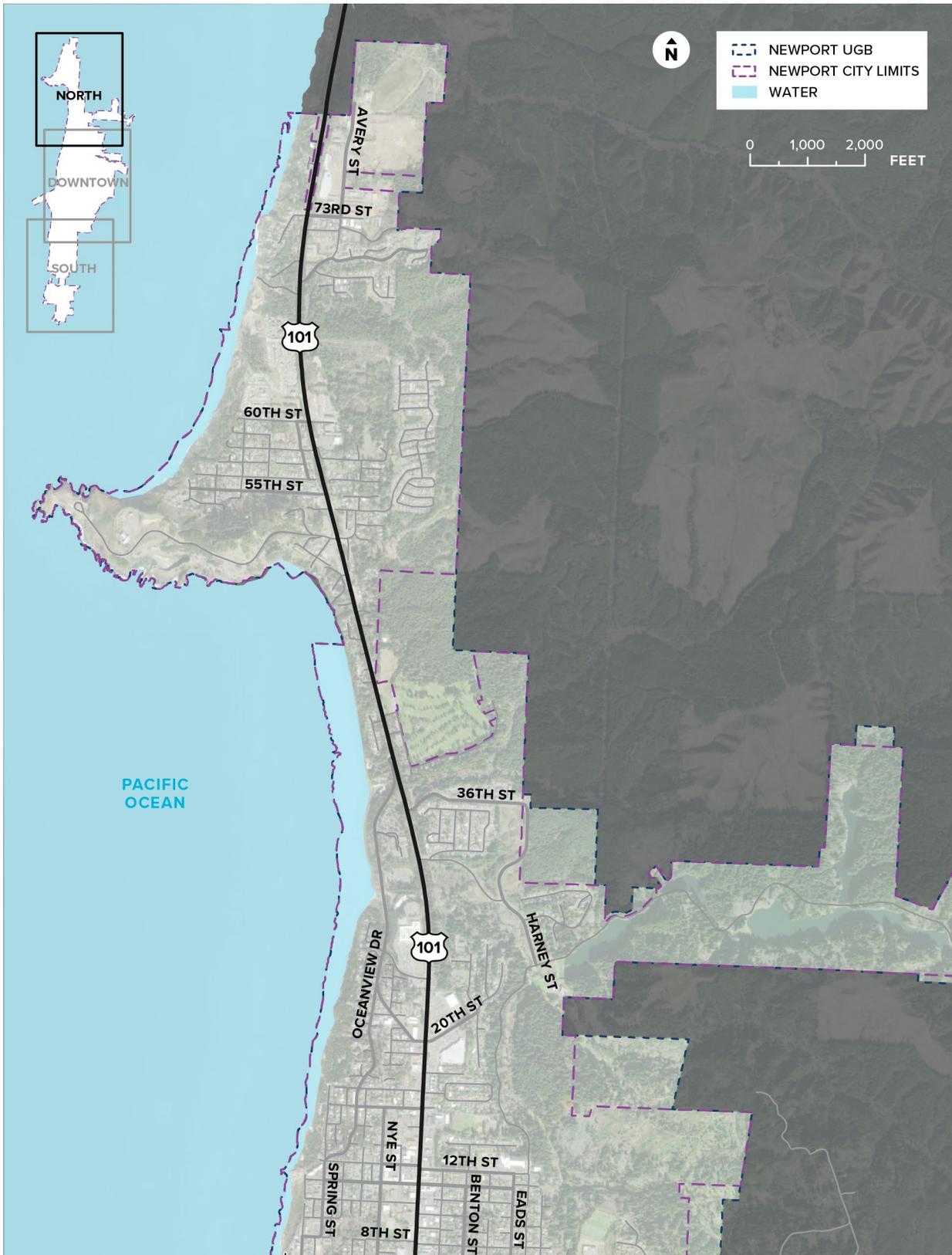


FIGURE 2: KEY TRANSPORTATION FACILITIES (DOWNTOWN)

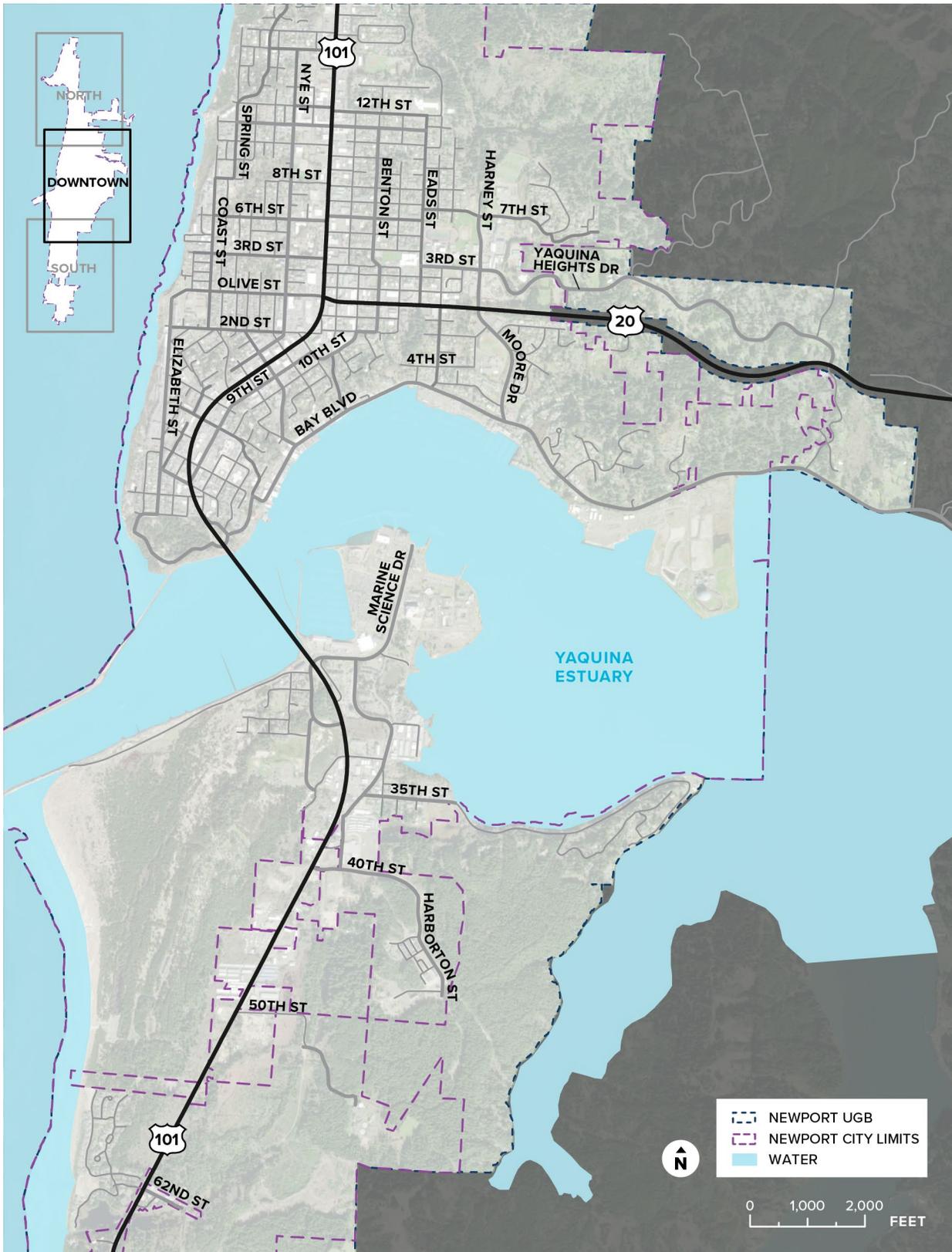
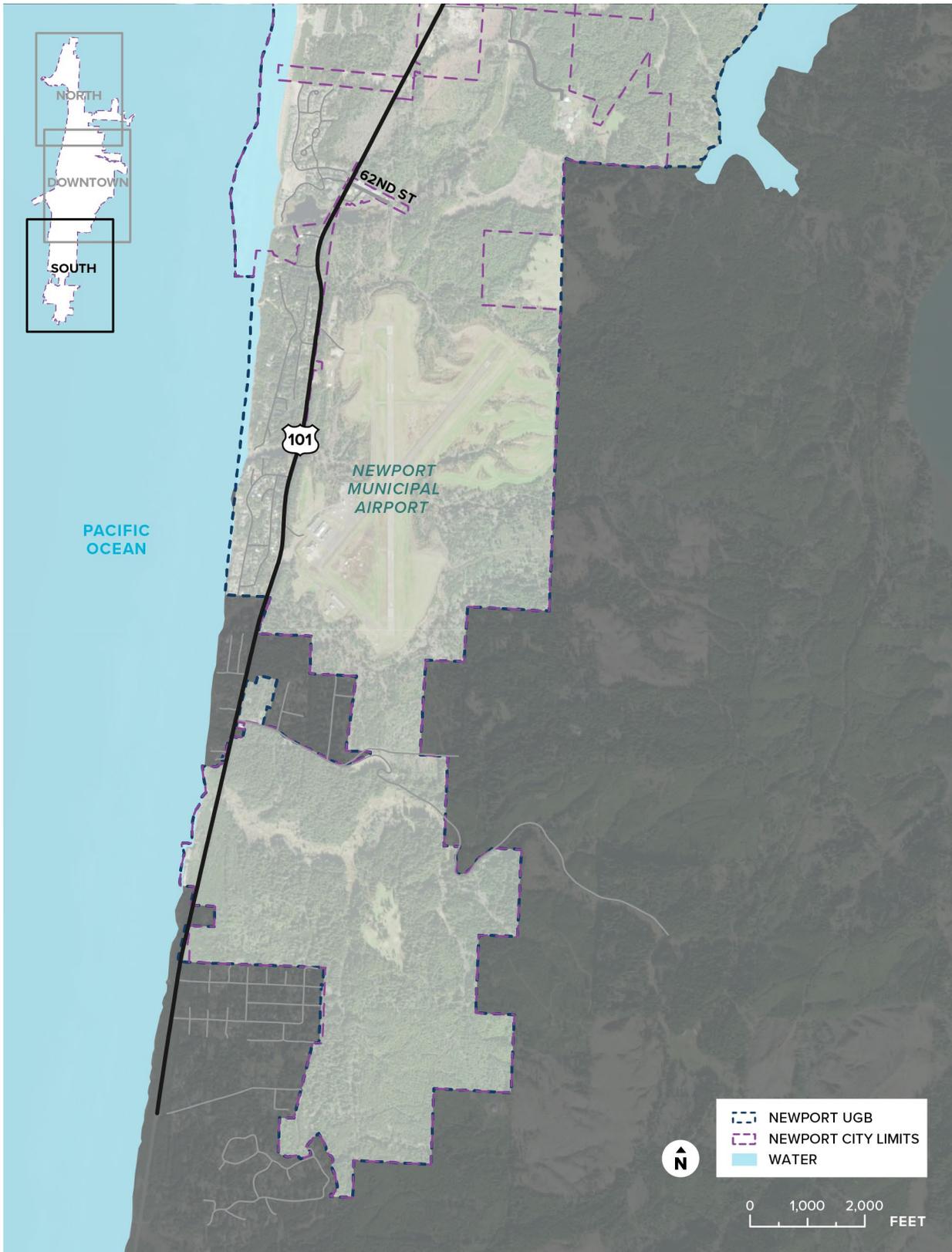


FIGURE 3: KEY TRANSPORTATION FACILITIES (SOUTH)

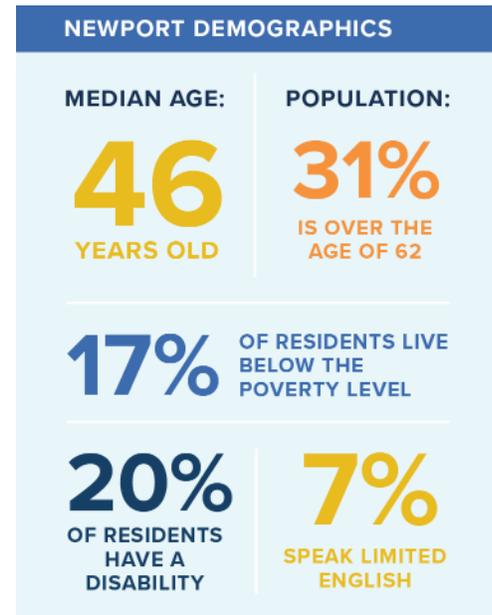


NEWPORT DEMOGRAPHICS

Residents of Newport have a median age of 46 years and just over half, 51%, of all residents are within the peak working age range. Also shown in Figure 4, about one-third (31 percent) of the population is over the age of 62. The City has similar demographics with the rest of Lincoln County in terms of the share below the poverty income level, 17 percent, and people with disabilities, 20 percent, while 7 percent speak limited English. These demographics are significantly different from those of the State, with the City accounting for a 10 percent larger share of residents aged over 62 and up to a 5 percent greater share of residents living below the poverty level, with a disability, or speaking limited English. The source for the Newport demographic data was taken from the American Community Survey, 2015 to 2019, as reported by the US Census Bureau.

As growth continues in the City, it will likely to show a higher share of older residents choosing to retire on the coast compared to other areas of the State, which influences the likelihood of more residents living on limited retirement incomes or having a disability. The City will also likely continue to see younger people and families choosing to visit and live in Newport, and likewise will continue to see people of all ages and abilities walking, biking and using transit.

FIGURE 4: KEY DEMOGRAPHICS



KEY TRANSPORTATION OPPORTUNITIES AND CHALLENGES

Newport faces the challenge of accommodating population and employment growth while maintaining acceptable service levels on its transportation network. The transportation system must accommodate highway through traffic, residents, and thousands of tourists who are here in the summer and over holiday weekends. With limited funding for transportation improvements, and built and natural environment challenges, the City must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the City and everyone who travels in it. Some of the key transportation opportunities and challenges in the City are summarized below, with more details provided in Chapter 3 of this TSP.

US 101 and US 20

U.S. Highway 101 (US 101) and U.S. Highway 20 (US 20) are the backbone of Newport's transportation network. US 101 runs north and south through the City, connecting coastal communities along the entire west coast of the United States, while US 20 runs east and west through the City, connecting it to Corvallis, Interstate 5 and eventually Boston, Massachusetts 3,365 miles to the east. These roadways intersect in the downtown area forming one of the most complex intersections in the City. These statewide highways serve as designated freight routes along all of US 20 and the northern portion of US 101, specifically the section north of US 20 which serves the primary commercial centers. Because these highways carry the highest levels of traffic

in the city, they present many great opportunities, but also bring many challenges. Each day these highways bring thousands of visitors and economic opportunities for the City. These visitors often arrive in a mix of large recreation vehicles or towing trailers that must traverse narrow and busy sections of streets through the City. These highways were designed and built in an era that focused on serving motor vehicle traffic, and they lag behind ODOT's current vision of a complete multimodal street facility. As a result, this creates conflicts with parked vehicles, and often leads to uncomfortable and difficult walking and biking conditions for residents and visitors along and across these highways.

Downtown

US 101 runs through Newport's downtown area and the historic heart of the City, spanning both sides of US 101 between US 20 and Yaquina Bay to the north and south, and Bayfront and Nye Beach neighborhoods to the east and west. The central city is an area where many of the properties are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. The City established an urban renewal district in 2015 to generate funding to revitalize the area and is considering how the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density. The downtown area is home to many shopping, dining, cultural, and City service establishments and has emerged as a destination for residents and visitors alike. The increased energy draws many people who walk, ride bikes and take transit to and from nearby neighborhoods and along and across streets throughout downtown. Many more people drive vehicles and park within the area, and then walk or bike. Streets will need to be repurposed and reimagined to complement the street side activity, support desired economic development and balance the expected uptick in travel among all travel modes.

Yaquina Bay Bridge

Just to the south of Newport's downtown area is Yaquina Bay and the iconic Yaquina Bay Bridge. Here the structure serves US 101 and spans 3,223 feet across Yaquina Bay. It opened in 1936 and provides the only crossing of Yaquina Bay and connection to the South Beach area of the City and its major employment and recreational destinations. With one travel lane in each direction, today the bridge carries nearly 17,000 motor vehicles per day during the summer and 14,000 per day during an average weekday. With narrow roadway-adjacent walkways and no separated bicycle facilities, the crossing is often uncomfortable and challenging for pedestrians and bicyclists.

In 2013, ODOT placed weight limit restrictions on this bridge considering the degraded maintenance conditions of the structure, particularly as it relates to seismic events. This weight limitation was intended to prolong the effective service life of the bridge before major reconstruction would be required. The current estimate for replacing the bridge exceeds \$200 million. Given the uncertainty of the bridge's viability long-term, the Newport City Council requested a statement from ODOT regarding their plans for this facility. In a letter dated February 4, 2021, the ODOT Director responded and indicated that the Yaquina Bay Bridge is on their Seismic Resilience Plan, and a specific date for funding major construction is uncertain at this time. However, the letter did also indicate that based on their understanding to date, retaining the bridge

essentially in its current location would be the preferred option to minimize environmental, engineering and community impacts.

Nye Beach

Nye Beach was named for John Nye who claimed a 160-acre parcel in 1866. In the 1880's the property was purchased by Sam Irvin, and in the 1890's the "summer people" began coming to Newport Beach in large numbers. They came by train to Yaquina Bay, where the railroad ended, then by ferry boat to the Bayfront, and finally by the boardwalk built in 1891 to connect the Bayfront with Nye Beach.

Today, Nye Beach has become a mixed-use neighborhood with direct beach access anchored by Performing Arts and Visual Art Centers. Commercial development is concentrated along Beach Drive and Coast Street, both of which include streetscape enhancements that encourage a dense pedestrian friendly atmosphere. This area includes a mix of retail, dining, lodging, professional services, galleries, single family homes, condominiums, long term and short-term rentals.

Bayfront

A working waterfront with a mix of tourist-oriented retail, restaurants, fish processing facilities (e.g. Pacific Seafood), and infrastructure to support the City's commercial fishing fleet. The Port of Newport is a major property owner, and a boardwalk and fishing piers provide public access to the bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard.

South Beach

Nestled on the south side of the Yaquina Bay Bridge, Newport's South Beach provides a mix of regional institutions, recreational facilities, neighborhoods, and retail businesses, including the popular Oregon Coast Aquarium, Hatfield Marine Science Center, OMSI's Camp Gray, Oregon Coast Community College, Newport Municipal Airport, and the Port of Newport's South Beach Marina and RV Park. The City's largest residential planned development is also located in South Beach, known as the "Wilder" community.

Natural Hazards

As an Oregon coastal city, Newport is at risk from a variety of natural hazards that should be considered in developing a Transportation System Plan to reduce risks to public health, facilitate emergency evacuation and prolong the serviceable life cycle of transportation infrastructure.

The first category of hazard is the tsunami events that follow earthquakes. The impacts on the Oregon coastline for a range of potential major earthquake events has been studied extensively by Oregon Department of Geology and Mineral Industries (DOGAMI), which is the best source of information for identifying areas that may be subject to tsunami inundation. The City and State have taken actions to prepare for these events, including developing emergency response and evacuation routes, and designating evacuation assembly areas. Establishing resilient transportation facilities and bridges along these routes is a critical element to facilitate the movement of people

during these emergency situations. The tsunami inundation and assembly areas in Newport can be found in the Appendix, Technical Memo #5, Existing Conditions.

Landslides and bluff erosion also present significant challenges to maintaining a stable foundation for roads and structures. The soil composition in many beach areas require special design considerations to adequately treat storm drainage and runoff to mitigate against degrading soil conditions. These design treatments are commonly applied in designated areas such as Agate Beach, which has experience chronic bluff erosion in recent years.

PURPOSE OF THE TSP

The TSP is a long-range plan to guide future transportation investments for the next 20 years and beyond within the Urban Growth Boundary (UGB). It is a key resource for implementing transportation system improvements that address current deficiencies and will also serve expected local and regional growth, and ensure that they align with the community’s goals, objectives, and vision for the future. This TSP was developed through community and stakeholder input and is based on the transportation system’s needs, opportunities, and anticipated available funding. The requirements of a TSP are summarized in Figure 5.

FIGURE 5: REQUIREMENTS OF A TRANSPORTATION SYSTEM PLAN

REQUIREMENTS OF A TSP

A TSP is required by the State of Oregon Transportation Planning Rule (TPR). Oregon Administrative Rule 660-012-0015 defines the primary elements of a TSP. The TPR requires that a city TSP includes the following components:

- 1 Comprehensive understanding of the existing multimodal transportation system that serves the city and how well that system performs its expected function today
- 2 Reasonable basis for estimating how the city and the surrounding region might grow in its population and employment over the next 20 or more years
- 3 Evaluation of how the expected growth could change system performance
- 4 Goals, policies and transportation system improvements that address community multimodal transportation needs
- 5 Understanding of the on-going funding required to build and maintain the transportation system as the city grows

In compliance with State requirements, the City of Newport updated their 2012 TSP. This latest update provides a plan for the City to support the transportation needs from land use growth within the UGB through the 2040 planning horizon. The City’s UGB is shown earlier in Figure 1. The UGB is a land use planning line to control urban expansion and promote the efficient use of land, public facilities, and services. Land inside the UGB supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection. This boundary also supports 20-years’ worth of population and employment growth, of which cities must plan for urban services.

The TSP is the City’s tool for planning transportation infrastructure for all modes within the UGB. This TSP will be used by the City to make strategic decisions about transportation system investments and will be instrumental in supporting grant applications to fund future projects, and ensuring projects are built in coordination with land use actions and future development.

SETTING DIRECTION FOR THE PLAN

A transportation vision, and set of goals, objectives, and evaluation criteria (see Figure 6) were used to guide the project team in the development, evaluation, and prioritization of solutions that best fit the community and provided the basis for policies to support Plan implementation. They were established with guidance from the Newport City Council and Planning Commission, Project Advisory Committee (PAC) and general public.

Collectively, the transportation-related goals, objectives, and evaluation criteria describe what the community wants the transportation system to do in the future, as summarized by a vision statement. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement for transportation align with the community’s core values.

Goals and objectives create manageable stepping stones through which the broad vision statement can be achieved. Goals are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable. Each goal must be supported by more finite objectives. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

The solutions recommended through the TSP must be consistent with the goals and objectives. To accomplish this, evaluation criteria based on the goals and objectives were developed. For the Newport TSP, they were used to inform the selection and prioritization of projects and policies for the plan by describing how well they support goal areas.

FIGURE 6: DIRECTION FOR THE PLAN



VISION FOR THE PLAN

VISION STATEMENT

Travel to and through Newport is safe and efficient, with convenient options available for everyone. Investments in the transportation system are made in a cost-effective manner and respect the City's resources. The system supports local business activity, and all streets, including US 101 and US 20, complement a vibrant streetscape environment where people stop and visit and can travel by all modes safely and comfortably.

GOAL 1 SAFETY

Improve the safety of all users of the system for all modes of travel.

Objectives:

- Reduce the frequency of crashes and strive to eliminate crashes resulting in serious injuries and fatalities.
- Proactively improve areas where crash risk factors are present.
- Improve the safety of east-west travel across US 101.
- Improve the safety of north-south travel across US 20.
- Apply a comprehensive approach to improving transportation safety that involves the five E's (engineering, education, enforcement, emergency medical services, and evaluation).

GOAL 2 **MOBILITY AND ACCESSIBILITY**

Promote efficient travel that provides access to goods, services, and employment to meet the daily needs of all users, as well as to local and regional major activity centers.

Objectives:

- Support expansions of the local and regional transit network and service.
- Support improvements that enhance mobility of US 101 and US 20.
- Manage congestion according to current mobility standards.
- Support transportation options and ease of use for people of all ages and abilities.
- Ensure safe, direct, and welcoming routes to provide access to schools, parks, and other activity centers for all members of the community, including visitors, children, people with disabilities, older adults, and people with limited means.
- Provide an interconnected network of streets to allow for efficient travel.

GOAL 3 ACTIVE TRANSPORTATION

Complete safe, convenient and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Objectives:

- Continuously improve existing transportation facilities to meet applicable City of Newport and Americans with Disabilities Act (ADA) standards.
- Provide walking facilities that are physically separated from auto traffic on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide low-cost improvements to enhance walking and biking on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide safe street crossing opportunities on high-volume and/or high-speed streets.
- Provide walking access to transit routes and major activity centers in the City.
- Work to close gaps in the existing sidewalk network.
- Provide biking facilities that are comfortable, convenient, safe and attractive for users of all ages and abilities on or near all arterials and collectors, and streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide biking access to transit routes, major activity centers in the City, and regional destinations and recreational routes.

GOAL 4 **GROW THE ECONOMY**

Develop a transportation system that facilitates economic activity and draws business to the area.

Objectives:

- Support improvements that make the City a safe and comfortable place to explore on foot.
- Manage congestion along freight routes according to current mobility standards.
- Provide safe, direct, and welcoming routes between major tourist destinations in Newport.

GOAL 5 **ENVIRONMENT**

Minimize environmental impacts on natural resources and encourage lower-polluting transportation alternatives.

Objectives:

- Support strategies that encourage a reduction in trips made by single-occupant vehicles.
- Minimize negative impacts to natural resources and scenic areas, and restore or enhance, where feasible.
- Support facility design and construction practices that have reduced impacts on the environment.

GOAL 6 SUPPORT HEALTHY LIVING

Support options for exercise and healthy lifestyles to enhance the quality of life.

Objectives:

- Develop a connected network of attractive walking and biking facilities, including off-street trails, which includes recreational routes as well as access to employment, schools, shopping, and transit routes.
- Provide active transportation connections between neighborhoods and parks/open spaces.
- Provide for multi-modal circulation on-site and externally to adjacent land uses and existing and planned multi-modal facilities.

GOAL 7 PREPARE FOR CHANGE

Ensure that the choices being made today make sense at a time when Newport is growing, and the transportation industry is rapidly changing.

Objectives:

- Anticipate the impacts and needs of connected and automated vehicles.
- Seek to supplement traditional transportation options with more emphasis given to walking, biking, and transit and consideration for new alternatives such as car sharing, bike sharing, driverless vehicles, ride sourcing, and micro-mobility.
- Explore opportunities to partner with state, regional, and private entities to provide innovative travel options.

GOAL 8 FISCAL RESPONSIBILITY

Sustain an economically viable transportation system.

Objectives:

- Improve transportation system reliance to seismic and tsunami hazards, extreme weather events, and other natural hazards.
- Identify and develop diverse and stable funding sources to implement transportation projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
- Preserve and maintain existing transportation facilities to extend their useful life.
- Seek to improve the efficiency of existing transportation facilities before adding capacity.
- Ensure that development within Newport is consistent with, and contributes to, the City's planned transportation system.

GOAL 9 WORK WITH REGIONAL PARTNERS

Partner with other jurisdictions to plan and fund projects that better connect Newport with the region.

Objectives:

- Coordinate projects, policy issues, and development actions with all affected government agencies in the area.
- Build support with regional partners for the improvement of regional connections.

SUPPLEMENTAL STRATEGIES

In addition to the goals and objectives outlined above, a set of supplemental strategies and guidelines were developed to address specific issues of concern within the Commercial Core and the Agate Beach areas of the City. The Commercial Core area is also commonly referred to as the Downtown. The strategies are extensions of the citywide goals and objectives to provide adequate depth and context for addressing the unique issues within these areas.

Commercial Core

- Consider improvements that enhance the safety of US 101 and US 20 and their intersections through the Commercial Core.
- Explore options for alternative highway routing through the Commercial Core.
- Consider options to meet the future capacity needs of the Yaquina Bay Bridge.
- Explore options for improved pedestrian and bicycle facilities across Yaquina Bay.
- Explore options for safe crossing opportunities of US 101 and US 20 in the Commercial Core.
- Consider streetscape improvements that define and enhance the character of the Commercial Core and serve as attractive gateways.
- Support the economic vitality of businesses in the Commercial Core by making multi-modal access safer, more convenient and more attractive.

Agate Beach

- Provide options for local street sections that consider the stormwater management needs of the Agate Beach area.
- Plan for local street connections adjacent to existing coastal routes given future erosion concerns.
- Evaluate safe crossing opportunities of US 101 in Agate Beach.
- Upgrade vehicle access onto US 101 to correct substandard conditions.
- Explore options to provide pedestrian and bicycle facilities on US 101 in Agate Beach.
- Explore options for a connection for pedestrians and bicyclists in Agate Beach to areas further south in the City.

PERFORMANCE BASED PLANNING PROCESS

The TSP utilizes a performance-based planning process. The community vision is distilled into the measurable goals and supporting objectives. These goals and objectives were used to identify evaluation criteria to help evaluate potential projects and to measure long-term alignment between Newport’s transportation system and the community’s vision of this system. The plan process is illustrated below in Figure 7, along with the key questions that were considered during three development stages of the TSP.

FIGURE 7: PERFORMANCE BASED PLANNING PROCESS



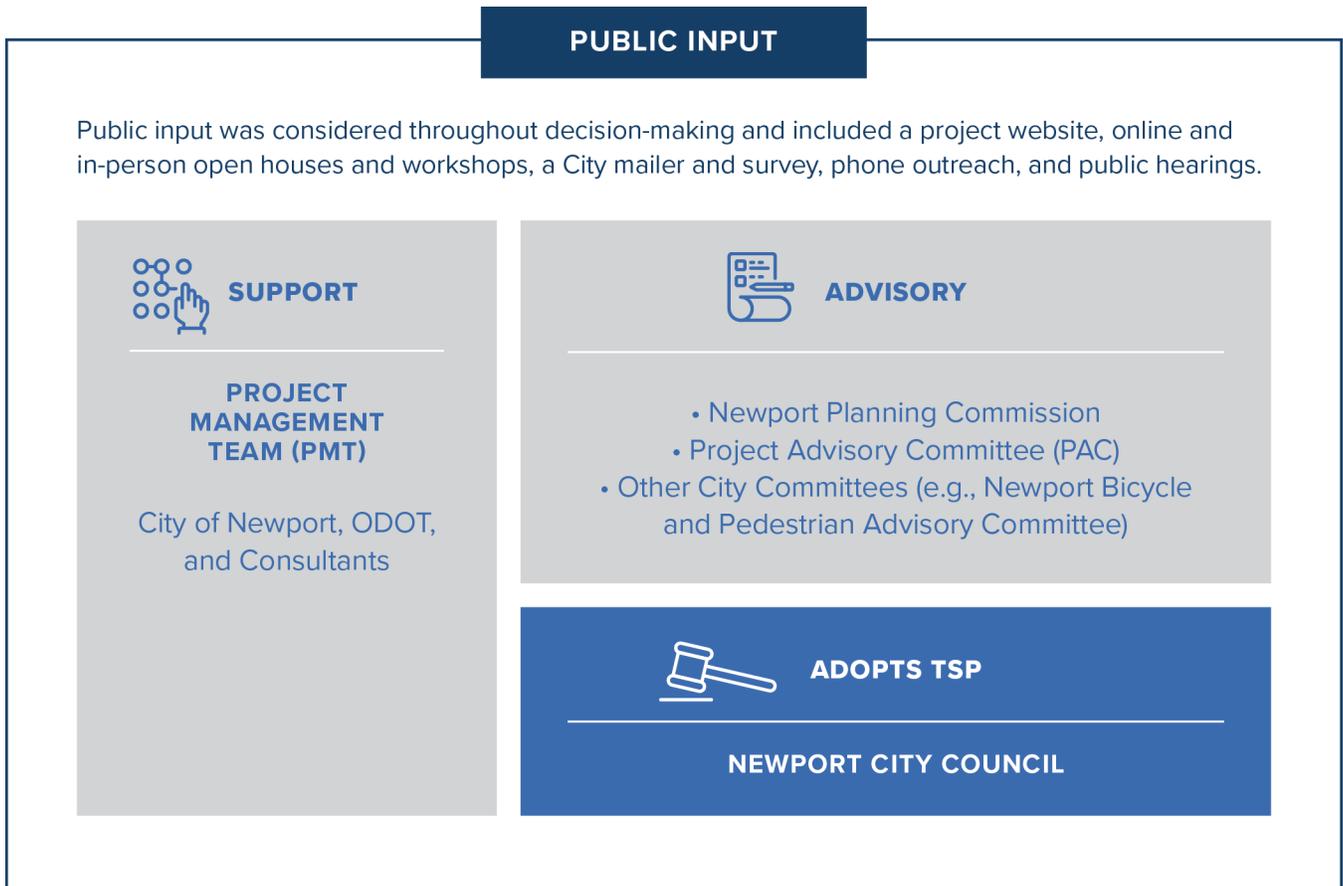
DECISION MAKING STRUCTURE

The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project. The decision-making structure (Figure 8) established a framework for broad-based community engagement for the project.

As the TSP was developed, the Project Management Team (PMT) worked with a Project Advisory Committee (PAC) that included local committee, neighborhood, and business representatives, emergency service providers, and agency staff members from the City of Newport, Lincoln County, and the Oregon Department of Transportation. The PAC was formed to provide community-based recommendations, and informed and guided the plan by reviewing draft deliverables, providing insight into community perspectives, commenting on technical and regulatory issues, and providing recommendations for the TSP.

The City Council and Planning Commission for Newport were all briefed on the development of this TSP throughout the process. The City Council made all final decisions pertaining to this TSP. The PMT made recommendations to the City Council based on technical analysis and community input.

FIGURE 8: NEWPORT TSP ROLES AND RESPONSIBILITIES



PUBLIC AND STAKEHOLDER ENGAGEMENT

The strategy used to guide stakeholder and public involvement throughout the TSP update reflects the commitments of the City of Newport and the Oregon Department of Transportation (ODOT) to carry out public outreach that provided community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within the City and UGB.

Public outreach was conducted between November 2020 and August 2021 to share information about the TSP project. Community members, stakeholders, and other interested parties were invited to share their ideas and feedback about how people currently get around, what can be improved, and to solicit feedback on transportation projects. Feedback received through this outreach helped the City and its consultants address planned growth and the evolving transportation needs of residents. Feedback was also used to develop a list of transportation projects to be included in this TSP.

The Public and Stakeholder Involvement Strategy for the TSP (included in Appendix A) considered the demographic makeup of the area to inform outreach activities. Considering the COVID-19 pandemic, the project team adapted to provide several engagement opportunities (virtual, in-

person, by phone and by mail) to enable community members to safely participate and provide meaningful input. Approximately 970 people were engaged through a variety of outreach opportunities. These opportunities are summarized in Figure 9. These engagement opportunities were promoted through social media posts, updates on the City and project websites, postcards mailed to residents within the City, emails sent to interested parties, stakeholders, and community organizations, and press releases. In addition, a virtual workshop was held with Spanish-speaking community members.

FIGURE 9: PUBLIC AND STAKEHOLDER ENGAGEMENT FACTS



SUMMARY OF COMMUNITY FEEDBACK

Overall, the respondents wanted to see improvements to Newport’s transportation system that will benefit all residents and visitors, with a particular focus on the safety and circulation for the walking, biking and transit modes of travel. There was also a strong call for linking the transportation improvements to the city’s land use and redevelopment opportunities. A complete summary of the outreach efforts can be found in the Appendix, Newport TSP Outreach Summary.

Common themes:

- Pedestrian and bicyclist safety throughout the City
- Increased bus/transit/shuttle options
- Interest in improving traffic flow and reducing congestion, for through travelers and local users
- Parking improvements, especially in the downtown area
- Traffic speeding enforcement
- Preserve/rebuild the Yaquina Bay Bridge in the same location
- Strong support for emerging technology such as electric vehicle (EV) charging stations, parking solutions and solar power



AUGUST 2021 WORKSHOP WHERE PEOPLE COULD TALK TO STAFF AND PROVIDE INPUT ON PROJECTS

TECHNICAL DEVELOPMENT

Figure 10 illustrates the technical tasks involved in updating the TSP. These are categorized in three major stages: the first to understand system needs and constraints, the second to develop solutions, and the third to prepare and adopt the plan. Community input guided the TSP development through all stages.

LEARN & UNDERSTAND	ANALYZE & EVALUATE	RECOMMEND / ADOPT
<ul style="list-style-type: none"> • Introduce project to stakeholders. • Evaluate existing conditions and future growth trends. • Discuss community values and transportation goals. • Develop performance measures and evaluation. • Coordinate with state and regional plans. 	<ul style="list-style-type: none"> • Determine future conditions. • Develop alternative solutions for all modes of travel. • Evaluate and refine draft solutions with the community. 	<ul style="list-style-type: none"> • Identify preferred alternatives. • Develop draft plan for public review. • Hold public meetings with city boards, commissions and council. • City Council adopts TSP.



Chapter 3: Newport Today and Tomorrow

This chapter identifies the needs for the Newport transportation system. The needs reflect where the transportation system can better accommodate the desired activities of the community. Needs were determined based on a comprehensive multimodal existing conditions analysis and projecting future conditions through the planning horizon (2040) based on assumed growth in households and employment.

LAND USE AND TRANSPORTATION

Land use is a key component of transportation system planning. Where people live and where they go to work, shop, or access services has a big impact on how they get around and the demands they place on the transportation system.

Household and employment information is used as the basis for estimating future transportation activity in Newport. Figure 11, Figure 12, and Figure 13 summarize where household growth is expected, and Figure 14, Figure 15, and Figure 16 summarize where employment growth is expected through 2040 (see Technical Memorandum #6 in the Appendix for more information). High housing growth is concentrated around Newport's urban fringe including in northern Newport along US 101, Big Creek Park, Newport Middle School, in eastern Newport between US 20 and Yaquina Bay Road, and near the Oregon Coast Community College.

High employment growth is concentrated near Avery Street, the Lincoln County Fairgrounds, the Port of Newport, the South Beach area, Oregon Coast Community College, the Newport Airport, and the Holiday Beach area. Moderate employment growth is also expected along US 101 and in Newport's downtown area.

FIGURE 11: NEWPORT HOUSEHOLD GROWTH (NORTH)

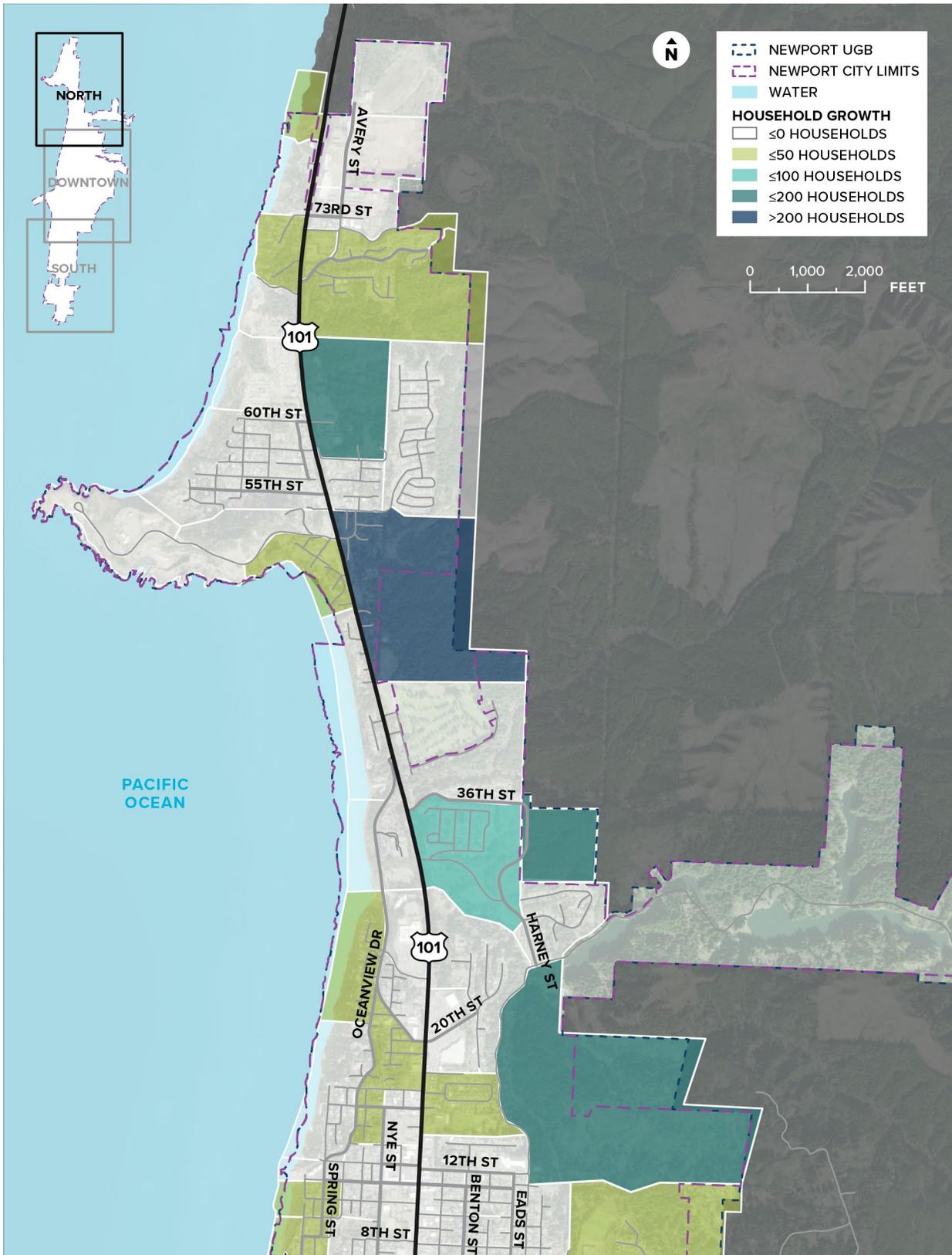


FIGURE 12: NEWPORT HOUSEHOLD GROWTH (DOWNTOWN)

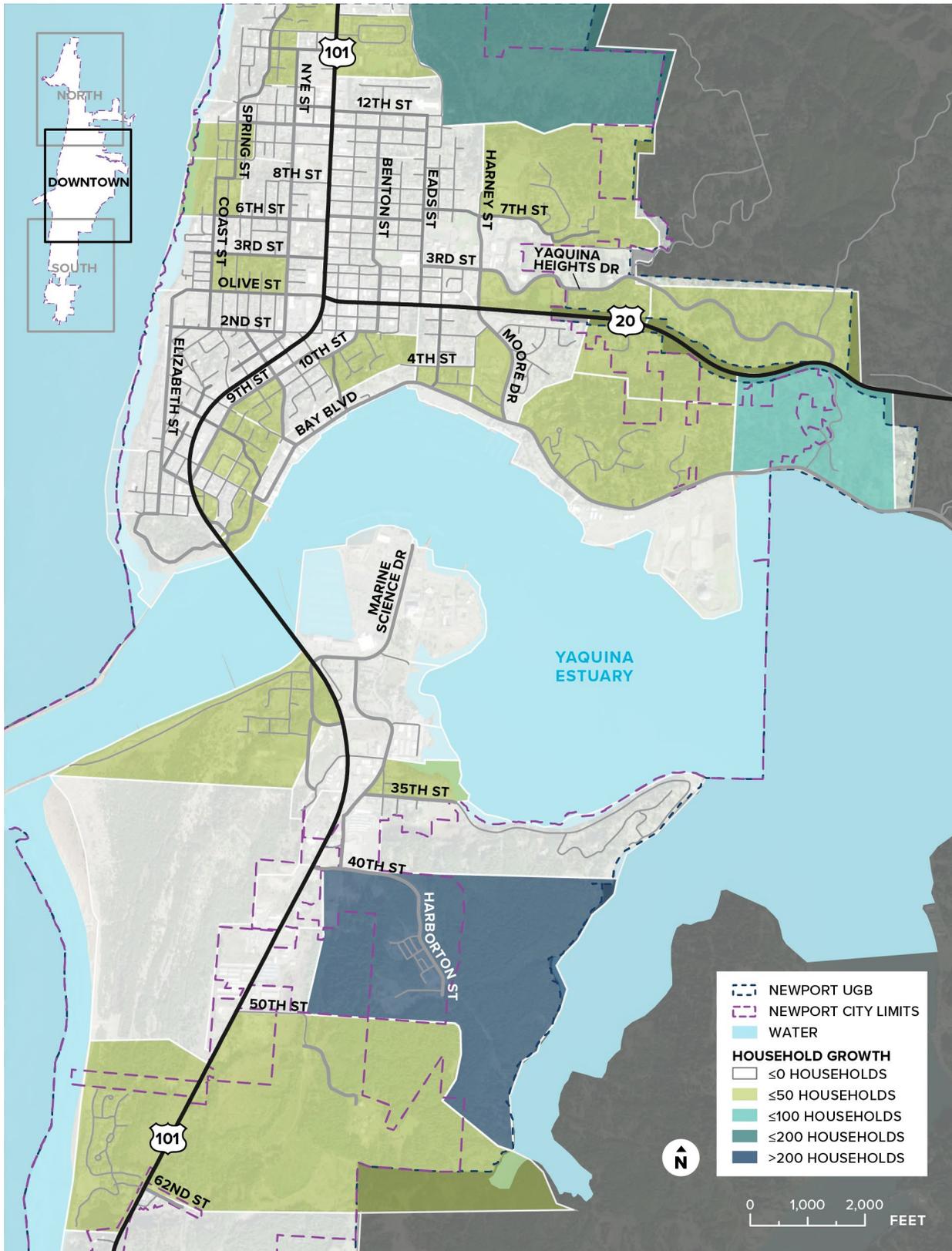


FIGURE 13: NEWPORT HOUSEHOLD GROWTH (SOUTH)

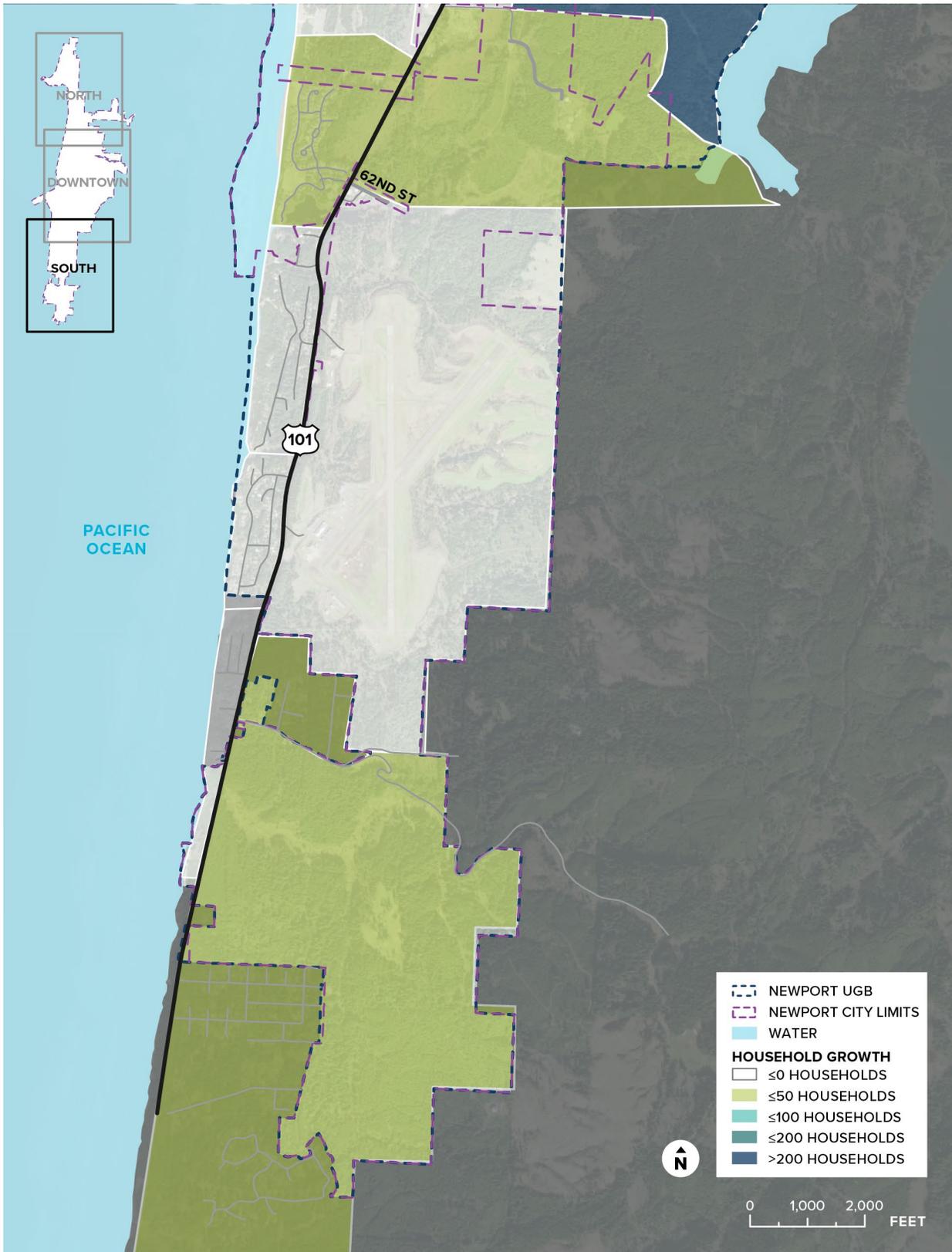


FIGURE 14: NEWPORT EMPLOYMENT GROWTH (NORTH)

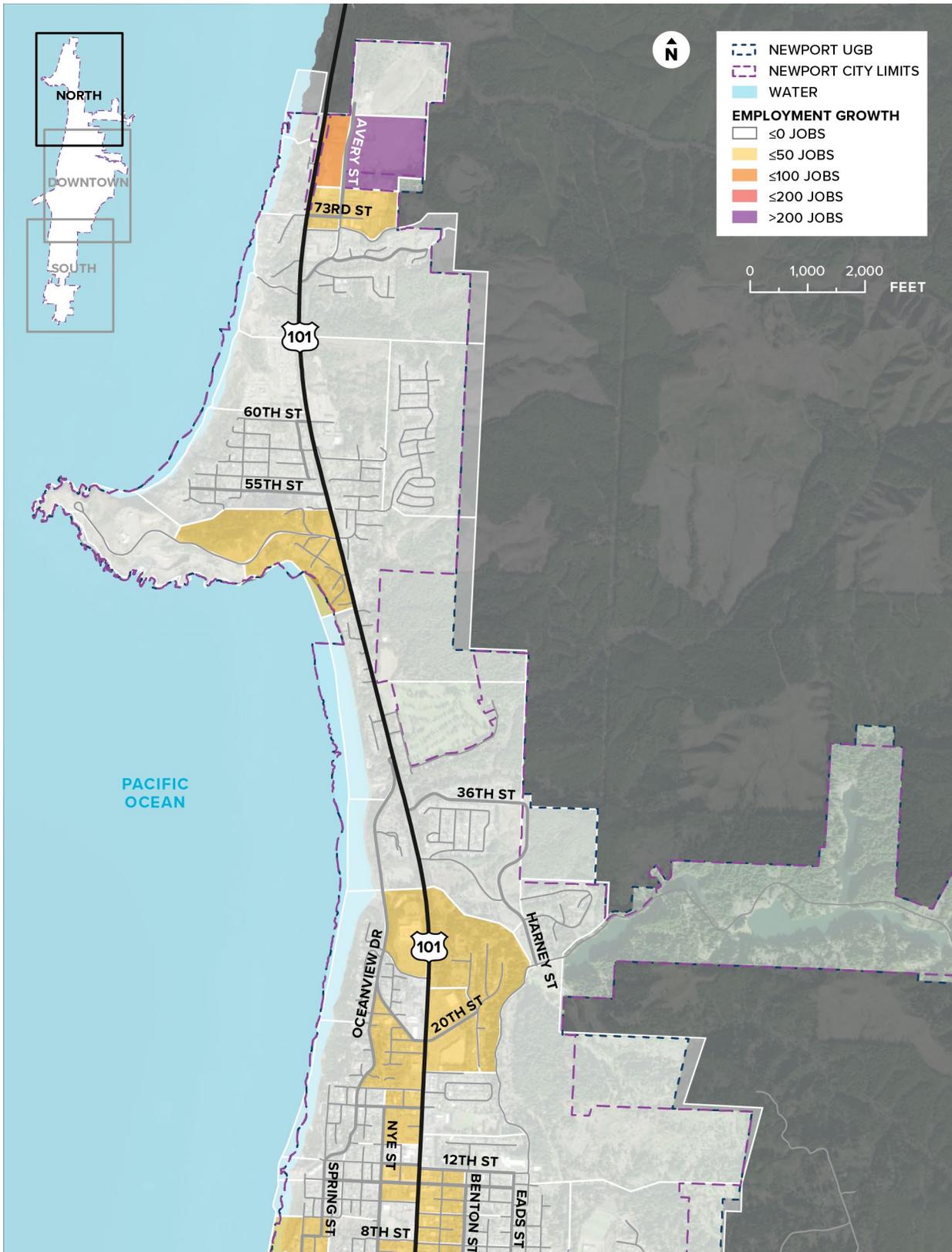


FIGURE 15: NEWPORT EMPLOYMENT GROWTH (DOWNTOWN)

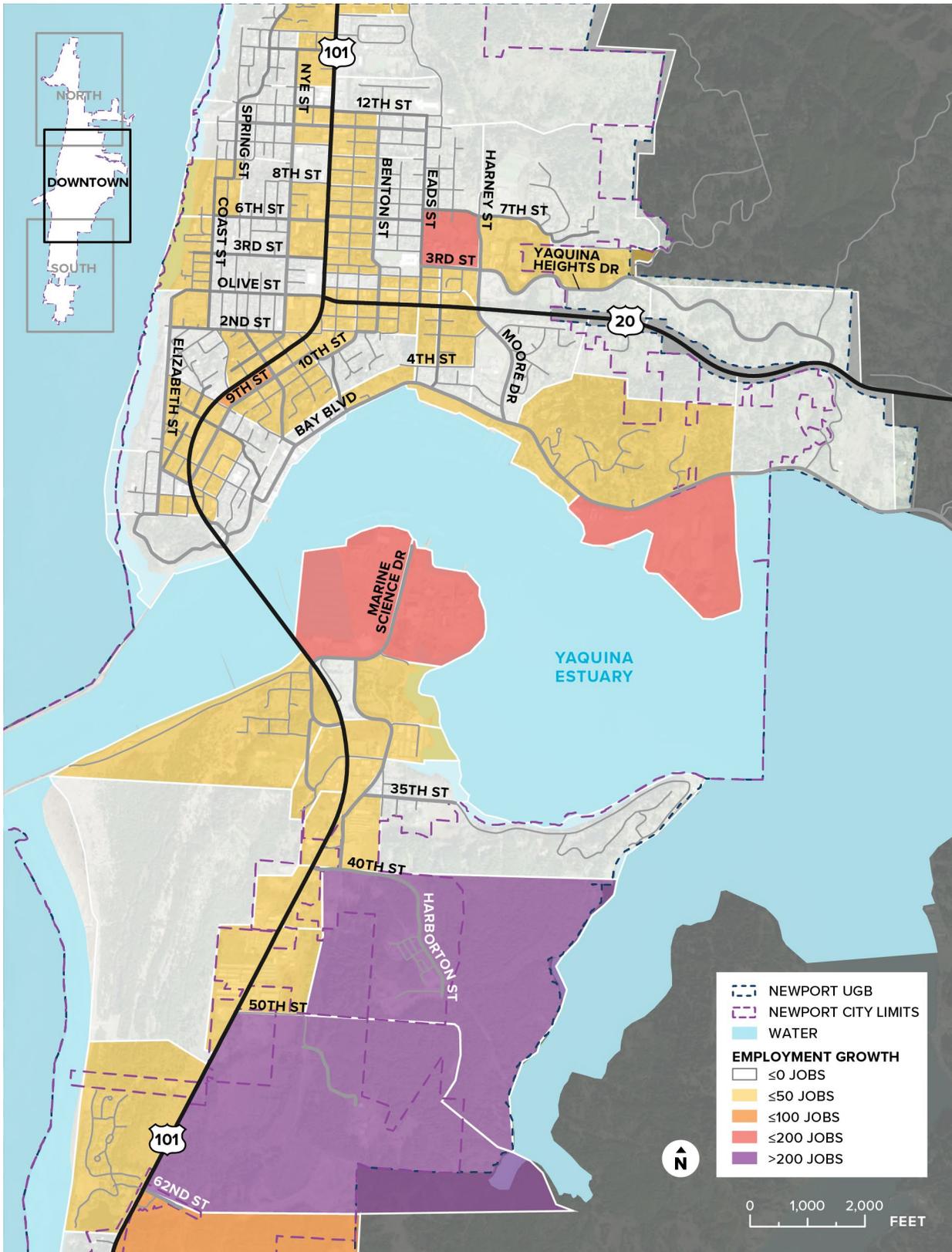
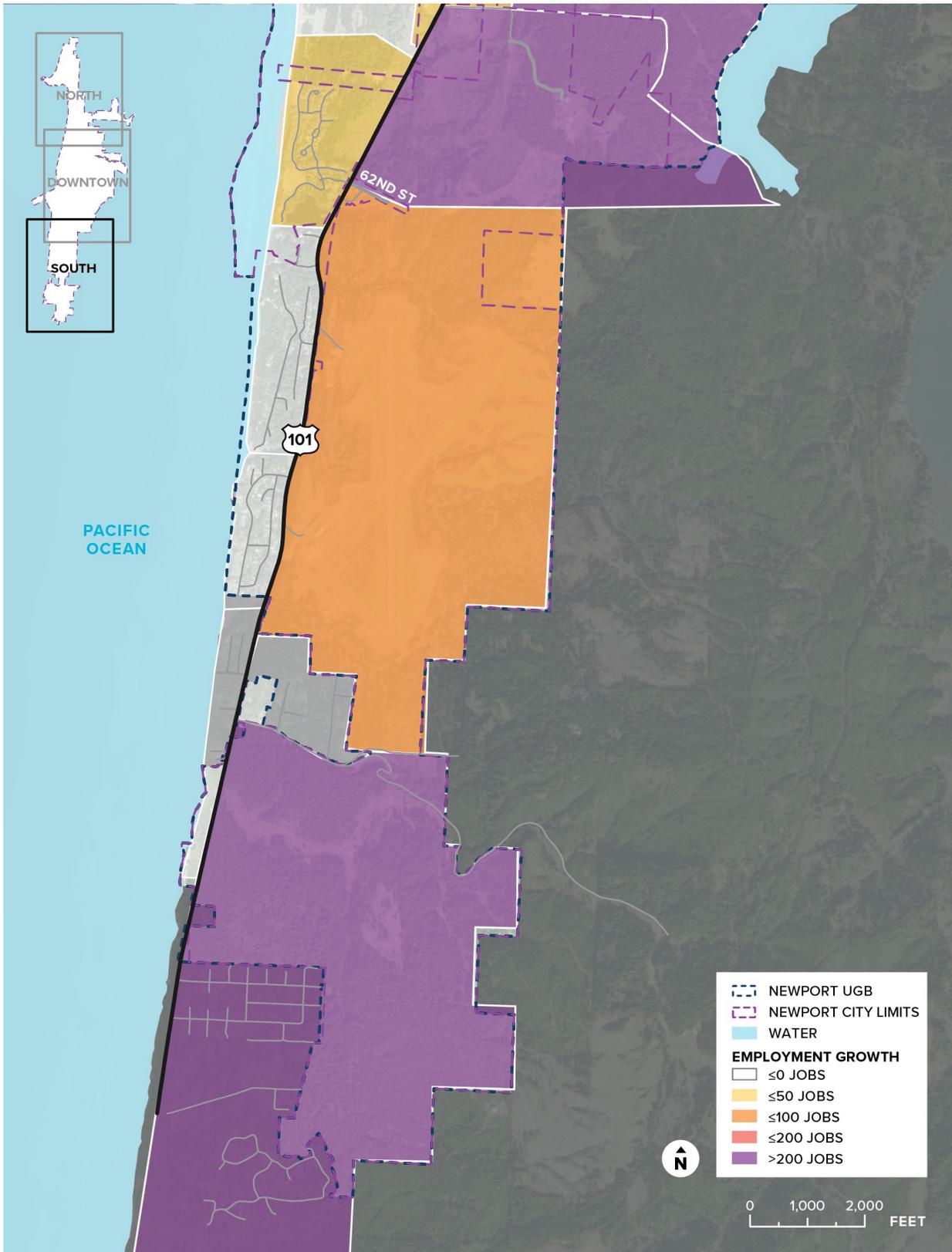


FIGURE 16: NEWPORT EMPLOYMENT GROWTH (SOUTH)



POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH

As growth continues to the year 2040, the demands on the City’s transportation system will be influenced by changes in population, housing, and employment. These changes in travel demands will require better ways to manage the system, more choices for getting around, and targeted improvements to make the system safer and more efficient.

As shown in Figure 17, Newport is expected to add about 2,385 more people¹ living here by 2040. For travel forecasting purposes, the population and employment during the average summer weekday is used, which typically have higher levels than the off-season. In the City, for example, the population of 10,125 rises to 11,345 during that period. By 2040 that summertime population is expected to be 13,730. This includes an expected 1,003 new households by 2040, for a total of 6,040. Newport’s current summertime average employment of 11,251 is estimated to increase to 13,942, with 2,691 more jobs in the UGB by 2040 (see Figure 17).

FIGURE 17: NEWPORT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH TRENDS

POPULATION



PERMANENT HOUSEHOLDS



SUMMER EMPLOYMENT



SOURCE: NEWPORT TRAVEL DEMAND MODEL

¹ The 2017 Portland State University population forecast for Newport including its Urban Growth Boundary expansion was 2,385 more people. The 2021 PSU report showed a lower growth total of 547.

TRAVEL DEMANDS

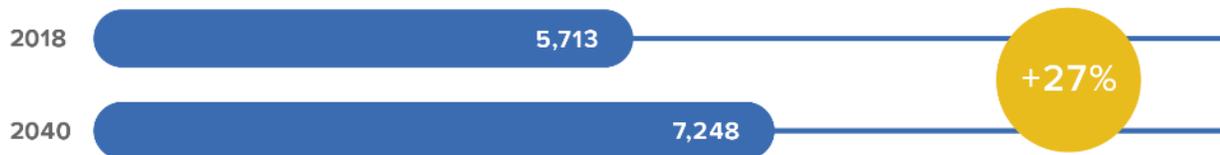
The number of people who choose to walk, bike, ride transit or drive and the distances they travel is important for assessing how well existing transportation facilities serve the needs of users. Available data on travel mode choice, travel demand and trip length are used to better understand travel behavior in the community and inform the needs analysis for the transportation system.

Travel demands levels are influenced by the local housing and employment, seasonal visitors, and the amount of through traffic on the highway. Each of these components were considered in forecasting how current conditions in Newport will change by 2040. The increase in the number of local households and employees in the Newport UGB increases the overall number of trips generated. Figure 18 summarizes the total p.m. peak hour motor vehicle trip ends for the Newport UGB for year 2018 and year 2040. The number of vehicle trips is expected to grow by approximately 27 percent over this period if the land develops according to the land use assumptions during both an average weekday and the summer.

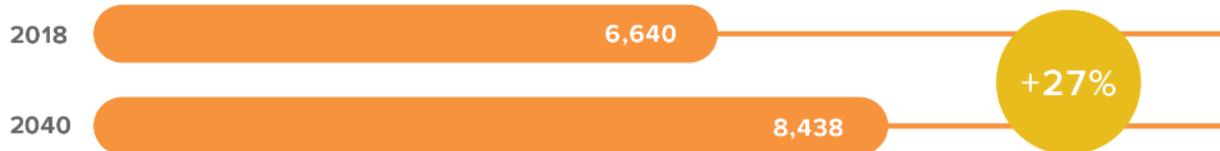
Being on the Oregon Coast, Newport is also impacted by a significant number of visitors and other regional travel on US 20 and US 101. This regional recreation-based travel significantly increases traffic volumes on these facilities in the summer months when compared to an average weekday. As shown in Figure 18, this tourism and recreational activity adds approximately 900 p.m. peak hour motor vehicle trip ends today (i.e., 5,713 during an average weekday versus 6,640 during the summer) and is expected to add 1,200 p.m. peak hour motor vehicle trip ends by 2040 within the Newport UGB, an increase of over 16 percent (i.e., 7,248 during an average weekday versus 8,438 during the summer).

FIGURE 18: NEWPORT VEHICLE TRIP ENDS (PM PEAK HOUR)

AVERAGE WEEKDAY



SUMMER



SOURCE: NEWPORT TRAVEL DEMAND MODEL

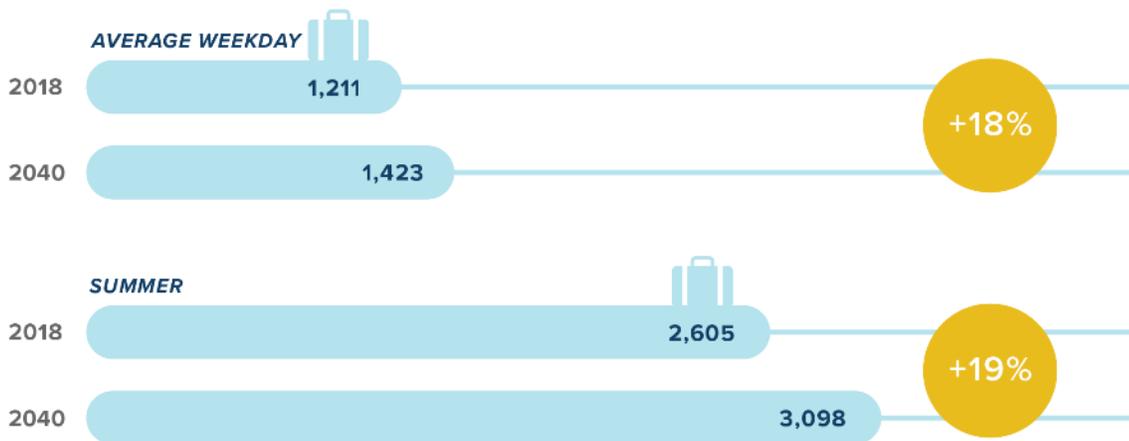
VISITING HOUSEHOLD TRIPS

Located within a two-hour drive from Albany, Corvallis, Eugene and Salem and a 3-hour drive from Portland, Newport is a desirable choice for getaways. Visitors arrive via US 20 and US 101 and often stay for extended periods, traveling to key attractions throughout the City. During the peak summer travel periods, more than 25,000 people may be in Newport at any time and motor vehicle volumes increase by as much as 45 percent on area roadways² compared to the winter months. These visitors are drawn to key lodging areas of the City including downtown, Nye Beach, Bayfront, South Beach and along US 101. Walking and biking is a popular travel choice for visitors among hotels or vacation rentals and the many destinations in the City, with most of the key lodging areas within a 30-minute walk or 10-minute bike ride north of Yaquina Bay. However, narrow sidewalks and lack of bike facilities on the Yaquina Bay Bridge creates a significant barrier for visitors to travel by these modes to tourist destinations located on the south side of Yaquina Bay.

Due to the importance of seasonal tourism on the Oregon Coast, the number of visiting households was also estimated. These visiting households stay in the City at area hotels and other short-term rentals. As shown in Figure 19, Newport is expected to accommodate 212 additional visiting households during an average weekday through 2040, from 1,211 today to 1,423 by 2040, an increase of 18 percent. As tourism increases during the summer, so does the number of visiting households. Today, the City accommodates 2,605 visiting households during the summer, or more than double the number during the average weekday. By 2040, Newport is expected to accommodate 493 additional visiting households during the summer, for a total of 3,098, an increase of 19 percent from today.

FIGURE 19: NEWPORT VISITING HOUSEHOLDS

VISITING HOUSEHOLDS



SOURCE: NEWPORT TRAVEL DEMAND MODEL

² Between January and August, average daily volumes on US 101 can vary by up to 45 percent of the annual average. In January, volumes are 20 percent below the annual average, and in August they are 25 percent above it.

COMMUTER TRIPS

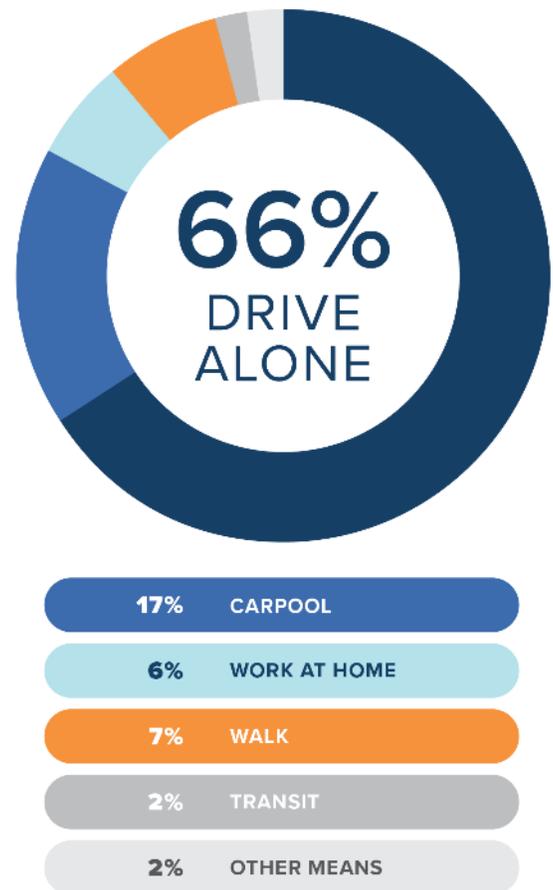
Much of the traffic in Newport, especially during the more congested weekday peak periods, is related to employment. Approximately 70 percent of existing jobs in Newport are filled by people who live in another City³. Residents of Newport also contribute to travel between cities, with about 54 percent of employed residents commuting to employment locations outside of the City. Workers in Newport typically commute by single-occupant motor vehicle (about 66 percent), with about 7 percent of residents walking to work, and approximately 2 percent using transit (see Figure 20).

About 6 percent of employed residents in Newport worked from home pre-COVID, and that figure likely increased due to COVID-19. It is not yet known how many of those workers will continue to telework after the threat of COVID-19 passes, but it seems likely that a higher percentage of workers will continue teleworking, at least part time. Any increase in the remote work share will change the demand on streets. It is possible that we may see a decrease in the share of the workers that need to travel during the morning and evening peak commute times and may see an increase during off-peak times.

COMMERCIAL ACTIVITY TRIPS

Area businesses also create demands on the transportation system. This includes customers purchasing goods and trucks servicing these businesses. Key areas of the City with commercial, retail or industry related activity includes downtown Newport, Port of Newport, historic Bayfront, Nye Beach, South Beach, and the US 101 and US 20 corridor. Residents within Newport's historic downtown core are typically within a five-minute drive, twenty-minute walk or seven-minute bike ride of these areas. Recent residential developments north of Agate Beach or in South Beach typically have limited neighborhood commercial opportunities and are located farther from Newport's historic downtown core which increases trip lengths and limits mode choices for residents of these areas. Trucks servicing these areas typically travel from major cities outside Newport and can travel over 60 miles from major distribution centers in the Willamette Valley and the I-5 corridor before using US 20 or US 101. Within Newport, freight traffic is common on US 101, US 20, Moore Drive, Bay Boulevard, and 73rd Street to serve the fishing industry, Port of Newport and businesses throughout Newport.

FIGURE 20: NEWPORT COMMUTER MODE SHARE



Source: US Census Bureau, 2015-2019 American Community Survey

³ US Census Bureau, OnTheMap. Home/Work Distance/Direction Analysis, 2018.

TRANSPORTATION SYSTEM FACTS

To address changing transportation needs within the UGB through 2040, the existing and future travel conditions were reviewed. The transportation system review documented the existing pedestrian, bicycle, transit, and motor vehicle infrastructure. It also identified shortfalls and limitations into how people can travel within the City (such as lack of bike lanes or sidewalks).

Figure 21 provides a summary of some of the existing transportation facilities in the City, with more details provided in the following sections. A complete summary of existing and future transportation conditions and needs can be found in Technical Memorandums #5 and #7 in the Appendix. Solutions for the transportation infrastructure that are determined to not maintain acceptable service levels for residents are identified in Chapter 6.

FIGURE 21: NEWPORT TRANSPORTATION SYSTEM FACTS



ROADWAY NETWORK

The existing transportation system in the UGB includes 89 miles of roadways. Two highways under State jurisdiction bisect the City, including US 101 and US 20. US 101 runs north-south through Newport, connecting coastal communities along the entire west coast of the United States, while US 20 runs east-west just north of the downtown area of the City, connecting it to Corvallis, Interstate 5 and eventually Boston, Massachusetts 3,365 miles to the east. These roadways intersect in the downtown area forming one of the most complex intersections in the City.

Key City streets that are adjacent to or intersect US 101 and US 20 include NE 73rd Street, NW 55th Street, Lighthouse/NE 52nd Street, NE 36th Street, NE Harney Street, SE Moore Drive, SE Bay Boulevard, SW Abalone Street, SE Marine Science Drive, SE Ferry Slip Road, 6th Street, SE 40th Street, Nye Street, Hubert Street, Benton Street, and NW Oceanview Drive.

This TSP addresses vehicle speeds, vehicle flow, and safety for all users of streets in Newport. Traditionally, agencies have widened streets to respond to traffic congestion. But widening does not always work to reduce congestion in the long term. Widening is costly, has negative effects on adjacent properties, and makes the street even less safe and inviting for walking and biking. This TSP uses widening to add capacity as only the last option to respond to vehicle congestion issues. Instead, it generally emphasizes designing streets to slow vehicles and increase safety. The design of a street influences how a person drives more than the actual speed limit.

INTERSECTION OPERATIONS

Forecasted intersection operations were compared to currently adopted agency mobility targets to identify where significant congestion is likely to occur. Of the 20 study intersections, eight will not meet their respective mobility target during the 2040 design hour conditions. Nineteen of the study intersections met their mobility targets under existing conditions (2020); the intersection of US 101/US 20 is the only intersection that also exceeded its mobility target under existing PM peak hour conditions. All of the substandard intersections are on state highways and half are two-way stop control intersections. Increased traffic on US 101 will lead to excessive delay for left-turning traffic by 2040 at all unsignalized intersections, particularly during the summer peak.

Intersections that are expected to exceed mobility targets under the 2040 design hour conditions, include:

- US 101/73rd (stop controlled on side street)
- US 101/52nd (signalized intersection)
- US 101/Oceanview (stop controlled on side street)
- US 101/US 20 (signalized intersection)
- US 101/Angle (stop controlled on side street)
- US 101/Hurbert (signalized intersection)
- US 20/Benton (stop controlled on side street)
- US 20/Moore (signalized intersection)

Other Community Concerns

Additional intersection and roadway network concerns expressed by the community include congestion around NE Harney Street/SE Moore Drive due to school and County fairground traffic, limited access to the hospital from US 101, limited access and high delay travelling to and from residential neighborhoods whose only access is from US 101, irregular access alignments to US 101, such as near the Newport Theater and southbound vehicle speeds on US 101 approaching the Yaquina Bay Bridge as vehicles merge. In addition, several locations on US 101 were noted for challenges for pedestrians crossings, such as near NE 60th Street.

BRIDGES AND TUNNELS

There are 11 bridges and two tunnels within the Newport UGB. Nine of the bridges are along state highways (i.e., US 101 or US 20) and one is along a City roadway. The State Parks system also owns a pedestrian bridge and a pedestrian tunnel at Agate Beach State Park.

Three bridges are classified as structurally deficient with poor conditions, including:

- The bridge on US 101 over Big Creek, between NE 31st Street and NW 25th Street (maintained by ODOT)
- The Yaquina Bay Bridge (maintained by ODOT)
- The bridge on Big Creek Road over Big Creek, between NE Harney Street and NE 12th Street (maintained by the City of Newport)

Yaquina Bay Bridge

The Yaquina Bay Bridge is a key constraint for north-south travel in Newport both today and in the future. Existing narrow travel lanes, lack of shoulders, no bike lanes, and a steep grade all contribute to a lower carrying capacity compared to similar highway segments. Traffic volumes along the bridge (shown in Table 1) are forecasted to be around 20,000 during an average weekday, and around 22,000 during the summer, based on the projected local growth in the City, and growth in regional through traffic. This means that during both average weekday and summer conditions, the forecasted volumes are expected to exceed the capacity on the Yaquina Bay Bridge. As traffic volumes grow, this congestion could impact segments of US 101 approaching the Yaquina Bay Bridge or lead to additional congestion in off-peak hours without any mitigation.

TABLE 1: EXPECTED TRAFFIC VOLUMES ON THE YAQUINA BAY BRIDGE

SCENARIO	2018 AVERAGE DAILY TRAFFIC	2040 AVERAGE DAILY TRAFFIC	PERCENT GROWTH
AVERAGE WEEKDAY	14,200	19,800	39%
SUMMER	16,900	21,800	28%

Source: Technical Memorandum #7: Future Transportation Conditions and Needs, Table 3.

Like many coastal bridges, the Yaquina Bay Bridge is a designated historic structure. The ODOT Historic Bridge Preservation Plan details treatment options to extend the useful life of historic structures and maintain their original purpose. ODOT ensures that every reasonable effort is pursued to maintain transportation service for their historic bridges prior to other, more impactful decisions. The existing historic structural elements will be maintained to the maximum extent necessary, and any new elements must maintain the historical significance of the structure. Maintenance considerations could also include vehicle or load restrictions that limit traffic on historic bridges.

If in the future ODOT determines that the Yaquina Bay Bridge can no longer maintain its intended function, the bridge could be paired with a parallel crossing to lessen vehicle demands or converted to a new use. Only after these options are exhausted will ODOT consider a full closure of the bridge and replacement. All future decisions regarding the use of the Yaquina Bay Bridge will be coordinated with ODOT. This TSP recommends that the City coordinate with ODOT to prepare a Facility Plan (which would become a Refinement Plan to the TSP with City council support) for the Yaquina Bay bridge area to further clarify the alignment, cost, and impacts associated with a future replacement bridge project.

PARKING

US 101 and US 20 serves thousands of vehicle trips each day bringing many visitors and economic opportunities for the City, which also means large recreation vehicles or towing trailers traversing narrow and busy sections through the downtown area. This leads to conflicts with parked vehicles

along US 101 due to the narrow travel lanes. In addition, the community has expressed concerns related to limited parking in tourist-oriented areas such as Nye Beach and the Bayfront, particularly during peak summer periods, and potential for parking spillover into the neighborhoods.

PEDESTRIAN NETWORK

Walking plays a key role in Newport’s transportation network and planning for pedestrians helps the City provide a complete multimodal transportation system. It also supports healthy lifestyles and addresses a social equity issue ensuring that the young, the elderly, and those not financially able to afford motorized transport have access to goods, services, employment, and education.

In this plan, "walking" and "pedestrian" are terms that include people who walk independently or use canes, wheelchairs, other walking aids, or strollers. As noted earlier in this TSP, approximately seven percent of commuters in the City walk to work, with two percent utilizing public transportation, which often includes walking at the beginning or end of the trip. In addition to the work commute trips, walking trips are made to and from recreational areas, shopping areas, schools, or other activity generators. Continuous and direct sidewalk connections to all activity generators and along all streets, in addition to safe crossing opportunities along major roadways, are essential to encourage walking and transit use.

The existing pedestrian network in the Newport UGB is composed of 33 miles of sidewalks, and about 10 miles of shared use paths or pedestrian trails. Curb ramps are available at about 80 percent of intersections along US 101 and US 20, but many of them are not compliant with the Americans with Disabilities Act. In addition, nearly 70 percent of streets lack a sidewalk on at least one side, including several segments of US 101 and US 20. Although there is generally good sidewalk coverage near downtown Newport, many of the residential areas of Newport were developed without sidewalks, and these sidewalk gaps will remain through 2040 without redevelopment or sidewalk infill projects as part of the TSP.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

The pedestrian level of traffic stress⁴ (LTS) evaluation provides a metric to understand a multimodal user’s perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to walking to be addressed through targeted improvements in this TSP. In addition to the LTS evaluation, consideration was given to acknowledge cases where traffic volumes were expected to be very low, such as under 500 vehicles daily on a local or shared street. Feedback from the community indicated that under such conditions, residents were comfortable walking within the roadway given that the chance of vehicle conflicts are remote.

⁴ Refer to Technical Memorandum #5: Existing Conditions, page 3 for a complete definition of the Level of Traffic Stress. The LTS scale ranges from LTS 1(Low) to LTS 4(Extreme).

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for pedestrians based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced pedestrian facilities are needed to maintain a system that is accessible for all users.

A pedestrian walking along roughly 25 percent of the analyzed streets (i.e., arterial and collector roadways) within the UGB will experience a low or moderate level of stress. This is generally representative of streets with low volumes and speeds where sidewalks are provided. An extreme level of stress is experienced along 60 percent of the analyzed streets, mainly those with no sidewalks or buffers and the highest speeds and traffic volumes. This includes most of US 101 and US 20 through the UGB, streets that are important for pedestrian travel. Overall, the pedestrian network near downtown has a consistent set of continuous walkways which provides a low stress environment, and whereas towards the edges of the City and in residential areas many streets lack sidewalks or walkways such that travelers walk within the roadway. Where traffic volumes and speeds are higher, the absence of a dedicated walkway can create extreme stress on the traveler.

As redevelopment and frontage improvements occur through 2040, streets will be built to align with the standards outlined in Chapter 4 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and contribute towards a network wide lower stress pedestrian experience.

Equally important is the pedestrian experience crossing streets. These locations are often when a pedestrian experiences some of the highest amount of stress, particularly along major streets with high travel speeds and traffic volumes. This TSP team looked at 20 intersections in the UGB. Sixteen of the intersections, including many of those along the busiest streets (i.e., US 101 and US 20), have a pedestrian stress level of extreme or high, while only four intersections that this TSP looked at have a low or moderate level of stress for pedestrians. In general, the studied intersections lack ADA compliant curb ramps, have complex elements, or offer limited refuge or enhancements at the crossing.

METHODOLOGY USED TO IDENTIFY TSP PEDESTRIAN PROJECTS

The list of pedestrian network improvement projects shown in Chapter 6 was developed based on streets with pedestrian deficiencies. The solutions for these deficiencies were selected to support the overall goals and objectives of the TSP. For pedestrian projects that is primarily related to improvements that deliver safer, more accessible, and convenient facilities.

A street is considered deficient for walking if it meets one or more of the following conditions:

- **Sidewalk Gaps**

Arterial or collector street segment without pedestrian facilities.

- **Pedestrian Level of Traffic Stress**

Arterial or collector street segment with an extreme pedestrian level of stress.

- **Pedestrian Level of Traffic Stress near important Destinations**

High or extreme pedestrian level of stress near parks, schools, transit stops, or other important destinations.

BICYCLE NETWORK

Bicycling is important for both transportation and recreation in Newport. This includes people who bike to work and school, people biking for fun, or people just running errands by bike. Riding bicycles also plays a key role in the transportation system's ability to support healthy and active lifestyles, with suitable facilities that provide a viable alternative to the automobile. While walking tends to be a competitive choice for trips under half a mile, bicycling tends to be suited for longer trips. Bicycle trips can often work well for distances between a half mile and three miles. Newport's relatively compact size makes biking a great choice for many trips, with local jobs and housing, in addition to hotels and other tourism destinations, typically in bikeable proximity.

This TSP includes projects to provide continuous bicycle connections between activity generators and arterial/collector roadways that are essential for safe and attractive non-motorized travel options. It includes bicycle infrastructure that appeals to a wider range of people, both in age and ability. Many people want to bike, but they find riding near traffic in standard bike lanes stressful and a deterrent. This TSP includes a bicycle network of streets with facility standards designed to minimize interactions between people on bikes and car traffic (see Chapter 4 of this TSP).

The bicycle network in Newport is composed of two lane miles of bike lanes, four miles of streets with shared lane markings and one mile of shared-use pathways. Bike lanes are currently striped along portions of US 101 near the NE 52nd Street/NW Lighthouse Drive intersection and SW Naterlin Drive, and on US 101 from the bridge south to the former intersection of SE Ferry Slip Road. Sharrows are currently located along portions of NW Oceanview Drive, NW Spring Street, NW Coast Street, SW Elizabeth Street, NW-NE 6th Street and SW Naterlin Drive. However, many of

the existing facilities are not continuous. In addition, nearly 90 percent of arterial streets currently lack bike facilities, including much of US 101 and US 20. Critical gaps existing across the Yaquina Bay Bridge, along the NW Oceanview Drive corridor and the Oregon Coast Bike Route.

BICYCLE LEVEL OF TRAFFIC STRESS

The bicycle level of traffic stress (LTS) evaluation provides a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to biking to be addressed through targeted improvements in this TSP.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for bicyclists based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced bicycle facilities are needed to maintain a system that is accessible for all users.

A bicyclist riding along roughly 15 percent of the analyzed arterial roadways and 90 percent of the analyzed collector roadways within the UGB will experience a low or moderate level of stress. This is generally representative of the many low volume and speed streets of the highway. Even still, an extreme or high level of stress is experienced along 85 percent of the analyzed arterial roadways and 10 percent of the analyzed collector roadways, mainly those with no bicycle facilities and the highest speeds and traffic volumes. This includes the extent of US 101 and US 20 through the UGB, and short segments of NE Harney Street, NE 31st Street, NE Yaquina Heights Drive, SE Bay Boulevard and SE Ferry Slip Road. These streets are important for bicycle travel as they connect to most businesses and services and in many cases provides the only through route for cyclists (e.g., the Yaquina Bay Bridge). NW Oceanview Drive, a component of the Oregon Coast Bike Route, was rated at extreme level of traffic stress between US 101 and the intersection with NW Edenview Way, and medium level of traffic stress from there to Spring Street.

As redevelopment and frontage improvements occur through 2040, streets will be built to align with the standards outlined in Chapter 4 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and contribute towards a network wide lower stress bicycle experience. For very low traffic volume conditions on local streets, consideration was given to allow for bicycling to be done within the roadway with designations for sharing the road when separate bikeway facilities are not available. This same shared street treatment was applied for pedestrian travel in the previous section for very low traffic conditions.

Equally important is the bicycle experience crossing streets. This TSP looked at 20 intersections in the UGB, of which 15 have a bicycle stress level of low or moderate. These are mainly at signalized intersections along US 101 or US 20, or at locations with low vehicle travel speeds and narrow crossing widths for cyclists. Five unsignalized intersections along US 101 have a bicycle stress level of extreme or high. In general, these intersections are in locations with high vehicle travel speeds and wider crossing widths for cyclists.

METHODOLOGY USED TO IDENTIFY TSP BICYCLE PROJECTS

The list of bicycle network improvement projects shown in Chapter 6 were developed based on streets with bicycle deficiencies. The solutions for these deficiencies were selected to support the overall goals and objectives of the TSP. For cycling projects that is primarily related to improvements that deliver safer, more accessible, and more convenient facilities such as dedicated bike lanes and multi-use pathways.

A street is considered deficient for bicycling if it meets one or more of the following conditions:

- **Bicycle Facility Gaps**

Arterial or collector street segment without bicycle facilities or adjacent corridor with bicycle facilities.

- **Bicycle Level of Traffic Stress**

Arterial or collector street segment with an extreme bicycle level of stress.

- **Bicycle Level of Traffic Stress near important Destinations**

High or extreme bicycle level of stress near parks, schools, transit stops, or other important destinations.

TRANSIT

Transit service is provided in Newport via a city loop service, an intercity service, and an Americans with Disabilities Act (ADA) paratransit service. All Lincoln County Transit buses are equipped with a lift to allow wheelchair access and include bicycle racks. Riders are permitted to load their bicycle inside the bus only if the bike racks are full.

The Newport city loop completes a full loop through Newport six times each day, seven days a week, and in the evening, there is an additional southbound run to City Hall. This route has 41 bus stops, providing access to key destinations within Newport including grocery stores and other shopping, restaurants, local hotels and residences, Newport City Hall, post office, Oregon Coast Aquarium, NOAA facilities, and Nye Beach. The bus stops offer limited amenities, and many are unmarked, making the transit system challenging to navigate, particularly for visitors who may be unfamiliar with it. Most Newport residents are within a half mile of a transit stop, and in the downtown core, most residents are within a quarter mile of a transit stop. Long headways (up to 90 minutes) and limited service hours (approximately between 7 am and 5pm) for the Newport city loop transit service limits the utility of this service for residents and visitors. In addition, transit service is not currently provided south of SE 50th Avenue.

The intercity transit service operates routes to Corvallis and Albany four times each day, to Lincoln City four times each day, to Yachats four times each day, and to Siletz six times a day between Monday and Saturday.

Lincoln County Transit also provides curb to curb coordinated and accessible dial-a-ride transit service that is available to everyone in Newport. The paratransit service, in wheelchair lift equipped minibuses, is available generally between 8:00 a.m. and 3:30 p.m. Monday through Friday.

TRANSIT DEVELOPMENT PLAN

Lincoln County's Transit Development Plan will guide future changes to transit service. Identified changes through 2028 include:

- Add additional stops at Newport's Walmart and Fred Meyer as part of the Newport-Siletz route
- Add up to four additional daily runs on the Coast to Valley route which serves Corvallis and Albany and coordinate these runs to better align with work or Amtrak schedules
- Increase frequency up to 50 percent on weekdays and weekends for the Newport-Lincoln City Route
- Add additional stops at the Oregon Coast Community College as part of the Newport-Yachats route
- Extend Dial-A-Ride service hours and provide service seven days a week
- Modify the Newport City Loop route to remove the Nye Beach and Bayfront and maintain existing 90-minute headways
- Add a new Newport City Loop route which serves Fred Meyer, Nye Beach, City Hall, Bayfront, and Embarcadero with 45-minute headways
- Add a new Newport City Loop route which serves Nye Beach, City Hall, Bayfront, and Embarcadero with 30-minute headways

These transit enhancements were identified by Lincoln County Transit to address the most significant unmet needs within their transit system. Further investments will be coordinated with Lincoln County Transit. The recommended enhancements address several public concerns made during this TSP process related to transit access. Specific comments noted the need for additional stops, more bus shelters, and added tourist shuttles.

In addition, these enhancements also align with several of the goals and objectives of this TSP, including:

TSP Goal 2: Mobility and Accessibility

- Support expansions of the local and regional transit network and service
- Support transportation options and ease of use for people of all ages and abilities

TSP Goal 7: Prepare for Change

- Seek to supplement traditional transportation options with more emphasis given to walking, biking, and transit

TSP Goal 9: Work with Regional Partners

- Build support with regional partners for the improvement of regional connections

FREIGHT NETWORK

US 101, north of US 20, is a designated federal truck route and US 20, east of US 101, is a designated Oregon freight route. As a designate truck route, the section of US 101 north of US 20 is also identified as a Reduction Review Route, which means that any improvements within the highway right-of-way needs to consider its impact of freight truck carrying capacity. In addition, about 8.5 miles of roadways are located adjacent to or connecting to industrial lands. These roadways include portions of NE Avery Street and NE 73rd Street at the north end of the City, SE Moore Drive and Bay Boulevard in the central part of the City, and US 101, SE 35th Street, SE 40th Street, SE 50th Street and SE Ferry Slip Road at the south end of the City.

With growing traffic volumes, six intersections along Oregon Freight Routes or Federal Truck Routes would not meet their currently adopted mobility target during the 2040 design hour conditions. These intersections are shown below.

Intersections that might experience increased freight delay through 2040:

- US 101/73rd (stop controlled on side street)
- US 101/52nd (signal)
- US 101/Oceanview (stop controlled on side street)
- US 101/US 20 (signal)
- US 20/Benton (stop controlled on side street)
- US 20/Moore (signal)

Note: Refer to Future Transportation Conditions and Needs, Technical Memo #7, for more information in the Appendix.

Although all these intersections are on a designated freight route, three of the intersections are two-way stop control where the side street will experience significant delay in the future. Since freight traffic is concentrated on US 101 and US 20 in Newport, high side-street delay at the intersections of US 101/Oceanview and US 20/Benton will likely have a minimal impact to freight. However, 73rd Street serves an industrial area which can generate high freight traffic, and increased side street delay at this location will negatively impact freight operations. High vehicle delay at the other three traffic signals will also increase delay for freight travel through Newport on US 101 or US 20.

Other locations with identified freight needs include Bay Boulevard and the Yaquina Bay Bridge. Bay Boulevard is a working waterfront and is a key freight generator for the City of Newport. This area is also a tourist destination which can create conflicts between the high volume of pedestrians, passenger cars, and freight vehicles which serve Newport's fishing industry. Freight vehicles can also struggle to navigate the steep grades for northbound traffic approaching the Yaquina Bay Bridge. The recent relocation of the traffic signal from SE 32nd Street to SE 35th Street

has improved this operational issue for freight vehicles. In addition, as noted previously, the Yaquina Bay Bridge has weight limit restrictions which directs heavier freight vehicles to reduce their loads below the maximum levels to comply, which increases the amount of truck activity along this segment of the highway.

AIRPORT

The Newport Municipal Airport, owned and operated by the City of Newport, is a public-use airport located east of US 101 off SE 84th Street, approximately five miles south of downtown. This airport provides general aviation for Newport and surrounding coastal communities and is identified as a critical resource by the Oregon Department of Aviation for emergency response following a major earthquake or tsunami. Currently, the airport supports general aviation aircrafts, US Coast Guard helicopters, and air ambulance flights.

The airport currently supports 28 based aircraft. Other services and facilities include: hangars, tie-downs, fueling, and rental cars. The airport has two runways, and serves 19,600 annual operations (i.e., take-offs or landings).

Regional and international air service for passengers and freight is provided via Portland International Airport (PDX). The airport is located approximately 140 miles (over three hours) northeast of Newport. Eugene Airport located approximately 80 miles (or 90 minutes) southeast of Newport also provides regional air service.

WATERWAYS

Newport is bounded to the west by the Pacific Ocean and is divided north-south by Yaquina Bay, a commercially navigable waterway. Yaquina Bay is a 30-foot deep basin and 300 feet across at its narrowest point; at high water, there is 129 feet of vertical clearance under the Yaquina Bay Bridge.

The Port of Newport maintains and operates separate commercial and recreational marinas to serve Newport's ship traffic. The commercial marina, located on the north side of Yaquina Bay, south of Bay Boulevard includes four docks for commercial vehicles and serves a large, prolific fishing fleet and a yacht club. This marina can accommodate vessels up to 100 feet. Marine supplies and a customs office are available for patrons. The recreational marina is located on the south side of Yaquina Bay, near South Beach, with space for 522 vessels and includes power, water, fuel, and sanitary services as amenities. This marina also serves as a public boat launch with space for trailer storage.

The Newport International Terminal provides two berths for cargo ships, research vessels, cruise ships, and fishing boats on the north side of Yaquina Bay. This terminal is one of three deep draft ports on the Oregon Coast and has traditionally been used to ship timber products. NOAA also maintains a marine operations center to the south of Yaquina Bay and serves as the home port for two research vessels in addition to supporting five ships.



Chapter 4: System Design & Management Principles

Newport applies transportation standards and regulations to the construction of new transportation facilities and to the operation of all facilities to ensure that they are designed appropriately and that the system functions as intended. These standards enable consistent future actions that reflect the goals and objectives of the City.

FUNCTIONAL CLASSIFICATION

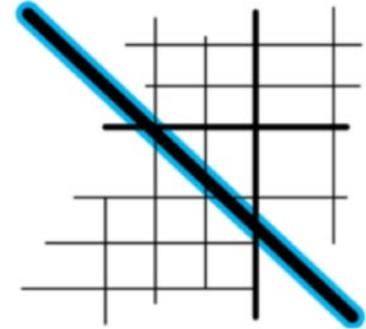
Functional classification for streets helps support the movement of vehicles and is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that serves travel needs on a regional, citywide, neighborhood and local level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.

The street functional classification system for roadways in the Newport is described below. The functional classification map (Figure 22, Figure 23, and Figure 24) shows the designated classification for all roadways in the City, including new street extensions proposed as part of this plan. From highest to lowest intended use, the classifications are arterial, major collector, neighborhood collector, and local streets. For a summary of functional classification changes from the prior TSP, see Technical Memorandum #10: Transportation Standards, in the appendix.

The federal government also has a functional classification system that is used to determine federal aid funding eligibility. Roadways federally designated as a minor collector (urban), major collector, minor arterial, principal arterial, or interstate are eligible for federal aid. Newport’s functional classification system uses the similar designations as the federal government (e.g., a City designated arterial is intended to be the same as a federally designated principal arterial, a City designated major collector is intended to be the same as a federally designated major collector, and a City designated neighborhood collector is intended to be the same as a federally designated urban minor collector). Future updates to the federal functional classification system should incorporate the designations reflected in the TSP along City roadways.

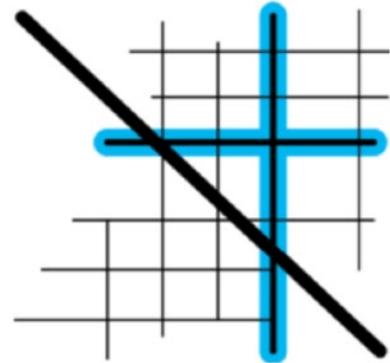
ARTERIAL STREETS

Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to other arterial streets or collector streets. Safety should be the highest priority on arterial streets and separation should be provided between motor vehicles and people walking, and bicycling. Safe multimodal crossings should also be provided to key destinations. Where an arterial street intersects with a neighborhood collector or local street, access management and/or turn restrictions may be employed to reduce traffic delay. The only arterial streets in Newport are US 101 and US 20, which also include a Federal Classification of urban other principal arterial.



MAJOR COLLECTOR STREETS

Major collector streets are intended to distribute traffic from arterial Streets to streets of the same or lower classification. They provide both access and circulation within and between residential and non-residential areas. Major collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials) and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Safety should be a high priority on major collectors. Where a major collector street intersects with a neighborhood collector or local street, access management and/or turn restrictions may be employed to reduce traffic delay.



NEIGHBORHOOD COLLECTOR STREETS

Neighborhood collector streets distribute traffic from arterial or major collector streets to local streets. They are distinguishable from major collectors in that they principally serve residential areas. Neighborhood collector streets should maintain slow vehicle operating speeds to accommodate safe use by all modes and through traffic should be discouraged, especially in areas with topography or other line of sight constraints. Where a neighborhood collector street intersects with a higher-classified street, access management and/or turn restrictions may be employed to reduce traffic delay and discourage through traffic.

LOCAL STREETS

All streets not classified as arterial, major collector, or neighborhood collector streets are classified as local streets. Local streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local streets should maintain slow vehicle operating speeds to accommodate safe use by all modes.

Private Streets

Private streets are a special type of local street that are used to facilitate access to specific properties or small neighborhoods. Private streets can include driveways or private roadway connections that serve four or fewer parcels. The City is not responsible for maintenance on private streets.

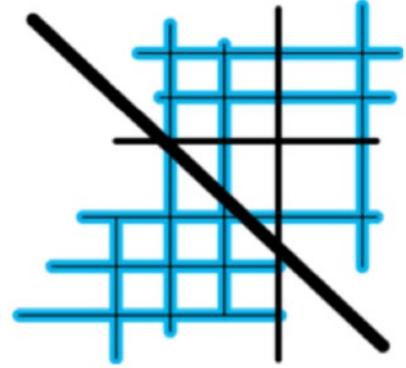


FIGURE 22: FUNCTIONAL CLASSIFICATIONS (NORTH)

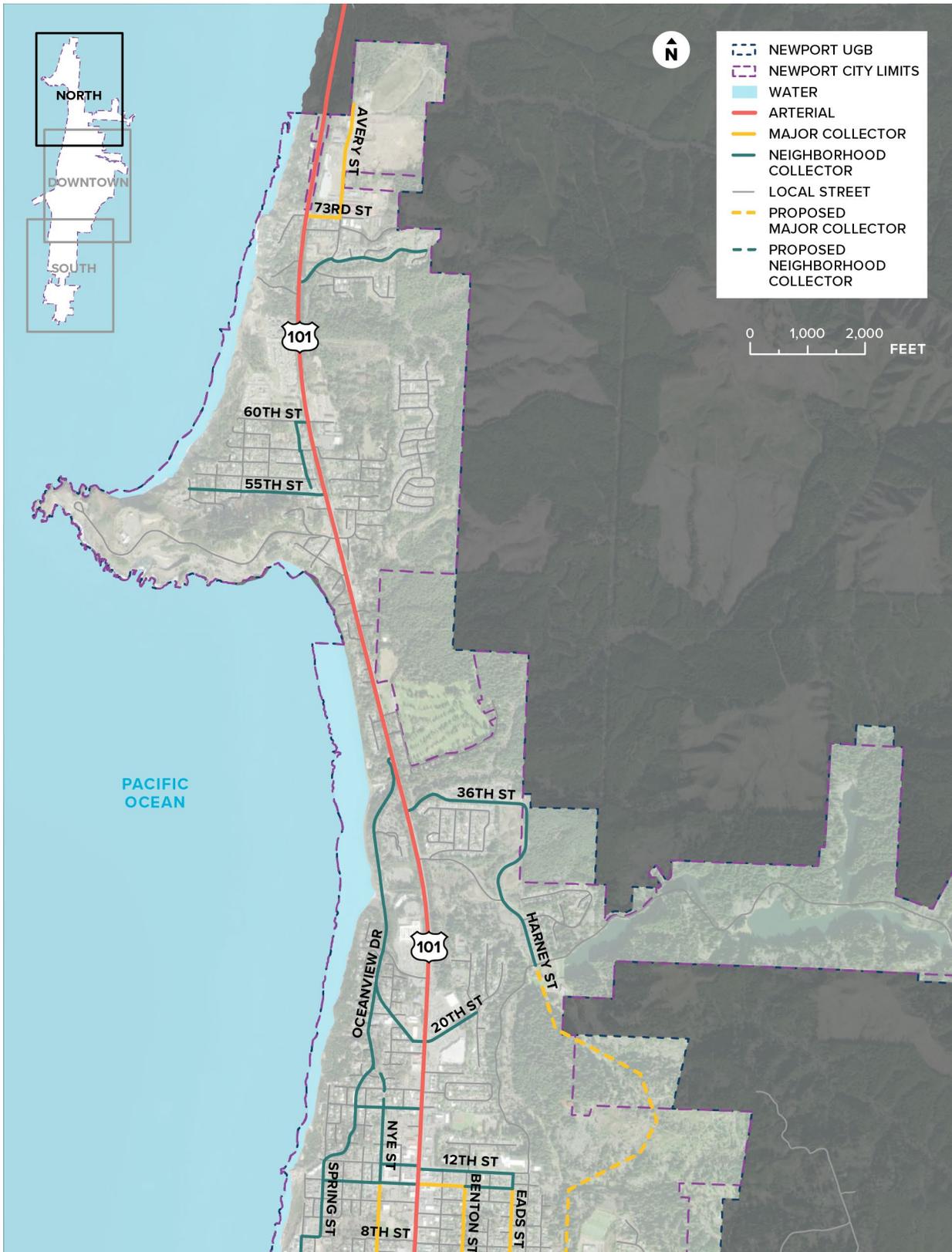


FIGURE 23: FUNCTIONAL CLASSIFICATIONS (DOWNTOWN)

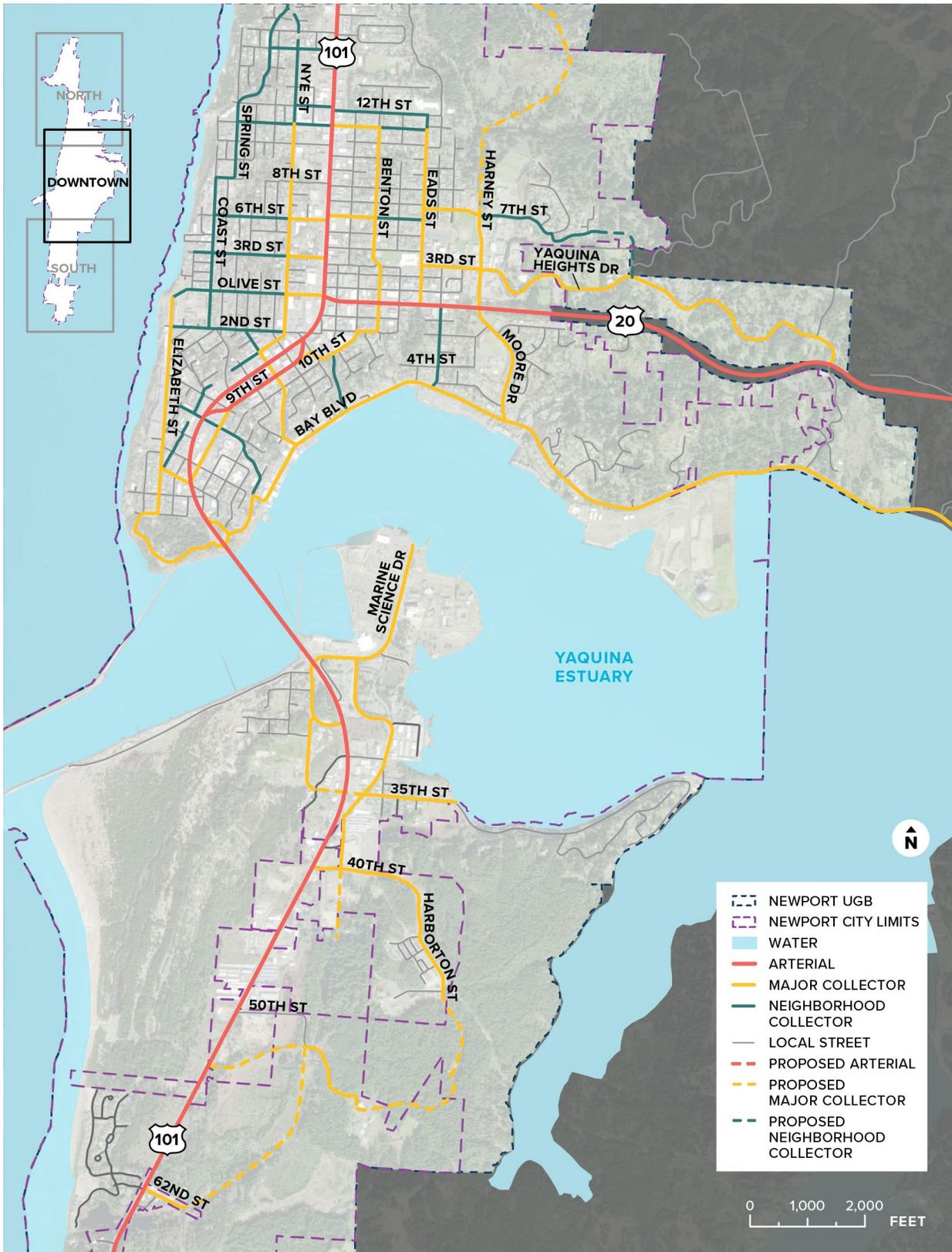
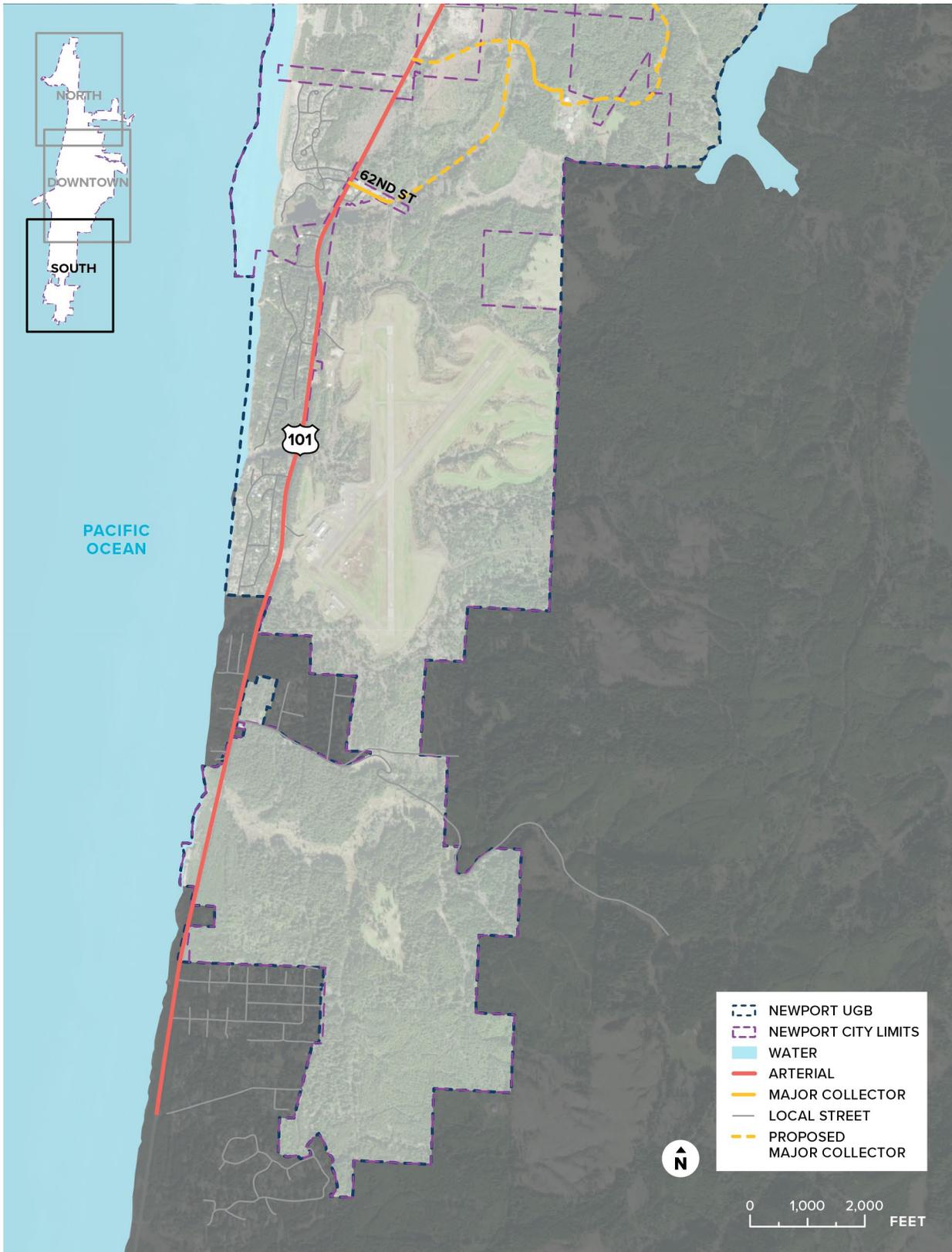


FIGURE 24: FUNCTIONAL CLASSIFICATIONS (SOUTH)



FREIGHT AND TRUCK ROUTES

Figure 25, Figure 26, and Figure 27 show roadways designated to help ensure trucks can efficiently travel through and access major destinations in Newport. These routes play a vital role in the economical movement of raw materials and finished products, while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system.

STATE AND FEDERAL FREIGHT ROUTES

Newport currently has two designated statewide freight routes. US 101 (north of US 20) is a National Network freight route while US 20 is a designated freight route in the Oregon Highway Plan (OHP). The National Network designates a set of highways based on geometric specifications (e.g., 12 foot wide travel lanes) specifically for use by large trucks while the OHP identifies freight routes based on the tonnage carried. Both of these corridors are also identified freight reduction review routes that requires the Mobility Advisory Committee to review and approve proposed changes to any reduction in the vehicle carrying capacity of these routes. US 101 south of US 20 is not a National Network freight route, OHP freight route, or reduction review route.

LOCAL TRUCK ROUTES

The City has local truck routes designed to facilitate the movement of truck freight between local industrial and commercial uses and state highways. These roadways serve an important role in the City roadway network and should be designed and managed to safely accommodate the movement of goods. These routes require a minimum of 11-foot travel lanes.

The local truck network, shown in Figure 25, Figure 26, and Figure 27, includes NE 73rd Street, NE Avery Street, NE 36th Street, NE Harney Street, SW/E Bay Boulevard, SE Moore Drive, Yaquina Bay Road, US 101 (south of US 20), SE Marine Science Drive, SE Ferry Slip Road, SE 35th Street, and the future extensions of SE 50th Street and SE 62nd Street.

FIGURE 25: FREIGHT AND TRUCK ROUTES (NORTH)

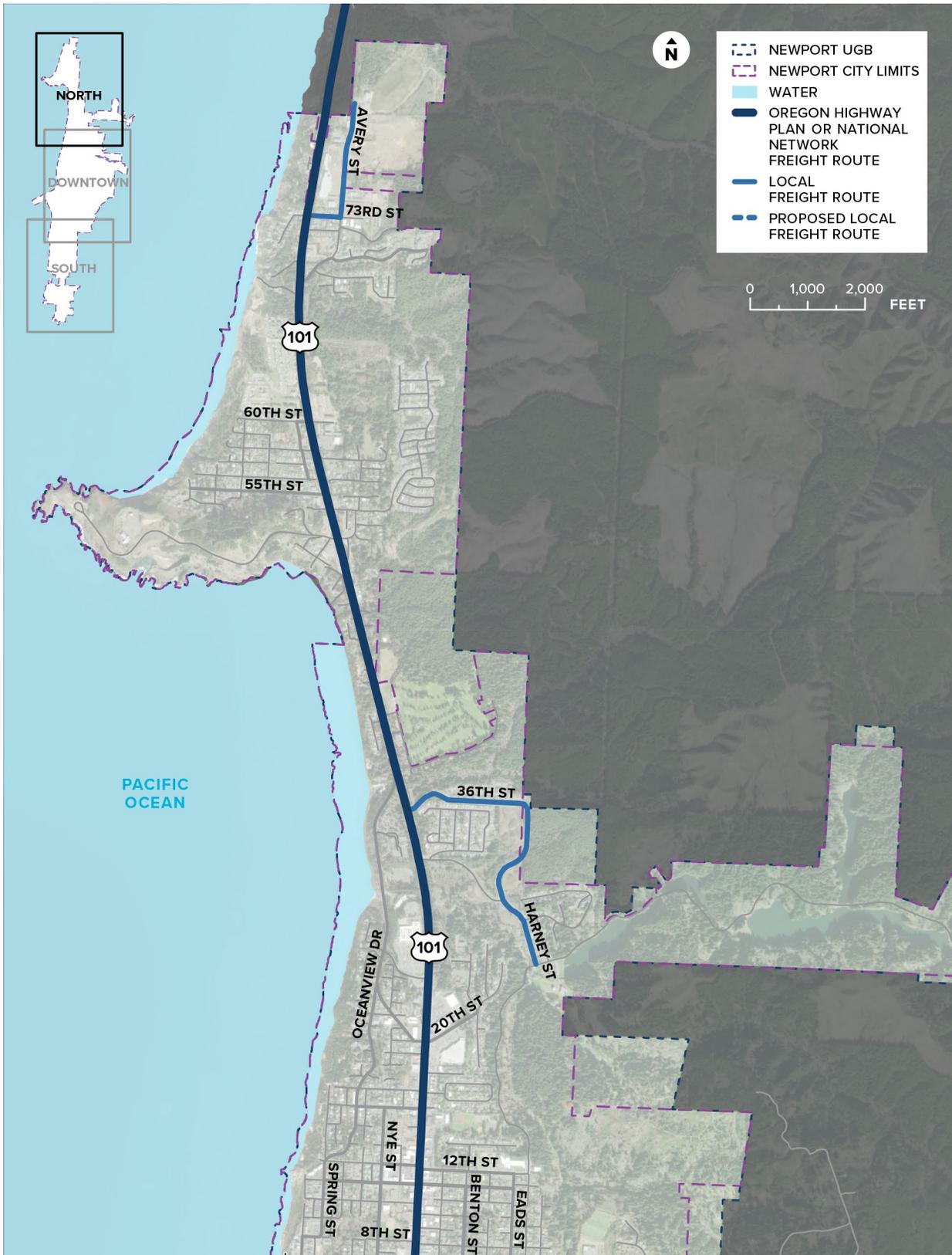


FIGURE 26: FREIGHT AND TRUCK ROUTES (DOWNTOWN)

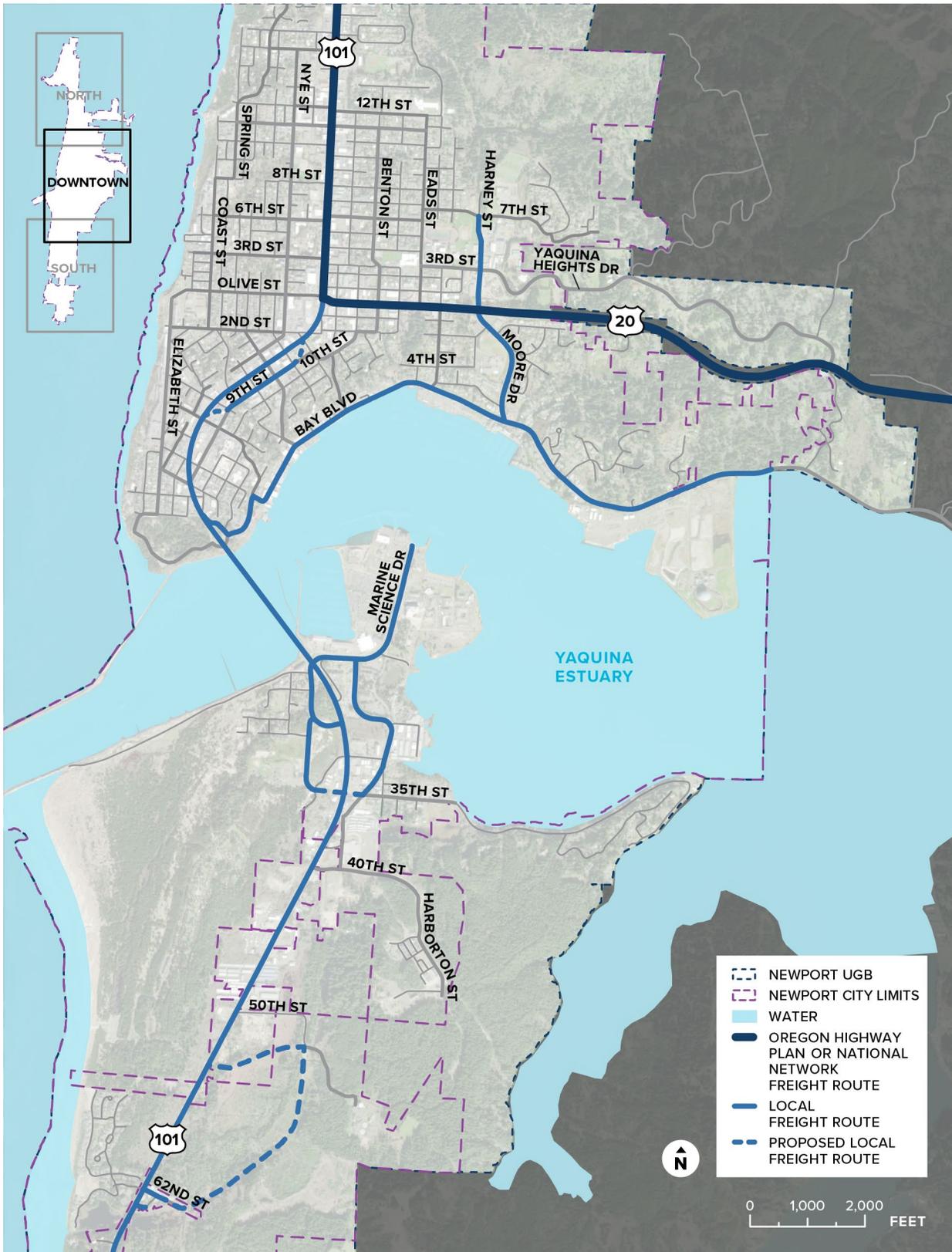
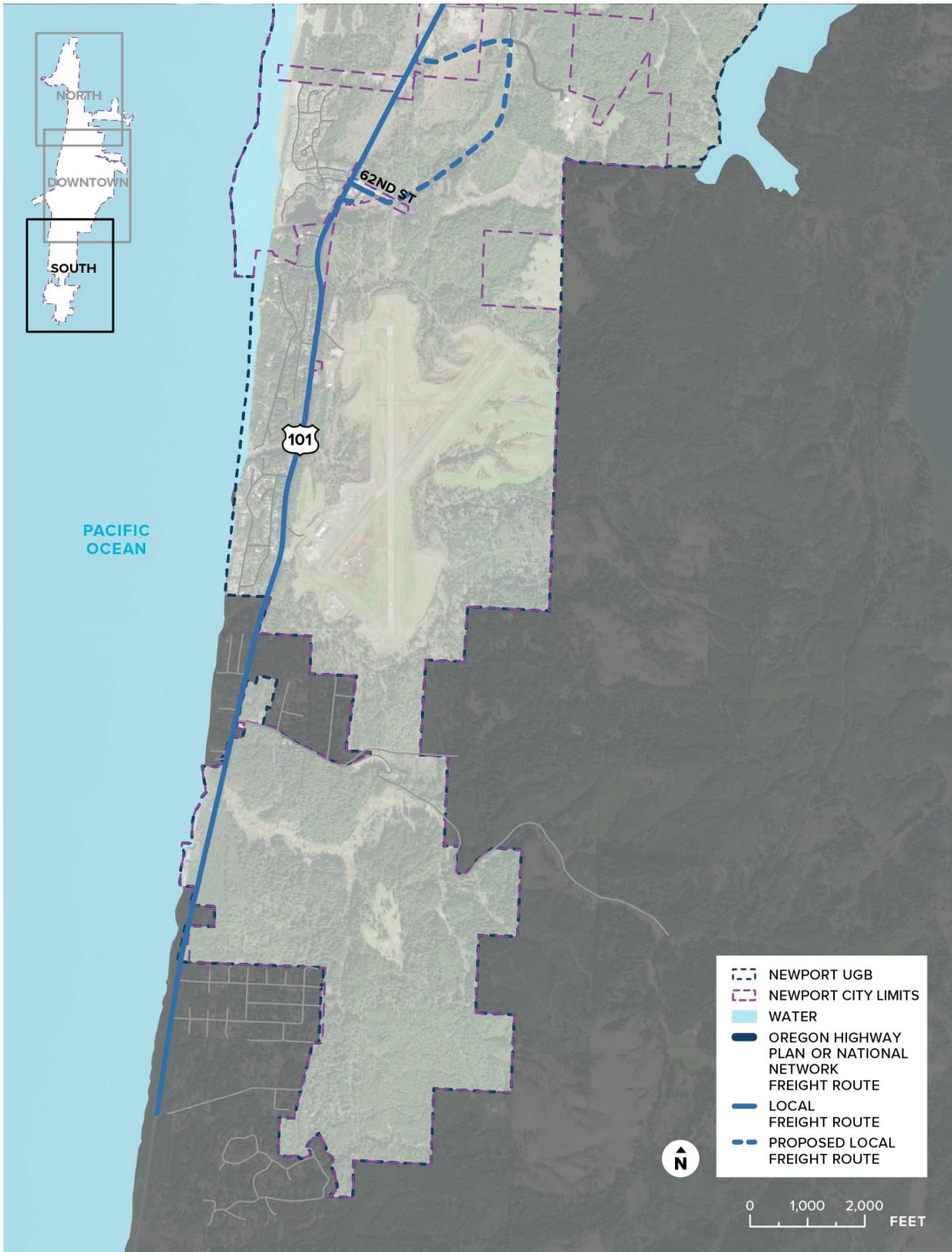


FIGURE 27: FREIGHT AND TRUCK ROUTES (SOUTH)



MULTIMODAL NETWORK DESIGN

The design of the streets in Newport is based on the functional classifications. The designs are intended to be implemented in newly developing or redeveloping areas of the City. The City may also choose to reconstruct existing streets to meet the typical designs should right-of-way or other factors not prevent it from occurring.

Roadway cross-section design elements include travel lanes, curbs, furnishings/landscape strips, sidewalks on both sides of the road, and bicycle facilities. The following sections detail the minimum widths for each of Newport's functional classifications.

The construction or reconstruction of some streets may be constrained by various factors that prevent it from being constructed according to the minimum standards that apply. A deviation to the City street standards may be requested from the City Engineer or City Engineer's designee to consider a constrained cross-section or other adjustments. In some cases, unconstrained local streets in residential areas may also apply the yield or shared street design parameters if they serve a low volume of traffic (i.e., fewer than 500 vehicles per day).

Typical conditions that may warrant consideration of a deviation include:

- Infill sites
- Innovative designs
- Reallocation of right-of-way between modes (e.g., narrow travel lanes to accommodate wider bike lanes)
- Severe constraints presented by topography, environmental, or other resources present
- Existing developments and/or buildings that make it extremely difficult or impossible to meet the standards

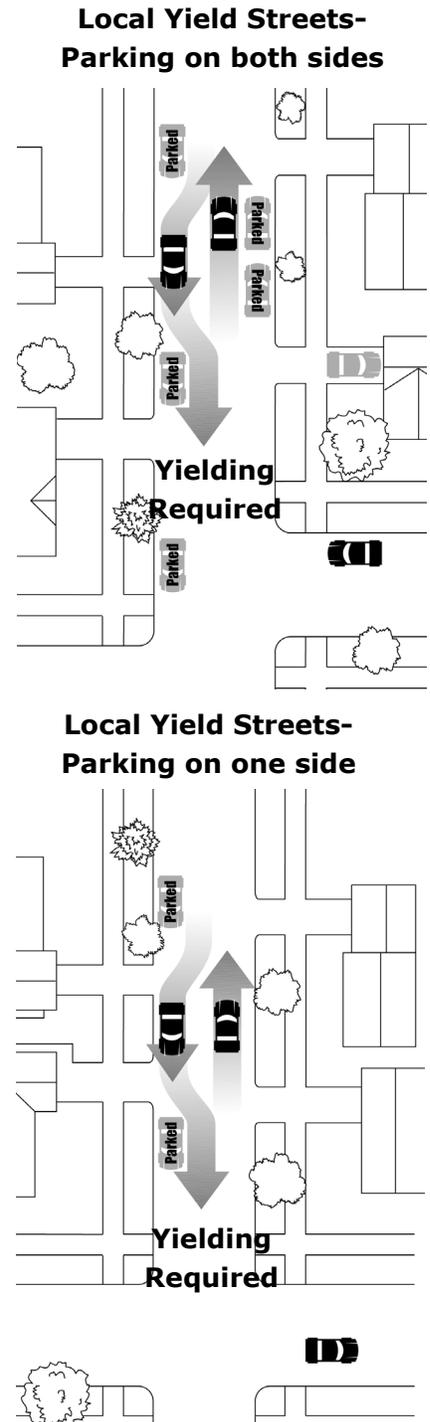
Although the facility requirements along arterial streets are provided, both US 101 and US 20 are under the State's jurisdiction and are subject to the design criteria in the Highway Design Manual (HDM), other ODOT manuals, and the companion document, the Blueprint for Urban Design (BUD). The BUD supplements existing design manuals and provides enhanced design guidance until a full design manual update can be completed. The facility requirements along arterial streets are consistent with the BUD and the applicable urban contexts for US 101 and US 20 through Newport (more details provided in the Appendix). Any deviation to standards along these facilities must be approved by the State.

TRAVEL LANES AND PARKING

The vehicle classifications and local truck routes determine the design parameters for travel lanes of each street. This is the throughway for drivers, including cars, buses, and trucks. Table 2 provides the travel lane and on-street parking requirements. The vehicle functional classification of the street is the starting point to determine the number of through lanes, lane widths, and median and left-turn lane requirements. However, Newport’s local truck routes take precedence when determining the appropriate lane width regardless of the functional classification. Streets identified as part of Newport’s local truck network may include travel lanes up to 12 feet wide, although 11 feet travel lanes are also acceptable. Wider lanes (over 12 feet) should only be used for short distances along curves and at intersections to allow trucks to maneuver. Streets that require a median/ center turn lane should include a minimum 8-foot-wide pedestrian refuge at marked crossings. Otherwise, the median can be reduced to a minimum of 4 feet at midblock locations, before widening at intersections for left-turn lanes (where required or needed).

Select low-volume local streets (i.e., fewer than 500 vehicles per day) in residential areas are also candidates for narrower roadway widths. These narrower streets, referred to as yield streets, should be designed so that moving cars must occasionally yield between parked cars before moving forward, as shown in Figure 28, allowing for the development of narrow streets, encouraging vehicles to move slower, and allowing for periodic areas where a 20-foot-wide clear area is available for parking of fire apparatus. Yield streets require placement of no-parking locations (i.e., driveways, fire hydrants, mailboxes) at appropriate intervals to provide the needed gaps for queuing opportunities. For blocks longer than 300 feet, 30-foot-long pullouts/no parking zones should be provided every 150 feet to allow for 20-foot-wide clear areas or 26-foot-wide near fire hydrants. Because fire apparatus preconnected hoses are 150 feet in length, blocks shorter than 300 feet do not require pullouts. With a connected street system and 300-foot block lengths, the fire apparatus can be parked at the end of the block where a fire is located, and the hose can reach the fire. Also, parking near intersections on narrow streets should not be permitted because it can interfere with the turning movements of large vehicles.

FIGURE 28: YIELD STREETS



Source: Neighborhood Street Design Guidelines, State of Oregon

These streets may also be designed as shared streets, which also require vehicle traffic to yield to pedestrians and bicyclists within the roadway. Shared streets accommodate pedestrians, bicyclists, and motor vehicles, giving pedestrians priority over cars and bicyclists. The shared street does not have clear division between pedestrian and auto space (i.e., no continuous curb), so motorists must slow down and drive with caution.

Features of shared streets should include: 1) gateways that announce the entrance(s) to the shared street; 2) curves to slow vehicle traffic by limiting sightlines for drivers; 3) amenities such as trees and play equipment that force vehicles to slow down; 4) no curbs; and 5) intermittent parking. Cars can pass each other along a shared street, but typically only in selected locations. The speed limit is typically about 10 miles per hour.

The City consulted with the Newport Fire Department when developing the design requirements for yield/shared streets shown in Table 2, as required by ORS 368.039(3).



Shared street example with intermittent on-street parking.



Shared street example with street level pedestrian walkway.

TABLE 2: TRAVEL LANE AND ON-STREET PARKING REQUIREMENTS

ROADWAY CLASSIFICATION	ARTERIAL STREET (ODOT)¹	MAJOR COLLECTOR STREET (CITY)	NEIGHBORHOOD COLLECTOR STREET (CITY)	LOCAL STREET (CITY)	YIELD/SHARED STREET (CITY)²
TYPICAL THROUGH LANES (BOTH DIRECTIONS)	2 to 4	2	2	2	1
MINIMUM LANE WIDTH	11-12 ft. ³	10 ft. ⁴	10 ft. ⁴	10 ft.	12-16 ft. single lane
MEDIAN/ CENTER TURN LANE ⁵	Required 11-14 ft. median/ center turn lane ⁶	Required 11 ft. center turn lane near arterial intersections ⁷	11 ft. center turn lane when needed near arterial intersections	None	None
MINIMUM ON-STREET PARKING WIDTH	Context dependent, 7-8 ft.	Preferred 8 ft. ⁸	Preferred 8 ft. ⁸	Preferred 7-8 ft. ⁸	Required 7-8 ft. on at least one side ⁸

Notes:

1. Although guidance is provided for arterial streets, these are under State jurisdiction. Values presented in this table are consistent with the Blueprint for Urban Design (BUD). For detailed design recommendations on US 101 and US 20, the identified urban contexts for Newport are provided in the appendix and the BUD is publicly available.
2. For use along low volume local streets in residential areas only. Requires intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities. For blocks of no more than 300 ft. in length, and with fire access roads at both ends, a 16 ft. width may apply to local streets that carry fewer than 500 vehicles per day, or a 12 ft. width may apply to local streets that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft. to allow for 20 ft. wide clear areas or 26 ft. wide clear areas near fire hydrants.
3. 11 ft. travel lanes are preferred for most urban contexts within Newport. 11 ft. travel lanes are standard for central business district areas in the BUD. Adjustments may be required for freight reduction review routes. Final lane width recommendations are subject to review and approval by ODOT.
4. Travel lanes widths of 11-12 ft. are required along designated local truck routes.
5. A minimum 8-ft.-wide pedestrian refuge should be provided at marked crossings. Otherwise, a median can be reduced to a minimum of 4 ft. at midblock locations that are more than 150 ft. from an arterial (i.e., US 101 and US 20), before widening at intersections for left-turn lanes (where required or needed).
6. The BUD recommends a 14 ft. lane for speeds above 40 mph. Final lane width recommendations are subject to review and approval by ODOT.
7. Center turn lane required at and within 150 ft. of intersections with arterials (i.e., US 101 and US 20). Otherwise, it is optional and should be used to facilitate turning movements and/or street crossings; minimum 8-ft-wide median required where refuge is needed for pedestrian/bicycle street crossings.
8. On-street parking is preferred along all City streets where block spacing, and system connectivity standards are met. An 8 ft. width is required in most areas, with a 7 ft. width only allowed along local streets in residential areas. Local yield/shared streets require intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities, with an 8 ft. width required when on only one side, and 7 ft. width allowed when on both sides. Shoulders totaling 8 ft. in collective width may also be provided in lieu of parking.

SIDEWALKS

Sidewalks provide for pedestrian movement and access, enhance pedestrian connectivity, and promote walking. The pedestrian facilities in Newport encourage walking by making it more attractive. The street functional classification determines the appropriate pedestrian facilities along streets, including the width of the throughway for pedestrians and the buffer from the vehicle travel way. Sidewalks are typically required on both sides of newly constructed streets, but in some cases may be provided on only one side where it can be demonstrated that it aligns with the existing developed street section or that construction on both sides is not cost effective due to significant topographical constraints, as determined by the City Engineer or City Engineer's designee. A non-remonstrance agreement (i.e., agreement to participate in a future local improvement district) is also an option for infill development on streets that lack sidewalks.

The sidewalk encompasses four zones (as shown in Figure 29), including the edge, pedestrian throughway, furnishings/ landscape, and the buffer (i.e., on-street parking or bike facilities). These zones are summarized below, with the minimum configuration for each provided in Table 3. Sidewalk facilities constructed on State facilities are subject to review and approval by ODOT based on guidance from the BUD.

FIGURE 29: SIDEWALK ZONES



- The **edge** describes the section where a pedestrian interacts with the adjacent buildings or private property and includes entryways and outdoor seating. This zone is optional along City streets and may include a concrete or natural surface depending on the adjacent land use.
- The **pedestrian throughway** is the accessible zone in which pedestrians travel. It includes a minimum eight-foot-wide clear throughway along major collector streets in commercial areas, a minimum six-foot-wide clear throughway for major collector streets in non-commercial areas (e.g., residential) and neighborhood collector streets, and five-foot wide clear throughway along local streets.
- The **furnishings/ landscape** zone is the sidewalk section located between the pedestrian throughway and the curb, and includes street furnishings or landscaping (e.g., benches, lighting, bicycle parking, tree wells, and/or plantings). If adjacent to on-street parking, it should also include a clearance distance between any curbside parking and the street furnishing area or landscape strip (i.e., so vehicles parking, or opening doors do not interfere with street furnishings and/or landscaping). Streets located along a transit route should incorporate furnishings to support transit ridership, such as transit shelters and benches, into the

furnishings/landscape strip. It should include a minimum width between ½ and three feet along City streets.

- The **buffer** is the space between the pedestrian throughway and the vehicle travel way, and may consist of bike facilities, on-street parking, curb extensions, or other elements. This is also the location where users will access transit. It should include a minimum width between ½ and three feet along City streets, depending on the functional classification, and encompasses the width of on-street parking, bike facilities, and furnishings/landscape zone.

TABLE 3: MINIMUM SIDEWALK CONFIGURATION

FUNCTIONAL CLASSIFICATION	ARTERIAL (ODOT)	MAJOR COLLECTOR (CITY)		NEIGHBORHOOD COLLECTOR (CITY)	LOCAL/YIELD STREET (CITY) ³
		COMMERCIAL	NON-COMMERCIAL		
MINIMUM CONFIGURATION¹					
EDGE	1-4 ft.	0 ft.	0 ft.	0 ft.	0 ft.
PEDESTRIAN THROUGHWAY	5-10 ft.	8 ft. ⁴	6 ft.	6 ft.	5 ft.
FURNISHINGS/ LANDSCAPE (INCLUDES CURB)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
MINIMUM WALKWAY WIDTH	Variable ⁵	11 ft.	9 ft.	6.5 ft.	5.5 ft.
MINIMUM BUFFER (PEDESTRIAN THROUGHWAY TO VEHICLE TRAVEL WAY)²	Variable ⁵	3 ft.	3 ft.	0.5 ft.	0.5 ft.

Notes:

1. Minimum widths may be expanded in areas with enhanced pedestrian activity, or when identified as a project in this TSP or subsequently adopted refinement plan. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use.
2. Includes width of on-street parking, bike facilities, and furnishings/landscape zone.
3. Local streets that are also constructed as shared streets do not require curbs and may include a 5 ft. shoulder walkway at street level, with the travel lanes and shoulders satisfying pedestrian needs. In constrained cases, the shoulder walkway may be provided on only one side, or eliminated.
4. In highly constrained locations, the landscape buffer may be eliminated to meet the required 8 ft. pedestrian throughway with approval from the City Engineer, City Engineer's designee or Planning Director.
5. Desired walkway and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.

BICYCLE FACILITIES

Bike facilities help support the movement of people riding bikes. Streets should be safe and comfortable for bicyclists of all ages and abilities to encourage ridership. Building high quality bicycle infrastructure can improve transportation safety, minimize public health risks, reduce congestion, and provide more equitable access to transportation. The minimum bicycle facilities can be seen in Table 4. Vehicle function classification is used to determine the appropriate facilities along streets. The minimum treatments include protected or separated facilities from the vehicle travel way along arterial streets, bicycle lanes along major collector streets, and shared streets with shared lane markings along neighborhood collector streets. All local streets in Newport are shared streets for bikes, but they do not include shared lane markings unless specifically called out in the TSP.

In general, facilities that are protected or separated from the vehicle travel way include a 10-foot two-way or 6-foot one-way cycle track, 10-foot shared use path, or 8-foot buffered bike lanes. Standard bike lanes should be a minimum of 6-feet wide, while some shared streets should include shared lane markings, with vehicle speed and volume management.

TABLE 4: MINIMUM BICYCLE FACILITIES

VEHICLE CLASSIFICATION	ARTERIAL (ODOT) ²	MAJOR COLLECTOR (CITY)	NEIGHBORHOOD COLLECTOR (CITY)	LOCAL/YIELD/SHARED STREET (CITY)
MINIMUM BIKE FACILITY¹	Protected or separated facilities from the vehicle travel way (e.g., shared use path, cycle track, buffered bicycle lanes)	Standard Bicycle lanes ³	Shared bike streets with shared lane markings ⁴	Shared bike streets without shared lane markings

Notes:

1. Any modification of the minimum bike facility requires justification of any constraints (e.g., topography, environmental, existing buildings) and approval of an acceptable deviation from ODOT, or the City Engineer or City Engineer's designee prior to construction.
2. Bicycle facility and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD
3. Standard bicycle lanes require a minimum width of 6 ft.
4. Minimum treatments include shared lane markings, and wider travel lanes to encourage safe passing for motorists. May also include treatments to manage vehicle speeds and volumes.

MINIMUM STREET CROSS-SECTIONS

The minimum cross-sections for City major collectors, neighborhood collectors, local streets, and yield/shared streets are provided in Figure 30, Figure 31, Figure 32, Figure 33, Figure 34 and Figure 35, respectively. These are based on the minimum design requirements outlined earlier in Table 2, Table 3, and Table 4. In cases other than those involving needed housing as defined in ORS 197.303(1), the minimum widths may be expanded with justification, at the discretion of the City Engineer or City Engineer's designee. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use. All cross-sections provided below assume that the street is not located on a designated Newport local truck route. Local truck routes require travel lanes widths of 11 to 12 feet.

No minimum cross-sections are provided for arterials (i.e., US 101 and US 20) in Newport since these streets are subject to review and approval by ODOT. Design guidance from ODOT can be found in the BUD and is summarized earlier in Table 2, Table 3, and Table 4. ODOT's design guidance is context dependent which provides flexibility in specific element widths when determining the cross-sections.

FIGURE 30: CITY MAJOR COLLECTOR (COMMERCIAL AREA) CROSS-SECTION

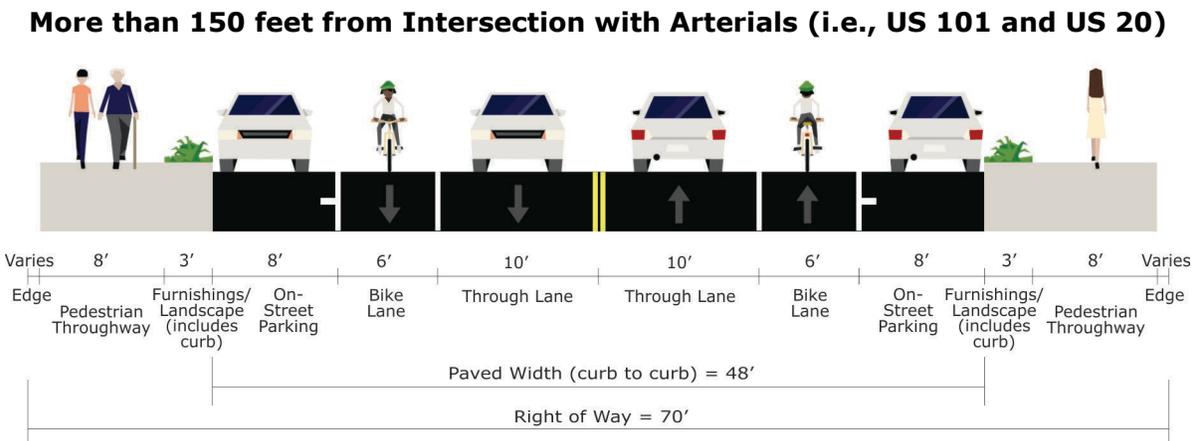
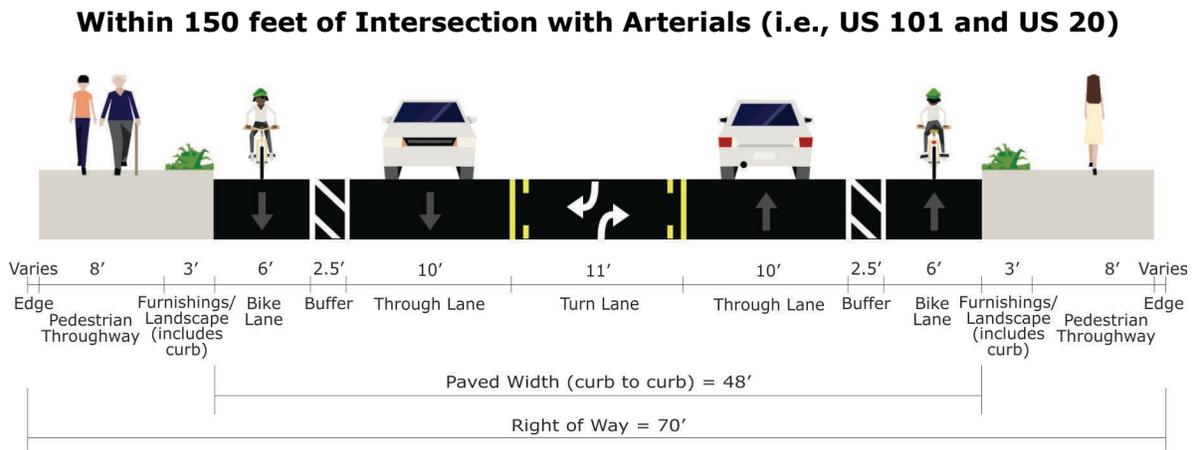
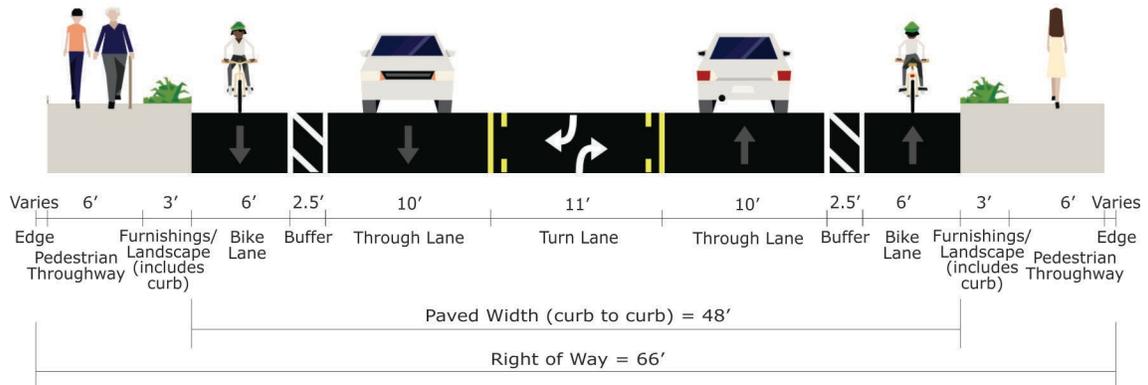


FIGURE 31: CITY MAJOR COLLECTOR (NON-COMMERCIAL AREA) CROSS-SECTION

Within 150 feet of Intersection with Arterials (i.e., US 101 and US 20)



More than 150 feet from Intersection with Arterials (i.e., US 101 and US 20)

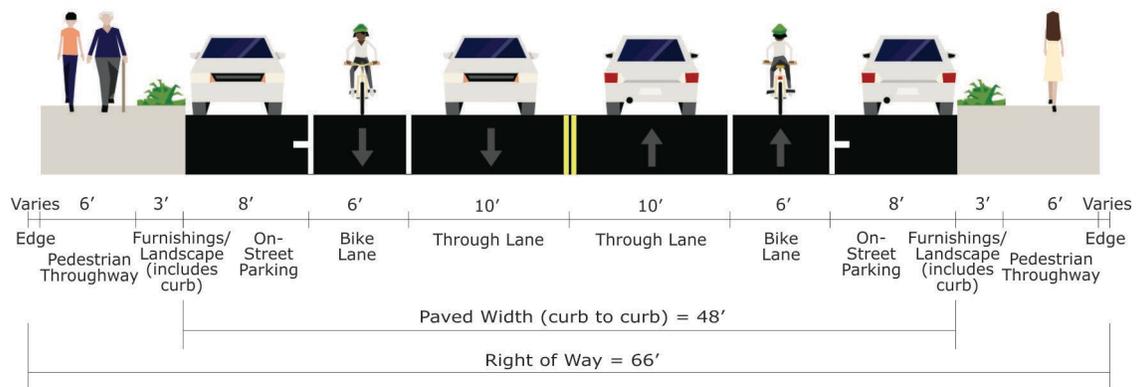


FIGURE 32: CITY NEIGHBORHOOD COLLECTOR CROSS-SECTION

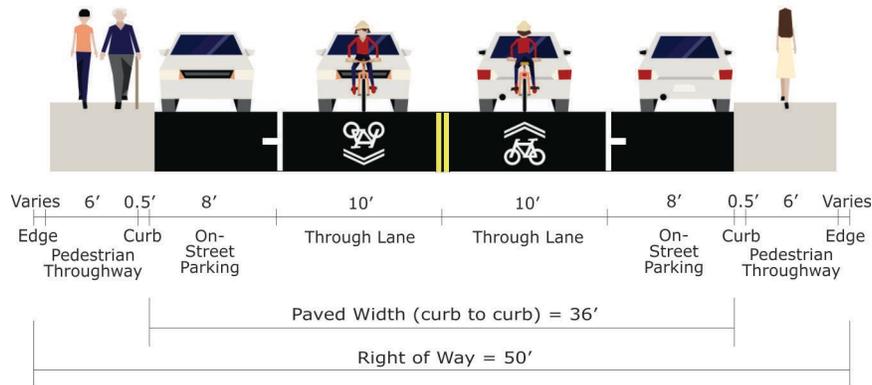


FIGURE 33: CITY LOCAL STREET CROSS-SECTION

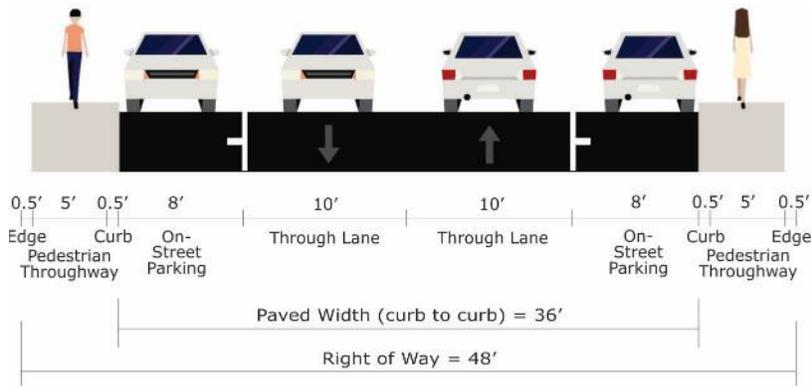
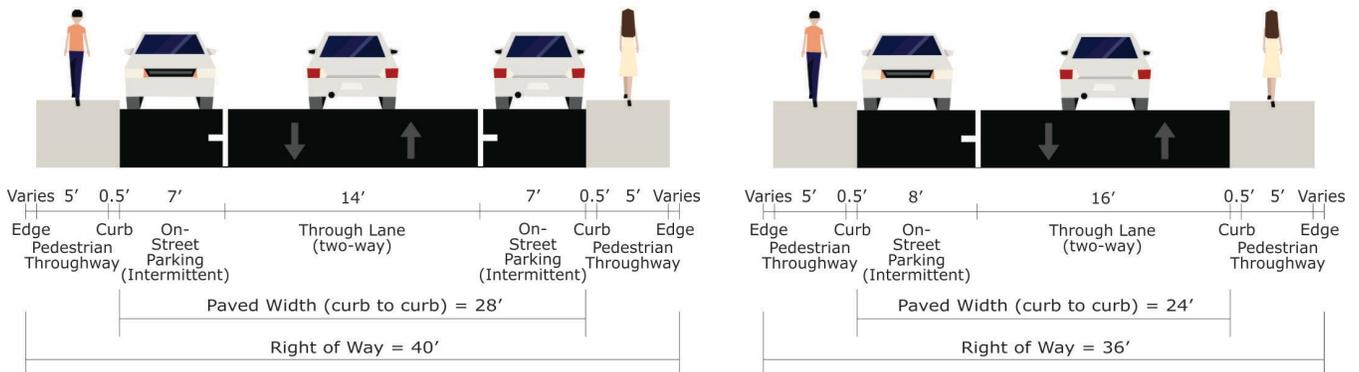
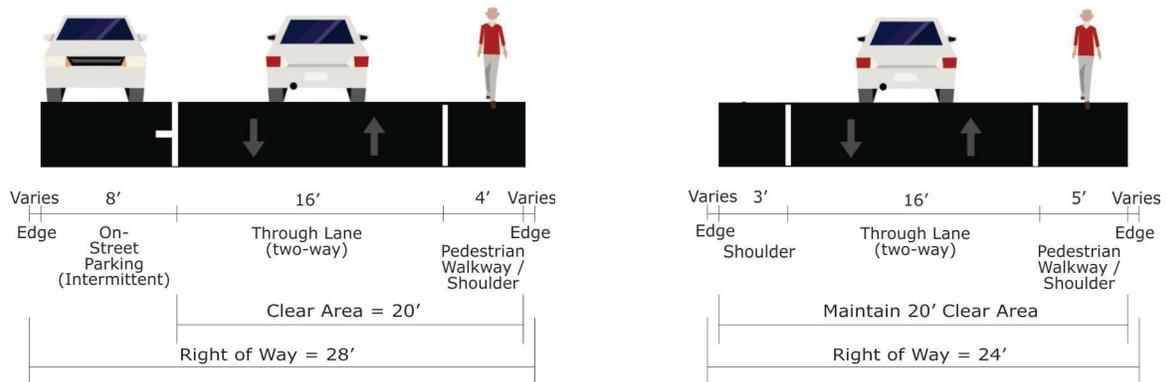


FIGURE 34: CITY LOCAL YIELD STREET CROSS-SECTION



Note: For use along low volume local streets in residential areas only that carry fewer than 500 vehicles per day, with blocks of no more than 300 ft. in length. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft.

FIGURE 35: CITY LOCAL SHARED STREET CROSS-SECTION



Note: For use along low volume local streets in residential areas only that carry fewer than 500 vehicles per day, with blocks of no more than 300 ft. in length. Through lane width of yield and shared streets may be reduced to 12 ft. in areas that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft.

SEPARATED PEDESTRIAN AND BICYCLE FACILITIES

Some pedestrian and bicycle facilities may be separated from the right-of-way of a street. These facilities include pedestrian trails, pedestrian and bicycle accessways, and shared use paths. These facilities serve a variety of recreation and transportation needs for pedestrians and bicyclists.

PEDESTRIAN TRAIL

Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They are recommended to include a minimum width of 5 feet (see Table 5) and may include a hard or soft surface.

ACCESSWAY

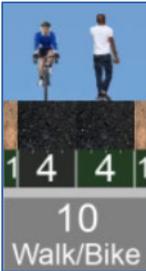
Accessways provide short path segments between disconnected streets or localized recreational walking and biking opportunities. Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 1-foot shoulder on each side, and 10 feet of right-of-way. Accessways should be provided in any locations where the length between existing pedestrian and bicycle connections exceeds the maximum allowable length identified in Table 5.

SHARED USE PATH

Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths, although hard surfaces are generally better for bicycle travel. Widths need to provide ample space for both walking and biking and should be able to accommodate maintenance vehicles.

A shared use path should be at least 10 feet wide, with a 1-foot shoulder on each side, and 12 feet of right-of-way (see Table 5). A shared use path width of 12 feet is required along ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g., Nye Beach Area, Oregon Coast Bike Route), or when identified as a project in this TSP or subsequently adopted refinement plan.

TABLE 5: MINIMUM SEPARATED PEDESTRIAN AND BICYCLE FACILITY DESIGNS

FACILITY OPTIONS	PEDESTRIAN TRAIL DESIGN	ACCESSWAY OR LOW USE SHARED USE PATH DESIGN ¹	TYPICAL SHARED USE PATH DESIGN ²
MINIMUM CONFIGURATION			

Notes:

- For short segments, a low use shared use path can be as narrow as 8 feet wide, with a 1-foot shoulder on each side and a total right-of-way of 10 feet.

2. A shared use path width of 12 feet is required parallel to ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g., Nye Beach Area, Oregon Coast Bike Route).

VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Newport provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume to capacity (v/c) ratios and level of service (LOS), described below.

- Volume-to-capacity (v/c) ratio: A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00 (generally above 0.70), congestion noticeably increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.
- Level of service (LOS): LOS is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive, and demand exceeds capacity, typically resulting in long queues and delays.

City street performance standards for motor vehicles are shown in Table 6.

TABLE 6: VEHICLE MOBILITY STANDARDS FOR CITY STREETS

INTERSECTION TYPE	MOBILITY STANDARD	REPORTING MEASURE
SIGNALIZED	LOS D and v/c ≤0.90	Intersection
ALL-WAY STOP OR ROUNDABOUTS	LOS D and v/c ≤0.90	Worst Approach
TWO-WAY STOP ¹	LOS E and v/c ≤0.95	Worst Major Approach/ Worst Minor Approach

Notes:

1. Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

State facilities must comply with the existing mobility targets included in the Oregon Highway Plan and shown in Table 7. Alternative mobility targets have previously been adopted on US 101 in South Beach, and because constraints make meeting mobility targets along US 101 (north of Yaquina Bay) and US 20 impractical, the TSP also recommends that the Oregon Transportation Commission adopt alternative mobility targets for these highway segments. More information can be found in Technical Memorandum #11 in the Appendix.

TABLE 7: EXISTING MOBILITY TARGETS FOR US 20 AND US 101

ROADWAY	EXTENTS	ADOPTED V/C MOBILITY TARGET	
		SIGNALIZED	UNSIGNALIZED ¹
US 101	North Urban Growth Boundary to NE 20 th Street	≤ 0.80	≤ 0.80/0.90
	NE 20 th Street to SE 40 th Street ²	≤ 0.90 except US 101/SE 35 th St: ≤0.99	≤ 0.90/0.95
	SE 40 th Street to south Urban Growth Boundary ²	≤ 0.80 except US 101/SE 40 th St: ≤0.99 US 101/South Beach State Park/SE 50 th St: ≤0.85	≤ 0.80/0.90
US 20	Urban Growth Boundary to Moore Drive	≤ 0.80	≤ 0.80/0.90
	Moore Drive to US 101	≤ 0.85	≤ 0.85/0.95

Notes:

1. For unsignalized intersections, the mobility target is listed for major approach/minor approach.
2. Alternative mobility targets have been adopted in South Beach.

MULTIMODAL CONNECTIVITY

Transportation facility and access spacing standards include a broad set of techniques that balance the need to provide for efficient, safe, and timely multimodal travel with the ability to allow access to individual destinations. These standards help create a system of direct, continuous, and connected transportation facilities to minimize out-of-direction travel and decrease travel times for all users, while enhancing safety for people walking, biking and driving by reducing conflict points.

Table 8 identifies maximum and minimum public roadway intersection, minimum private access, and maximum pedestrian and bicycle accessway spacing standards for streets in Newport. New streets or redeveloping properties must comply with these standards. A deviation to the standards may be requested to the City Engineer or City Engineer's designee. The request must include appropriate documentation to illustrate why the standards cannot be met, and that, as proposed, the access can function safely and efficiently. As the opportunity arises through redevelopment, existing streets or driveways not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

All arterial streets in Newport are under State jurisdiction. See the Oregon Highway Plan and Blueprint for Urban Design for spacing standards along US 101 and US 20.

TABLE 8: TRANSPORTATION FACILITY AND ACCESS SPACING STANDARDS

SPACING STANDARD ¹	ARTERIALS (ODOT) ³	MAJOR COLLECTORS (CITY)	NEIGHBORHOOD COLLECTORS (CITY)	LOCAL STREETS (CITY)
MAXIMUM BLOCK LENGTH (PUBLIC STREET TO PUBLIC STREET)	NA	1,000 ft.	1,000 ft.	1,000 ft.
MINIMUM BLOCK LENGTH (PUBLIC STREET TO PUBLIC STREET)	NA	200 ft.	150 ft.	125 ft.
MAXIMUM LENGTH BETWEEN PEDESTRIAN/BICYCLE CONNECTIONS (PUBLIC STREET TO PUBLIC STREET, PUBLIC STREET TO CONNECTION OR CONNECTION TO CONNECTION) ²	NA	300 ft.	300 ft.	300 ft.
MINIMUM DRIVEWAY SPACING (DRIVEWAY TO DRIVEWAY)	350-1,320 ft. ³	100 ft.	75 ft.	N/A
MINIMUM INTERSECTION SET BACK (FULL ACCESS DRIVEWAYS ONLY)	350-1,320 ft. ³	150 ft.	75 ft.	35 ft.
MINIMUM INTERSECTION SET BACK (RIGHT-IN/RIGHT-OUT DRIVEWAYS ONLY)	350-1,320 ft. ³	75 ft.	50 ft.	35 ft.

Notes:

1. All distances measured from the edge of adjacent approaches. All properties are allowed one driveway, which must take access from the lowest classified roadway when adjacent to more than one roadway.
2. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use or other factors that may prevent safe crossing. When the block length is less than 300 feet, mid-block pedestrian and bicycle connections are not required.
3. All arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing standards in the Oregon Highway Plan (see Table 14 of Appendix C) which vary based on posted speed, traffic volumes and setting. A summary of the current standards is provided below by segment:

US 101:

- North UGB to NW 66th Drive (55 mph): 1,320 feet
- NE 60th Drive to NE 20th Street (45 mph): 800 feet
- NE 20th Street to NE 2nd Street (35 mph): 500 feet
- NE 2nd Street to SW Neff Way (25 mph): 350 feet
- SW Neff Way to SE 40th Street (35 mph): 500 feet
- SE 40th Street to SE 50th Street (45 mph): 800 feet
- SE 50th Street to south UGB (55 mph): 1,320 feet

US 20:

- US 101 to NE Harney Street (30 mph): 500 feet
- NE Harney Street to east UGB (55 mph): 1,320 feet

LIFELINE ROUTES

Newport's location on the Oregon Coast makes it vulnerable to both earthquakes and tsunamis. Statewide planning efforts have previously identified seismic lifeline routes and tsunami evacuation routes within Newport. The Oregon Seismic Lifeline Routes are a set of streets designated to facilitate emergency response and rapid economic recovery following a disaster. These routes are categorized as Tier 1, 2 and 3, with higher tier routes prioritized for seismic retrofits on existing state-owned facilities⁵. Within Newport, US 101 (north of US 20) is a designated Tier 1 lifeline route. Both US 101 (south of US 20) and US 20 are designated Tier 3 lifeline routes. These routes are identified in Technical Memorandum #10 in the Appendix.

In the event of a tsunami, the City's beach front, creek drainages, and the south beach area will need to evacuate. The tsunami hazard areas and identified evacuation assembly areas are also identified in Technical Memorandum #10 in the Appendix. Specific evacuation routes for each low-lying area are also available online. While much of Newport is outside of the tsunami inundation area, it is still susceptible to other hazards resulting from a seismic event (i.e., bridge failure).

Ensuring the lifeline and evacuation routes serve their intended purpose both during and following a disaster will be critical to ensure public safety and facilitate recovery. This TSP includes projects that promote seismic resilience on lifeline routes, adds pedestrian or bicycle facilities on evacuation routes, and other wayfinding projects.

STREET STORMWATER DRAINAGE MANAGEMENT

The City of Newport Municipal Code states that drainage facilities should be designed to consider the capacity and grade necessary to maintain unrestricted flow from areas draining from a new land division and to allow extension of the system to serve such areas. In addition to providing conveyance capacity, improvements to City streets should incorporate stormwater Best Management Practices (BMPs) to mitigate the negative effects to water quality and attenuate runoff volumes and peak flows where practical. The type and extent of these BMPs will depend on the extent of the improvements, potential pollutant loading and potential for significant downstream impacts due to increased peak flows and volumes. The physical constraints of topography or environmentally sensitive, historic or developed areas that make constructing or reconstructing a roadway a challenge also apply to finding suitable space for stormwater management BMPs. See TSP Appendix M for some of the potential BMP types and where they may be suitable.

⁵ The routes identified as Tier 1 are the most significant and necessary to ensure a functioning statewide transportation network. A functioning Tier 1 lifeline system provides traffic flow through the state and to each region. The Tier 2 lifeline routes provide additional connectivity and redundancy to the Tier 1 lifeline system. The Tier 2 system allows for direct access to more locations and increased traffic volume capacity, and it provides alternate routes in high-population regions in the event of outages on the Tier 1 system. The Tier 3 lifeline routes provide additional connectivity and redundancy to the lifeline systems provided by Tiers 1 and 2.

Prior to construction of any transportation improvements, a project specific stormwater investigation should be completed to determine the site specific constraints and appropriate BMPs. The ODOT Hydraulics Manual along with DEQ stormwater guidance should be consulted for specific design parameters.

A review of the downstream stormwater conveyance system should be completed as part of any modifications to ensure that the runoff is not contributing to issues with capacity or integrity of the stormwater outfall. The extent of the downstream analysis will depend on the extent of the improvements and specific site conditions.

AGATE BEACH STORMWATER CONSIDERATIONS

As noted in the Geotechnical Consultation for Agate Beach memorandum prepared by Foundation Engineering, Inc. as part of the TSP update, the Agate Beach neighborhood is experiencing a high amount of coastal erosion along with potential for settlement of undocumented fill in the low-lying areas. A site-specific analysis by a certified engineering geologist is required for development within areas of high risk of erosion, settlement or landslides. These constraints make the need for stormwater BMPs that attenuate peak flows and volumes even more critical to ensuring that erosion and settlement isn't exacerbated by newly constructed transportation infrastructure. With potential for erosion and the presence of undocumented fill, facility types that rely on infiltration (drywells, soakage trenches, infiltration planters/basins) may not be appropriate due to the varying infiltration capacity and potential to increase settlement or erosion. Flow-through facilities such as swales, vegetated filter strips or mechanical treatment are likely more appropriate, with structured/mechanical treatment being the most likely approach to achieve stormwater management goals while minimizing the potential for increased settlement or erosion.



Chapter 5: Project Development and Evaluation

This chapter describes the process followed to develop the transportation system improvement projects.

PROCESS FOR DEVELOPING PROJECTS

The project team developed the recommended transportation solutions using guidance provided by the project goals and with input from three main sources:

- Stakeholders (via advisory committee meetings, in-person events, online open houses, community workshops, project website comments, and mail-in survey responses)
- Previous Plans (such as the 2012 Newport Transportation System Plan, Oregon Coast Bike Route Plan, Yaquina Bay State Recreation Site Plan)
- Independent Project Team Evaluation (Technical Memoranda #5 through #8 Existing and Future Transportation Conditions and Needs Evaluation, and Solutions Evaluation)

The full list of projects in this TSP are referred to as Aspirational Projects. Aspirational projects include all identified projects for improving the transportation network along major streets in Newport, regardless of their priority or their likelihood to be funded. This TSP focuses on streets in the City with a vehicle functional classification of neighborhood collector and higher. Additional improvements beyond the Aspirational project list will occur with private development in the UGB, including the build out of the local street network consistent with the standards in Chapter 4.

Newport's approach to developing transportation projects emphasized improved system efficiency and management over adding capacity. The approach considered four tiers of priorities that included:

1. Highest Priority – preserve the function of the system through management practices such as improved traffic signal operations, encouraging alternative modes of travel, and implementation of new policies and standards.
2. High Priority – improve existing facility efficiency through minor enhancement projects that upgrade roads to desired standards, fill important system connectivity gaps, or include safety improvements to intersections and corridors.

3. Moderate Priority – add capacity to the system by widening, constructing major improvements to existing roadways, or extending existing roadways to create parallel routes to congested corridors.
4. Lowest Priority – add capacity to the system by constructing new facilities.

The project team recommended higher priority solution types to address identified needs unless a lower priority solution was clearly more cost-effective or better supported the goals and objectives of the City. This process allowed the City to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel. The TSP planning process screens candidate projects to set aside those that may not be feasible due to environmental or existing development limitations. The remaining projects are a combination of new and previous ideas for the transportation system that seek to address the gaps and deficiencies in the City.

PROJECT FUNDING

Each project was reviewed to consider how it might be funded during the next 20 years. In general, the primary funding agency was assumed to be the current or future facility owner, as they are responsible to oversee construction and long-term maintenance. For the TSP, all projects were assigned to either Newport or the State as the primary funding agency. In some cases, funding partnerships were identified for projects that were expected to provide mutual benefits between agencies or where there were opportunities to accelerate projects to completion. It is important to note that these funding assumptions do not obligate any agency to commit to these projects. Each project was also assigned an assumed funding source, which included the City's North Side Urban Renewal District, South Beach Urban Renewal District and other City/State revenue (i.e., Federal Funding, State Highway Trust Fund, local gas tax, System Development Charges, etc.).

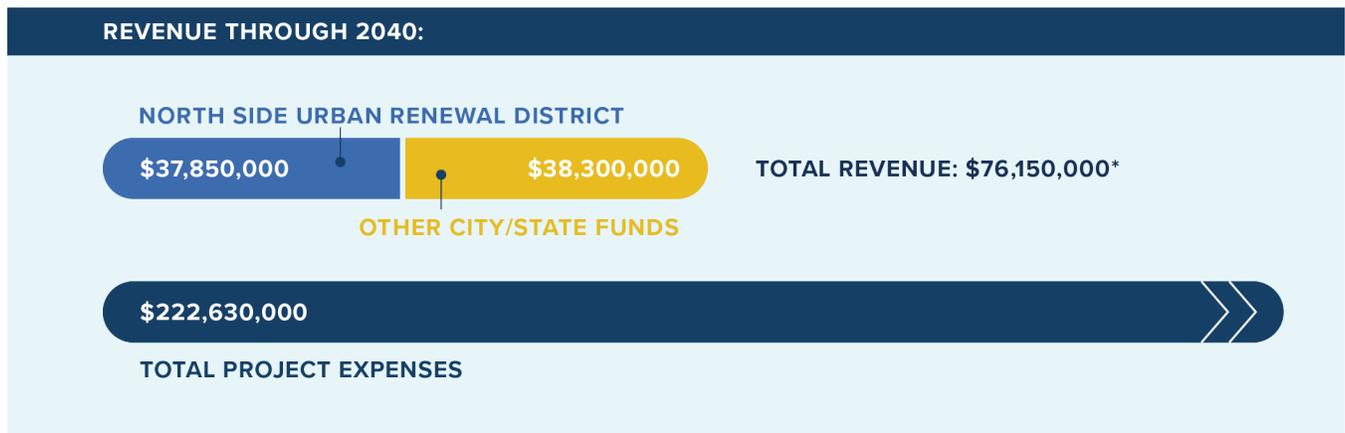
This TSP also presents a high priority subset of the City's Aspirational Projects that are constrained to a level of funding that is expected to be available for the next 20 years. While there may be other partnering opportunities with ODOT and Lincoln County Transit, these decisions are ultimately up to those agencies. Private development will also likely build TSP projects in coordination with land use actions and future development in the City. While projects related to property development or re-development may occur within the TSP planning horizon, no funding was assumed from current City revenue sources since these projects will not be needed until the fronting development occurs. If the City chooses to update the local transportation system development charge in the future to incorporate the updated project list from the TSP and reassess the corresponding fees, much of the private development share will likely be included in that fee⁶.

Based on historical and forecasted funding levels, the City expects to have about \$76 million through the year 2040 for transportation projects in this TSP (see Figure 36). This includes about

⁶ The funding analysis for the TSP assumes new private development contributions towards transportation improvements based on the current system development charge project list and fees.

\$38 million for projects in the North Side Urban Renewal District boundary and another \$38 million from other City and State funding sources for other citywide projects. And although it was not included in the TSP revenue forecast, the South Beach Urban Renewal District will also provide an additional \$3 million in funding for remaining projects in the district boundary. This is still far below the funding required to implement all the projects in this plan, which total approximately \$222 million, but may be sufficient to advance many of the higher priority projects in the City. The City may consider increasing existing fee levels, or adding new funding options to close these gaps and better prepare to accommodate growth. Refer to Technical Memorandum #9 in the Appendix for more information on the expected transportation revenue and expenditures.

FIGURE 36: EXPECTED TRANSPORTATION FUNDING COMPARED TO PROJECT EXPENSES



Note: * The South Beach Urban Renewal District will also provide an additional \$3 million in funding for remaining projects in the district boundary, beyond the \$76 million shown.

SPECIAL STUDIES

A series of special transportation studies was conducted as part of the TSP. The detailed evaluation process considered solutions along US 101 and US 20 in the downtown area, as well as a possible Harney Street extension to establish a new circulation route through the east end of the City between US 20 and US 101, near NE 36th Street. These solutions are large-scale capital investments that could significantly alter Newport’s transportation network and travel patterns by increasing roadway capacity and constructing enhanced bicycle and pedestrian facilities. Other low-cost transportation strategies were also considered to manage congestion at all highway intersections. The following sections summarize results of each special transportation study, including factors like the available right-of way or environmental constraints which could impact implementation.

US 101 CIRCULATION OPTIONS

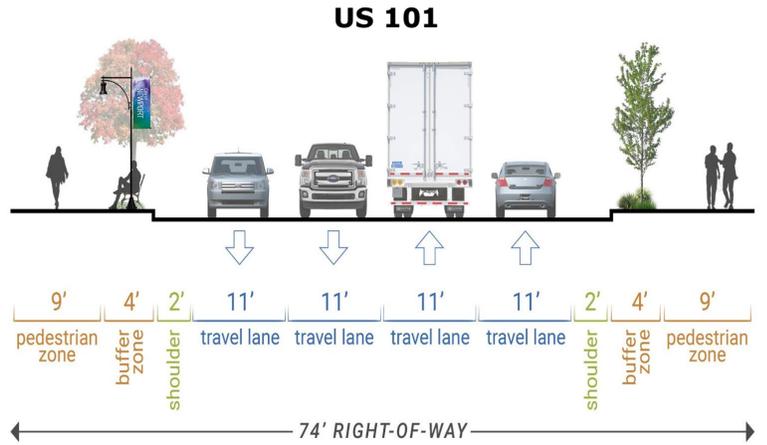
US 101 serves residents and visitors travelling along the Oregon Coast or within Newport. The highway, today, cuts through downtown Newport and creates a significant barrier for travel within the downtown core. High vehicle volumes on US 101 lead to significant congestion and delay on US 101 which limits access to existing local businesses and the hospital and fosters an auto-oriented downtown area. Limited existing right-of-way means that most of the roadway space is allocated to vehicle travel lanes with narrow sidewalks, narrow on-street parking, and no bicycle facilities. These characteristics limit economic development and tourism opportunities relative to other areas of the City.

Three circulation options were considered for US 101 as part of the TSP. The first option maintains the existing alignment of US 101 in downtown Newport but includes several streetscape alternatives to enhance the bicycle or pedestrian environment and increase business visibility. Two couplet options were also considered, either between SW Bayley Street and SW Angle Street or between SW Abbey Street and SW Angle Street. Both couplet options place northbound traffic on SW 9th Street while southbound traffic remains on the existing alignment of US 101. Converting US 101 to a couplet increases the total available right-of-way and allows wider sidewalks with protected bike facilities to be implemented along the corridor. These options also increase the total number of properties that front US 101 which may increase economic development opportunities for downtown Newport although extending the southern extent of the couplet to SW Bayley Street may reduce hospital access.

Each circulation option was evaluated both quantitatively and qualitatively for their impact on pedestrian travel, bicycle travel, vehicle operations, hospital access, economic redevelopment opportunities, streetscape opportunities, and cost. These options were also presented to the public at a series of online open houses and advisory committee meetings to gauge acceptance of the desired approach to circulation for US 101. Through the evaluation process, two primary options emerged, including the US 101 short couplet between SW Abbey Street and SW Angle Street, seen below in Figure 37, and an enhanced two-way version of US 101, shown in Figure 38. An evaluation of these two alternatives is provided in Table 9. These evaluation criteria were derived to measure performance of the alternatives against the primary objectives of the Northside Urban Renewal Area for the Commercial Core, and to tie the economic development potential to how the funds will be potentially leveraged.

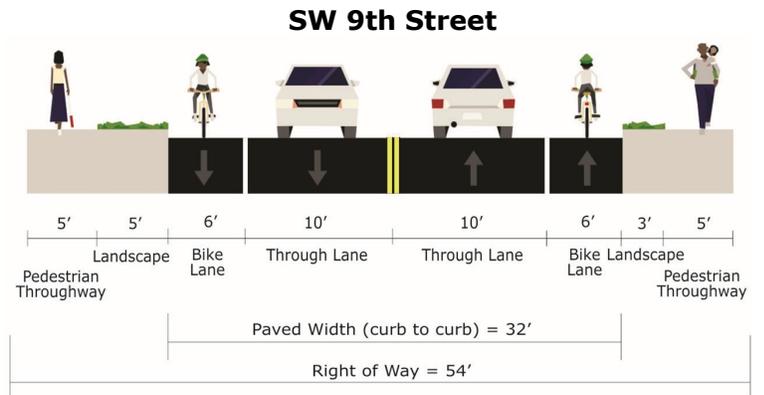
As shown in Table 9, the US 101 short couplet option scored higher under each criterion and emerged as the preferred alternative, although neither option has been eliminated from further consideration. Constructing a couplet on US 101 between SW Abbey Street and SW Angle Street better manages traffic volumes on US 101 while also improving the bicycle and pedestrian environment and supporting economic development. Converting US 101 to one-way will address the existing delay and congestion issues at US 101/SW Hubert Street and can better utilize the existing right-of-way, allowing for both wider sidewalks and protected bicycle facilities along the highway. However, the couplet option will impact some existing properties, as seen in Figure 37. Although the two-way option on US 101 is the less expensive of the circulation options, it is also likely to be less effective at addressing the identified needs, as shown in Table 9. A summary of the full evaluation for each US 101 circulation option is included in the Appendix.

FIGURE 38: US 101 TWO-WAY CIRCULATION OPTION



US 101 Four Lane: Wider Sidewalk Option

- Remove on-street parking, with parking on side streets and lots
- Provide wider 11' travel lanes (from 10' today)
- Provide wider sidewalk area with landscape



SW 9th Street Bikeway

- Remove parking, reduce lane width and add bike lanes

TABLE 9: EVALUATION OF THE US 101 ALTERNATIVES

EVALUATION CRITERIA	US 101 TWO-WAY (WITH BIKE LANES ON SW 9TH STREET)	US 101 SHORT COUPLET (SW ABBEY STREET AND SW ANGLE STREET)
PROMOTES MIXED-USES AND ACTIVITY CENTERS	<p style="text-align: center;">+</p> <p>Traffic volume on SW 9th Street remains static; difficult to promote mixed use on US 101 due to high vehicle volume and limited separation from travel lanes, no bike facilities or parking</p>	<p style="text-align: center;">+ + +</p> <p>Concentrates investment in existing most active US 101 area; adds new opportunities on SW 9th Street; wider sidewalks and addition of bike lanes creates opportunities for residential over retail mixed use</p>
DISTRIBUTES TRANSPORTATION INVESTMENT TO THE WIDEST RANGE OF OPPORTUNITY STREETS AND SITES	<p style="text-align: center;">+ +</p> <p>Primary benefit on SW 9th Street only; US 101 remains the same</p>	<p style="text-align: center;">+ + +</p> <p>Better site access, visibility, and circulation improvements in SW Fall Street to SW Angle Street corridor</p>
IMPROVES OVERALL MOBILITY	<p style="text-align: center;">+ +</p> <p>Basic traffic calming and intersection cleanup; center turn lane reduces delays, where feasible</p>	<p style="text-align: center;">+ + +</p> <p>New traffic pattern, bikeways, sidewalk upgrades, parking</p>
IMPROVES WALKING AND BIKING NETWORK	<p style="text-align: center;">+ +</p> <p>Dedicated bikeways on SW 9th Street only; no bikeways on US 101; Walking degraded on US 101 as motor vehicles are closer to sidewalk</p>	<p style="text-align: center;">+ + +</p> <p>Overall improvements provide benefits; new facilities on both street segments</p>
INCREASES STREETSCAPE IMPROVEMENT OPPORTUNITIES	<p style="text-align: center;">+ +</p> <p>No change on US 101; new opportunities on SW 9th Street</p>	<p style="text-align: center;">+ + +</p> <p>Provides much space for streetscape upgrades</p>
IMPROVES THE STREET GRID AND URBAN PATTERN	<p style="text-align: center;">+</p> <p>Overall circulation improvements; related side-street impacts</p>	<p style="text-align: center;">+ + +</p> <p>Major upgrades to highway segments and interconnected side streets</p>

US 20 CIRCULATION OPTIONS

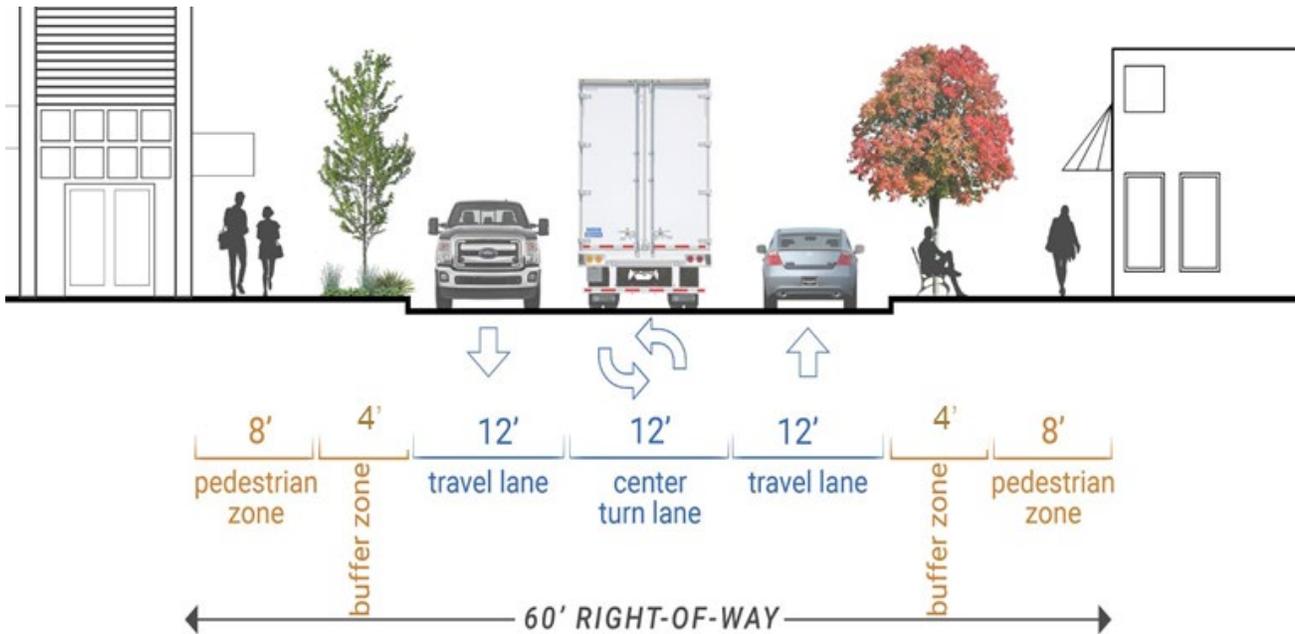
US 20 is the primary route that connects Newport east to Corvallis and other regional destinations along I-5. The existing three-lane section leads to significant congestion in the summer for traffic entering Newport that must turn at the US 101/US 20 intersection. The long vehicle queues approaching the US 101/US 20 signal reduce business access and increase delay for the existing, unsignalized intersections along US 20. Congestion on US 20 coupled with limited right-of-way and poor multimodal facilities also creates significant challenges for all users. Today, there are only narrow, curb-tight sidewalks for a portion of the corridor, no bicycle facilities, and limited opportunities for future widening to relieve congestion.

Two circulation options were considered for US 20 as part of the TSP. The first option maintains the existing alignment of US 20 in downtown Newport but includes several streetscape alternatives to enhance the bicycle or pedestrian environment. The second option constructs a couplet on US 20 between NE Harney Street/SE Moore Drive and US 101. This option would place westbound traffic on NE 1st Street while eastbound traffic would remain on the existing alignment of US 20; US 20 westbound would tie back into the existing alignment prior to the US 101/US 20 intersection. Converting US 20 to a couplet increases the total available right-of-way and allows wider sidewalks with protected bike facilities to be implemented along the corridor. This option also increases the total number of properties that front US 20 which may increase economic development opportunities for downtown Newport although US 20 is located outside of Newport's historic downtown core.

The circulation options were evaluated both quantitatively and qualitatively for their impact on pedestrian travel, bicycle travel, vehicle operations, economic redevelopment opportunities, streetscape opportunities, and cost. These options were also presented to the public at a series of online open houses and advisory committee meetings to gauge acceptance of the desired approach to circulation for US 20. Through the evaluation process, maintaining two-way traffic on US 20, seen below in Figure 39, emerged as the preferred alternative. This option would include on-street bike facilities between NE Harney Street and NE Fogarty Street, but would include no bike facilities west of NE Fogarty Street to US 101. It would, however, be complemented by adjacent bike facilities along NE 1st Street to the north and SE 1st Street to the south, connected by an enhanced crossing at the SE Fogarty Street intersection with US 20. A summary of the full evaluation for each US 20 circulation option is included in the Appendix. Although this is the preferred cross section, US 20 is a Freight route and a Reduction Review route and will be subject to further review by ODOT.

Improving the existing streetscape on US 20 will improve segments of the bicycle and pedestrian environment at a comparably low cost. Although a couplet would increase vehicle capacity on US 20, the right-of-way needed to upgrade NE 1st Street and implement improvements at the US 101/US 20 signal outweigh the potential benefits of a couplet. Retaining the existing alignment of US 20 can improve segments of the bicycle and pedestrian environment while minimizing the negative impacts to the surrounding residential neighborhood.

FIGURE 39: PREFERRED US 20 CIRCULATION OPTION



US 101/US 20 INTERSECTION OPTIONS

Several improvement options were considered at the US 101/US 20 intersection. This intersection experiences high delay during the peak periods today, and the delay is forecasted to worsen in the future. High volumes on each approach to the intersection limit the potential for cost effective signal timing or other minor modifications to manage congestion. Alternatives considered included a two-lane roundabout and restricting the Olive Street approach to a single direction (i.e., westbound only), but ultimately adding a second southbound left turn lane from US 101 to eastbound US 20 emerged as the preferred option. This improvement will widen the southbound US 101 approach to US 20 to include six lanes (two southbound through lanes, two southbound left-turn lanes, and two northbound lanes), will require widening along US 20 to include a second receiving lane, and will enhance sidewalks and add bike lanes near the intersection. These improvements will likely have significant impacts to properties surrounding the intersection. While the concepts have highlighted the potential property impacts, they are only illustrative at this stage of the planning process and will be fully vetted and ultimately determined during the engineering design process prior to the construction drawings. It is worth noting that the PAC prefers a widening option that focuses the US 101 widening to the east, since it had the lowest impact to adjacent properties.

HARNEY STREET EXTENSION

Newport does not have a parallel route on the east side of US 101 to connect northern areas of the city to the downtown core, so most vehicle trips between these areas must occur on US 101. The Harney Street Extension proposes 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 and allow travelers to bypass some of the most congested segments of US 101. The Harney Street extension will also provide a critical connection to serve future growth in this area.

The Harney Street extension was previously identified in long-range transportation plans, but this special study included additional refinement to understand the costs and benefits of this improvement. Figure 40 illustrates the refined project concept. The extension was evaluated both quantitatively and qualitatively for its impact on pedestrian travel, bicycle travel, vehicle operations, and cost.

Due to the limited access to amenities along US 101 in Newport from the Harney Street extension, this road will primarily serve regional traffic travelling between US 20 and US 101 to the north of Newport along with future residential growth that is projected to occur along the proposed alignment. Between 4,000 and 7,000 vehicles are expected to use this extension by 2040 which will provide only modest relief for congestion on US 101 in Newport. However, this street extension will also include pedestrian and bicycle facilities to connect to Newport's planned network, significantly enhancing travel for these modes. The Harney Street extension will enhance local circulation for Newport although the high project cost makes this a lower priority improvement for Newport.

FIGURE 40: HARNEY STREET EXTENSION CONCEPTUAL ALIGNMENT



ALTERNATIVE HIGHWAY MOBILITY TARGETS

Assuming Newport grows in accordance with its current adopted land use plan and travelers continue to rely heavily on private automobiles for their trips, roadways in the City will not be able to meet ODOT’s v/c ratio-based mobility targets in the Oregon Highway Plan. In this situation (which is common in communities with roadways that experience high travel demands), adoption of alternative mobility targets is appropriate. Alternative mobility targets reflect realistic expectations for roadway performance at the end of the 20-year planning horizon, based on traffic projections. Adopting realistic alternative targets relieves the state and local governments from having to limit development or make investments to comply with targets they cannot possibly achieve.

PLACEHOLDER



Chapter 6: Projects and Priorities

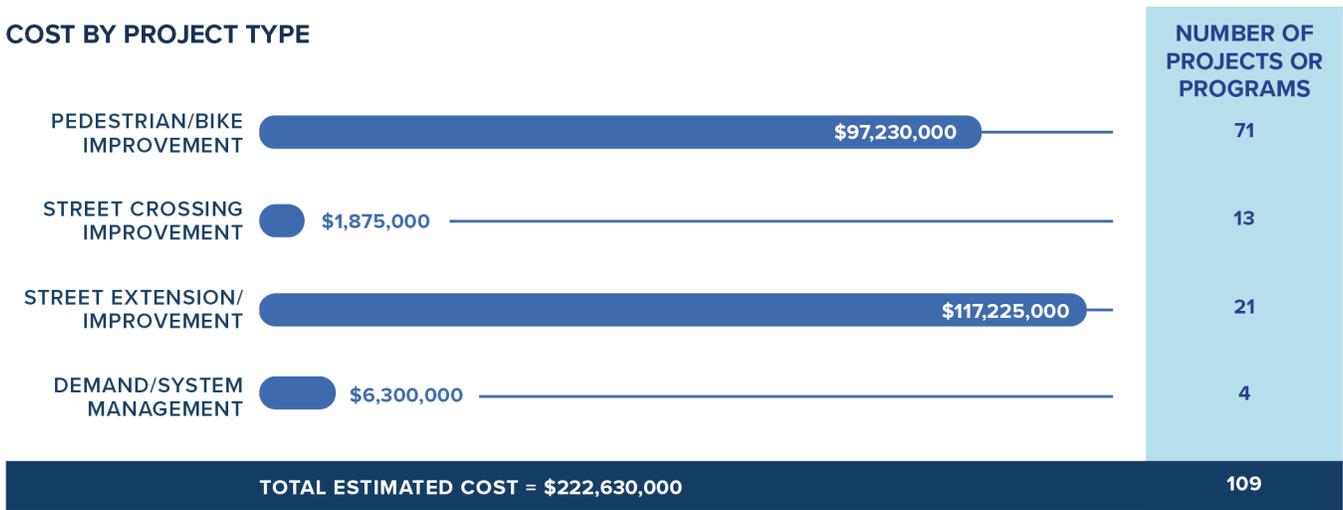
This chapter describes the transportation system improvement projects identified to address the system needs discussed in Chapter 3.

ASPIRATIONAL PROJECTS

The full aspirational list includes 109 projects totaling over \$222 million in total investments (see Figure 41). For the purposes of cost estimates, project design elements are identified, however, the actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City, ODOT and/or other partner agency approval. The Aspirational projects were assigned to one of several categories:

- **Street Extension/Street Improvement** – these projects will improve or construct new multi-modal streets and intersections throughout the UGB, each with facilities for motorists, pedestrians and bicyclists. They are listed with project identification numbers beginning with “INT”, “EXT” and “REV”. The TSP includes a total of 21 projects that, as of 2021, will cost an estimated \$117.2 million to complete.
- **Pedestrian/ Bike Improvement** – these projects include stand-alone sidewalk, path and an integrated network of bicycle lanes, marked on-street routes and shared-use paths to facilitate safe and convenient travel citywide. They are listed with project identification numbers beginning with “SW”, “TR”, “BR”, “SBL” and “BL”. A total of 71 pedestrian and bicycle projects were identified that, as of 2021, will cost an estimated \$97.2 million to complete.
- **Street Crossing Improvement** – these projects will improve safety and mobility at street crossings throughout the UGB. They are listed with project identification numbers beginning with “CR”. A total of 13 projects were identified to construct new or improve existing crossings that, as of 2021, will cost an estimated \$1.8 million to complete.
- **Demand/ System Management** – these projects will encourage more efficient usage of the transportation system. They are listed with project identification numbers beginning with “PRO”. The TSP includes four projects that, as of 2021, will cost an estimated \$6.3 million.

FIGURE 41: LEVEL OF INVESTMENT BY MODE OF TRAVEL



PRIORITIZING ASPIRATIONAL PROJECTS

Unless the City expands its funding options, most of the Aspirational projects identified are not reasonably likely to be funded by 2040. For this reason, projects from the Aspirational list were evaluated and ranked using a set of evaluation criteria that reflect how well it achieves the transportation goals and objectives described in Chapter 2. The prioritization score was calculated for each project using the criteria associated with 8 of the 9 TSP goals. TSP Goal 9 (Work with Regional Partners) did not have any associated criteria and was therefore not a factor in the evaluation score calculation.

There was a total of 13 criteria overall associated with the TSP Goals, as some goals had more than one criterion. The projects were initially given a score of 1 (one) for each of the 13 criteria it addressed, with each goal weighted equally, resulting in overall possible scores ranging from 0 to 8. Projects were then assigned an evaluation rank of “high” for projects with the highest total scores, “medium” for the middle one-third of project scores, and “low” for projects with the lowest total scores (see Table 10). The methodology for calculating the scores for each criterion can be found in Technical Memorandum #8 in the Appendix.

The final priority ranks listed in Table 10 were used to divide projects from the Aspirational project list into two improvement packages, referred to as Financially Constrained and Unconstrained (see descriptions of these improvement packages in the following sections). The project priority rankings do not create an obligation to construct projects in any order and it is recognized that these priorities may change over time. The City of Newport will use the priorities listed in this TSP to guide investment decisions but will also regularly reassess local priorities to leverage new opportunities and reflect evolving community interests.

The City is not required to implement projects identified on the Financially Constrained list first. Priorities may change over time and unexpected opportunities may arise to fund particular projects. The City is free to pursue any of these opportunities at any time. The purpose of the

Financially Constrained project list is to establish reasonable expectations for the level of improvements that will occur and give the City initial direction on where funds should be allocated.

FINANCIALLY CONSTRAINED PROJECTS

Financially Constrained projects are the most valued, in terms of how they meet critical needs and how well they work to deliver on community goals. Projects in this group have a total construction budget that is similar to the reasonably available funding over the planning horizon, meaning the \$76 million that is likely to be available through existing City and State funding sources. This package also includes the \$3 million in additional funding from the South Beach Urban Renewal District for remaining projects in the district boundary, beyond the \$76 million.

The projects included in the Financially Constrained list are shown in Table 10 and Figure 42, Figure 43, Figure 44, Figure 45, Figure 46 and Figure 47. These projects were grouped within the following priority horizons, based on the overall project evaluation score and available funding:

- **Tier 1:** Projects recommended for implementation within 1 to 10 years.
- **Tier 2:** Projects likely to be implemented beyond 10 years.

UNCONSTRAINED PROJECTS

Unconstrained projects are those remaining from the Aspirational list that likely will not include funding by 2040. The projects included in the Unconstrained list are shown in Table 10 and Figure 42, Figure 43, Figure 44, Figure 45, Figure 46 and Figure 47. These projects were grouped within the following priority horizons, based on the project evaluation score:

- **Unconstrained Tier 1:** Projects with the highest priority for implementation beyond the projects included on the Financially Constrained list, should additional funding become available.
- **Unconstrained Tier 2:** The last phase of projects to be implemented, should additional funding become available.

ASPIRATIONAL PROJECT TABLE AND FIGURES

The Aspirational projects listed in Table 10 are also displayed on Figure 42, Figure 43, Figure 44, Figure 45, Figure 46 and Figure 47, with the corresponding figure shown in the column labeled "Map Area" (i.e., North, Downtown or South). Multimodal projects (i.e., "SW", "TR", "BR", "SBL", "BL" and "CR" labels) and motor vehicle projects (i.e., "INT", "EXT" and "REV" labels) are displayed on separate figures in each map area. The "north area" maps are shown in Figure 42 and Figure 43, the "downtown area" maps shown in Figure 44 and Figure 45, and the "south area" maps shown in Figure 46 and Figure 47.

The project identification numbers in the first column are coded to indicate the category of the improvement, as follows:

- "INT" to represent an intersection improvement project
- "EXT" to represent a roadway extension project
- "REV" to represent an existing roadway improvement or reconfiguration project
- "SW" to represent a sidewalk improvement project
- "TR" to represent a trail or shared use path improvement project
- "BR" to represent a bike route improvement project
- "SBL" to represent an improvement project to add separated or buffered bike lanes
- "BL" to represent an improvement project to add standard bike lanes
- "CR" to represent a roadway crossing improvement project
- "PRO" to represent a citywide demand or system management project

The improvement package for each Aspirational project is shown in the column labeled "Package", and is either Financially Constrained (i.e., projects likely to be funded) or Unconstrained (i.e., projects not likely to be funded).

TABLE 10: ASPIRATIONAL PROJECTS

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT1	<p>US 101/NE 73rd Street Improve the intersection with either a traffic signal or roundabout. Cost assumes installation of a traffic signal.</p>	State	City/State Funds	\$950,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT3	<p>US 101/NW Oceanview Drive Widen the eastbound NW Oceanview Drive approach to include separate left and right turn lanes.</p>	State	NURA	\$225,000	Low	2,8	Unconstrained	Unconstrained Tier 2	North
INT4	<p>US 101/US 20 Construct a second southbound left turn lane. Requires a signal modification, widening along US 101 and along the south side of US 20 to support a second receiving lane, and conversion of the US 101/NE 1st Street intersection to right-in, right-out movements only.</p>	State	NURA	\$5,000,000	High	1,2,4,7,8	Financially Constrained	Tier 1	Downtown
INT6	<p>US 20/SE Moore Drive/NE Harney Street Improve the intersection with a traffic signal (with separate left turn lanes on the northbound and southbound approaches). Coordinate improvements with Project SBL1.</p>	State	NURA	\$1,050,000	Medium	1,2,4,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT8	US 101/NE 36th Street Improve the intersection with either a traffic signal (with separate left and right turn lanes for westbound traffic) or a roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	\$1,175,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT9	US 101/SW 40th Street Improve the intersection with a traffic signal. Cost assumes installation of a traffic signal, curb ramps, striping, signing and repaving, as identified in the South Beach Refinement Plan.	State	SBURA	\$1,550,000	High	1,2,4,7,8	Financially Constrained	Tier 1	Downtown
INT10	US 20/Benton Street Restripe northbound approach to include separate left/through lane and right turn lane (requires removal of on-street parking).	State	NURA	\$75,000	Low	2,8	Unconstrained	Unconstrained Tier 2	Downtown
INT11	US 101/NW-NE 6th Street Realign NW 6 th Street to the north and/or NE 6 th Street to the south to create a standard 4-leg intersection. Requires right-of-way acquisition and a signal modification.	State	NURA	\$3,075,000	Low	1,2,4	Unconstrained	Unconstrained Tier 2	Downtown
INT12	US 101/NE 57th Street Realign approach to intersect with NW 58th Street.	State	NURA	\$1,275,000	Low	1,2	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT1	NW Gladys Street (from NW 55th Street to NW 60th Street) Improve NW Gladys Street to create a continuous neighborhood collector street.	Newport	NURA	\$1,100,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
EXT3	NE 6th Street (from NE Laurel Street to NE Newport Heights Drive) Extend NE 6th Street to create a continuous neighborhood collector street.	Newport	City/State Funds	\$5,200,000	Low	2,3,7	Unconstrained	Unconstrained Tier 2	Downtown
EXT4	NE Harney Street (from NE 7th Street to NE Big Creek Road) Extend NE Harney Street to create a continuous major collector street and install a mini roundabout at the intersection of NE Harney Street/NE 7th Street.	Newport	City/State Funds	\$58,600,000	High	2,3,4,6,7	Unconstrained	Unconstrained Tier 1	North, Downtown
EXT8	SE Ash Street-SE Ferry Slip Road (from SE 40th Street to SE 42nd Street) Extend SE Ash Street-SE Ferry Slip Road to create a continuous major collector street.	Newport	City/State Funds	\$2,275,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT9	<p>SE 50th Place (from Emery Trailhead to US 101)</p> <p>Extend SE 50th Place to the entrance of South Beach State Park at US 101 to create a continuous major collector street. Cost includes the construction of a shared use path on one side and widening of US 101 to create a southbound left turn lane.</p>	Newport	City/State Funds	\$3,375,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT10	<p>SE 62nd Street (from current terminus to SE 50th Place)</p> <p>Extend SE 62nd Street from the current terminus to SE 50th Place, near Emery Trailhead, to create a continuous major collector street. Cost includes the construction of a shared use path on one side.</p>	Newport	City/State Funds	\$6,150,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT11	<p>SE Harborton Street (from SE College Way to SE 62nd Street extension)</p> <p>Extend SE Harborton Street to the SE 62nd Street extension intersection with SE 50th Place to create a continuous major collector street. Cost includes the construction of a shared use path on one side.</p>	Newport	City/State Funds	\$4,000,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT12	<p>NW Nye Street (from NW Oceanview Drive to NW 15th Street)</p> <p>Extend/Improve NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street. Cost assumes bridge will be needed, installation of a sidewalk, and signing and striping as needed to designate a shared bike route.</p>	Newport	City/State Funds	\$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
REV1	<p>NW Oceanview Drive (from NW Nye Street Extension to NW 12th Street)</p> <p>Convert NW Oceanview Drive to one-way southbound between the NW Nye Street Extension and NW 12th Street and shift northbound vehicle traffic to NW Nye Street. Cost assumes utilization of the existing roadway width to include a southbound travel lane for vehicles, and an adjacent shared use path for pedestrians and bicycles. Project EXT12 must be completed before Project REV1.</p>	Newport	City/State Funds	\$350,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV5	<p>Yaquina Bay Bridge Refinement Plan</p> <p>Conduct a study to identify the preferred alignment of a replacement bridge, typical cross-section, implementation, and feasibility, and implement long-term recommendations from the Oregon Coast Bike Route Plan.</p>	State	City/State Funds	\$500,000	High	2,3,4,6,7,8	Financially Constrained	Tier 1	Downtown
REV6	<p>US 101 and SW 9th Street (from SW Abbey Street to SW Angle Street)</p> <p>Convert US 101 to one-way southbound between SW Abbey Street and SW Angle Street, and shift northbound US 101 to SW 9th Street. Cost assumes cross-sections as identified in Chapter 5 of this TSP, construction of new roadway segments to transition northbound traffic to and from SW 9th Street, and some intersection and crossing improvements. Specific treatments will be identified during design phase of the project.</p>	State	NURA	\$11,700,000	High	2,3,4,6,7,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV7	<p>US 20 (from US 101 to NE Harney Street)</p> <p>Enhance the existing street cross-section with widened sidewalks and new landscape buffers. Cost assumes cross-sections as identified in Chapter 5 of this TSP, with on-street bicycle lanes only provided between SE Fogarty Street and NE Harney Street. Requires a design exception and documented public acceptance. Parallel bicycle facilities provided between US 101 and SE Fogarty Street in Project BR5, TR12 and BL3.</p>	State	NURA	\$6,500,000	High	2,3,4,6,7,8	Financially Constrained	Tier 1	Downtown
SW1	<p>NW 3rd Street (from NW Brook Street to NW Nye Street)</p> <p>Complete existing sidewalk gaps using either standard sidewalk widths or restripe to provide a designated pedestrian walkway in-street.</p>	Newport	City/State Funds	\$1,100,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
SW2	<p>NE 3rd Street (from NE Eads Street to NE Harney Street)</p> <p>Complete existing sidewalk gaps.</p>	Newport/ Lincoln County	City/State Funds	\$950,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW3	SW Elizabeth Street (from W Olive Street to SW Government Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,600,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW6	NE 7th Street (from NE Eads Street to NE 6th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,175,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW8	NE Harney Street (from US 20 to NE 3rd Street) Complete existing sidewalk gaps.	Newport	NURA	\$700,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW11	SE Benton Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SE 10th Street to NE 12th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$3,050,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown
SW12	SW 2nd Street (from SW Elizabeth Street to SW Nye Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$1,275,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW13	NW Nye Street (from W Olive Street to NW 15th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$4,450,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW14	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,150,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown
SW16	NW Edenvue Way/NE 20th Street (from NW Oceanview Drive to NE Crestview Drive) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,475,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
SW17	NW 60th Street (from US 101 to NW Gladys Street) Complete existing sidewalk gaps.	Newport	NURA	\$175,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW18	SE 35th Street (from SE Ferry Slip Road to South Beach Manor Memory Care) Complete existing sidewalk gaps as identified in the South Beach Refinement Plan.	Newport	SBURA	\$750,000	High	1,2,3,6,7	Financially Constrained	Tier 1	Downtown
SW19	NW 8th Street/NW Spring Street (from NW Coast Street to NW 11th Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$1,175,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown
SW20	NW Gladys Street/NW 55th Street (from NW 60th Street to US 101) Complete existing sidewalk gaps.	Newport	NURA	\$1,425,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW21	US 101 (from NW 25th Street to NE 31st Street) Construct pedestrian path on east side of US 101. Cost assumes 10-ft wide sidewalk with sheet pile wall.	State	NURA	\$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
SW22	Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive) Complete existing sidewalk gaps and install enhanced pedestrian crossings consistent with the Yaquina Bay State Recreation Site Master Plan.	Newport	State Funds	\$2,250,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW23	SW Bay Boulevard (from SE Fogarty Street to SE Moore Drive) Complete existing sidewalk gaps.	Newport	City/State Funds	\$1,300,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW24	NW 55th Street (from NW Gladys Street to NW Piney Street) Complete existing sidewalk gaps.	Newport	NURA	\$1,775,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 1	North
SW25	NE Harney Street/NE 36th Street (from US 101 to NE Big Creek Road) Complete existing sidewalk gaps.	Newport	City/State Funds	\$5,300,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW26	NE Avery Street/NE 71st Street (from US 101 to NE Echo Court) Complete existing sidewalk gaps.	Newport	City/State Funds	\$2,475,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW27	NE 12th Street (from US 101 to NE Benton Street) Complete existing sidewalk gaps.	Newport	City/State Funds	\$625,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North, Downtown
SW28	SW Bayley Street (SW Elizabeth Street to US 101) Complete existing sidewalk gaps.	Newport	NURA	\$325,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW29	US 101 (from SE Ferry Slip Road to SE 40th Street) Complete the sidewalk gaps on the east side.	State	City/State Funds	\$425,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW30	Yaquina Bay Road (from SE Vista Drive to SE Running Spring) Complete existing sidewalk gaps on north side only.	Newport	City/State Funds	\$1,800,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW31	SW Abalone Street (from US 101 to SW 35th Street) Construct a sidewalk on the south side of SW Abalone Street.	Newport	City/State Funds	\$350,000	Medium	2,3,4,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR1	<p>NW Oceanview Drive (from US 101 to NW Nye Street Extension)</p> <p>Construct a shared use path on one side. The short term improvement along this segment included in Project BR15.</p>	Newport	City/State Funds	\$4,775,000	High	1,2,3,6	Financially Constrained	Tier 1	North
TR2	<p>US 101 (from NW Lighthouse Drive to 600 feet north of NW 77th Court)</p> <p>Construct a shared use path on the east side of US 101. Sidewalk infill will also be completed on the west side south of NW 60th Street. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path).</p>	State	NURA	\$6,650,000	High	1,2,3,6,7	Unconstrained	Unconstrained Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR3	<p>US 101 (from NW Lighthouse Drive to NW Oceanview Drive)</p> <p>Construct a shared use path on the west side of US 101, with sidewalk infill on the east side. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path). Cost included with Project TR8.</p>	State	Federal Funds/ NURA	Included with Project TR8	High	1,2,3,4, 6,7	Financially Constrained	Tier 1	North
TR4	<p>US 101 (from SE 35th Street to SE 40th Street)</p> <p>Construct a shared use path on the west side of US 101.</p>	State	City/State Funds	\$500,000	Medium	1,2,3,7	Unconstrained	Unconstrained Tier 1	Downtown, South
TR5	<p>US 101 (from SE 40th Street to South UGB)</p> <p>Construct a shared use path on the west side of US 101.</p>	State	City/State Funds	\$5,500,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
TR6	<p>NE Big Creek Road (from NE Fogarty Street to NE Harney Street)</p> <p>Reconfigure the roadway to provide a shared use path. Cost assumes utilization of the existing roadway width to include a one-way 12 ft. travel lane and an adjacent shared use path.</p>	Newport	City/State Funds	\$450,000	High	2,3,4,5, 6,7	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR7	NW Rocky Way (from NW 55th Street to NW Lighthouse Drive) Construct a shared use path and other improvements as identified by the BLM/FHWA. Cost included with Project TR8.	Newport	Federal Funds/ NURA	Included with Project TR8	Medium	1,2,3,6	Financially Constrained	Tier 1	North
TR8	NW Lighthouse Drive (from US 101 to terminus) Construct a shared use path on one side and other improvements as identified by the BLM/FHWA. Cost includes pedestrian/bicycle crossing improvements at the intersection of US 101/NW Lighthouse Drive, and Projects TR3 and TR7.	State	Federal Funds/ NURA	\$4,000,000	Medium	2,3,6	Financially Constrained	Tier 1	North
TR9	SE 40th Street (from US 101 to SE Harborton Street) Construct a shared use path on one side to complete existing gap.	Newport	City/State Funds	\$675,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
TR10	US 101 (from NW Oceanview Drive to NW 25th Street) Construct a shared use path along US 101. Note the side and extents are subject to further consideration.	State	NURA	\$5,275,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR12	SE 1st Street (from SE Douglas Street to SE Fogarty Street) Construct a shared use path. Cost assumes bridge will be needed.	Newport	NURA	\$2,550,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
TR13	South Beach Improvements Pedestrian and bicycle priority improvements as identified in the South Beach Refinement Plan. This project does not include the cost associated with Project SW18.	Newport	SBURA	\$700,000	High	1,2,3,4,6	Financially Constrained	Tier 1	n/a
BR1	NE 12th Street (from NE Benton Street to NE Fogarty Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR2	NE Harney Street/NE 36th Street (from NE Big Creek Road to US 101) Install signing and striping as needed to designate as interim shared bike route. Long term, on-street bike lanes to be provided as part of the Harney Street extension (Project EXT4). Cost assumes interim improvement only.	Newport	City/State Funds	\$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR3	NE Eads Street (from NE 1st Street to NE 12th Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR4	Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive) Install signing and striping as needed to designate a bike route, consistent with the Yaquina Bay State Recreation Site Master Plan.	State	State Funds	\$50,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 2	Downtown
BR5	SE 1st Street (from SE Coos Street to SE Fogarty Street), SE Fogarty Street (from US 20 to SE 2nd Street), and SE 2nd Street (SE Fogarty Street to SE Moore Drive) Install signing and striping as needed to designate a bike route. Project TR12 must be completed before/with Project BR5.	City	NURA	\$25,000	High	2,3,4,6,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR7	<p>SW 2nd Street/SW Angle Street (from SW Elizabeth Street to SW 10th Street)</p> <p>Install signing and striping as needed to designate a bike route. Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.</p>	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR9	<p>NW Edenvue Way/NE 20th Street (from NW Oceanview Drive to NW Crestview Drive)</p> <p>Install signing and striping as needed to designate a bike route. Restripe through US 101/NE 20th Street intersection to provide on-street bike lanes between the NW Edenvue Way/NW 20th Street intersection and the eastern Fred Meyer Driveway.</p>	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR10	<p>NW 60th Street/NW Gladys Street/NW 55th Street (from US 101 to US 101)</p> <p>Install signing and striping as needed to designate a bike route through Agate Beach.</p>	Newport	NURA	\$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR12	<p>NE Avery Street/NE 71st Street (from US 101 to NE Echo Court)</p> <p>Install signing and striping as needed to designate a bike route.</p>	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR13	NW 3rd Street (from US 101 to NW Cliff Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR14	Yaquina Bay Bridge Interim Improvements Install signing as needed to designate a bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan such as flashing warning lights or advisory speed signs.	State	City/State Funds	\$75,000	High	1,2,3,6,8	Financially Constrained	Tier 1	Downtown
BR15	NW Oceanview Drive Interim Improvements (from US 101 to NW Nye Street Extension) Install signing and striping as needed to designate as an interim bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan. Long term improvement along this segment included in Project TR1.	Newport	City/State Funds	\$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR16	NW 55th Street (from NW Gladys Street to NW Pinery Street) Install signing and striping as needed to designate a bike route.	Newport	NURA	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR17	NW 6th Street (from NW Coast Street to NW Nye Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR18	NE 7th Street/NE 6th Street (from NE Eads Street to NE Laurel Street) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR19	NW Spring Street/NW Coast Street/SW Alder Street/SW Neff Way (from NW 12th Street to US 101) Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	\$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SBL1	<p>SE Moore Drive/NE Harney Street (from SE Bay Boulevard to NE 7th Street)</p> <p>Restripe to install buffered bike lanes between SE Bay Boulevard and US 20; Widen to install buffered bike lanes between US 20 and NE Yaquina Heights Drive; Restripe and upgrade the existing on-street bike lanes between NE Yaquina Heights Drive and NE 7th Street (project removes on-street parking on one side only). Coordinate improvements through the US 20 intersection with Project INT6.</p>	Newport	NURA	\$825,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
SBL2	<p>US 101 (from Yaquina Bay Bridge to SW Abbey Street)</p> <p>Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.</p>	State	NURA	\$1,350,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
SBL3	<p>US 101 (from SW Angle Street to NW 25th Street)</p> <p>Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.</p>	State	NURA	\$5,915,000	High	1,2,3,4,6	Unconstrained	Unconstrained Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SBL4	<p>US 101 (from Yaquina Bay Bridge to SE 35th Street)</p> <p>Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.</p>	State	City/State Funds	\$925,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
BL1	<p>SW Canyon Way (from SW 9th Street to SW Bay Boulevard)</p> <p>Restripe to provide on-street bike lanes in uphill direction and mark sharrows in the downhill direction (project may require conversion of angle parking near SW Bay Boulevard to parallel parking).</p>	Newport	City/State Funds	\$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL2	<p>NW Nye Street/SW 7th Street (from NW 15th Street to SW Hurbert Street)</p> <p>Restripe NW Nye Street to include on-street bicycle lanes (project removes on-street parking on one side only) between NW 15th Street and SW 2nd Street. Install signing and striping to designate SW 7th Street a shared bike route between SW 2nd Street and SW Hurbert Street.</p>	Newport	City/State Funds	\$100,000	High	1,2,3,4,6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL3	<p>NE 1st Street (from US 101/NE 1st Street intersection to US 20/NE Fogarty Street intersection)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side).</p>	Newport	NURA	\$100,000	High	1,2,3,4,6,7	Financially Constrained	Tier 1	Downtown
BL4	<p>SW 9th Street (from US 101 to SW Fall Street)</p> <p>Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking).</p>	Newport	NURA	\$465,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
BL5	<p>SW Bayley Street (from US 101 to SW Elizabeth Street)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side).</p>	Newport	NURA	\$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL6	<p>SW Hubert Street (from SW 9th Street to SW 2nd Street)</p> <p>Restripe to provide on-street bike lanes (existing angle parking will be converted to parallel parking on one side). Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.</p>	Newport	NURA	\$25,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL7	NW/NE 6th Street (from NW Nye Street to NE Eads Street) Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking on one side).	Newport	City/State Funds	\$775,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL8	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Restripe to provide on-street bike lanes (project removes on-street parking on one side, although on-street parking may be impacted on both sides between NW Lake Street and NW Nye Street).	Newport	City/State Funds	\$50,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL9	NE 3rd Street (from NE Eads Street to NE Harney Street) Widen as needed to provide on-street bike lanes.	Newport/ Lincoln County	City/State Funds	\$525,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL10	NE Yaquina Heights Drive (from NE Harney Street to US 20) Widen as needed to provide on-street bike lanes.	Newport	City/State Funds	\$8,075,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL11	<p>SW Angle Street/SW 10th Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SW 9th Street to Frank Wade Park)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side between NE 12th Street and US 20). Install signing and striping to designate NE Benton Street a shared bike route between NE 12th Street and NE Chambers Street/Frank Wade Park. Note 5 ft. bike lanes assumed between US 20 and SE 2nd Street. Construct with Project CR2.</p>	Newport	City/State Funds	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL12	<p>SW Elizabeth Street (from SW Government Street to W Olive Street)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side).</p>	Newport	City/State Funds	\$75,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL13	<p>W Olive Street (from SW Elizabeth Street to US 101)</p> <p>Restripe to provide on-street bike lanes (project removes on-street parking on one side). Note project requires modification of existing curb extensions at Coast Street; on-street bike lanes may terminate prior to the US 101 intersection to provide space for turn pockets.</p>	Newport	City/State Funds	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL14	<p>Yaquina Bay Road (from SE Moore Drive to SE Running Spring)</p> <p>Restripe or widen as needed to provide on-street bike lanes.</p>	Newport	City/State Funds	\$1,625,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR1	<p>NW 60th Street/US 101</p> <p>Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.</p>	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR2	<p>SE Coos Street/US 20</p> <p>Install an enhanced pedestrian and bicycle route crossing. Construct with Project BL11.</p>	State	NURA	\$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR3	<p>NW 55th Street/US 101</p> <p>Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.</p>	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
CR4	<p>NE Fogarty Street/US 20 Install an enhanced pedestrian and bicycle route crossing. This intersection should be designed to facilitate bicycle turn movements from US 20 on-street bike facilities to/from parallel bike facilities on side streets to the north and south. Construct with Project BR5 and/or Project BL3.</p>	State	NURA	\$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR5	<p>NW Oceanview/US 101 Install an enhanced pedestrian crossing.</p>	State	City/State Funds	\$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	North
CR6	<p>SE 32nd Street/US 101 Install an enhanced pedestrian crossing.</p>	State	City/State Funds	\$100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR7	<p>SW Waterlin Drive/US 101 Improve pedestrian connections between Yaquina Bay Bridge and downtown Newport through pedestrian wayfinding, marked crossings, and other traffic control measures.</p>	State	City/State Funds	\$25,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
CR8	<p>NW 68th Street/US 101 Install an enhanced pedestrian crossing.</p>	State	City/State Funds	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
CR9	Pacific Shores MotorCoach Resort/US 101 Install an enhanced pedestrian crossing to serve existing transit stops and RV park.	State	City/State Funds	\$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR10	NW 58th/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR11	NW 48th/US 101 Install an enhanced pedestrian and bike crossing.	State	City/State Funds	\$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR16	NW 8th/US 101 Install an enhanced pedestrian crossing.	State	NURA	\$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
CR18	SW Bay/US 101 Install an enhanced pedestrian crossing.	State	NURA	\$150,000	High	1,2,3,4,6	Financially Constrained	Tier 1	Downtown
PRO1	Parking Management Implement additional parking management strategies for the Nye Beach and Bayfront Areas. Strategies could include metering, permits, or other time restrictions.	Newport	City Funds	\$600,000	Medium	2,5,8	Financially Constrained	Tier 1	n/a

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
PRO2	Transportation Demand Management	Newport	City Funds	\$475,000	Medium	2,4,5,8	Financially Constrained	Tier 2	n/a
	Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.								
PRO3	Neighborhood Traffic Management	Newport	City Funds	\$475,000	Medium	2,3,6,8	Financially Constrained	Tier 1	n/a
PRO4	Yaquina Bay Ferry Service	State	City/State Funds	\$4,750,000	High	2,3,4,6,7	Unconstrained	Unconstrained Tier 1	n/a
	Implement a foot ferry for bicyclists and pedestrians across Yaquina Bay.								

Notes: * "INT" represents an intersection improvement project; "EXT" represents a roadway extension project; "REV" represents an existing roadway improvement or reconfiguration project; "SW" represents a sidewalk improvement project; "TR" represents a trail or shared use path improvement project; "BR" represents a bike route improvement project; "SBL" represents an improvement project to add separated or buffered bike lanes; "BL" represents an improvement project to add standard bike lanes; "CR" represents a roadway crossing improvement project; "PRO" represents a citywide demand or system management project.

** Financially Constrained = projects likely to be funded; Unconstrained = projects not likely to be funded.

FIGURE 42: ASPIRATIONAL MULTIMODAL PROJECTS (NORTH)

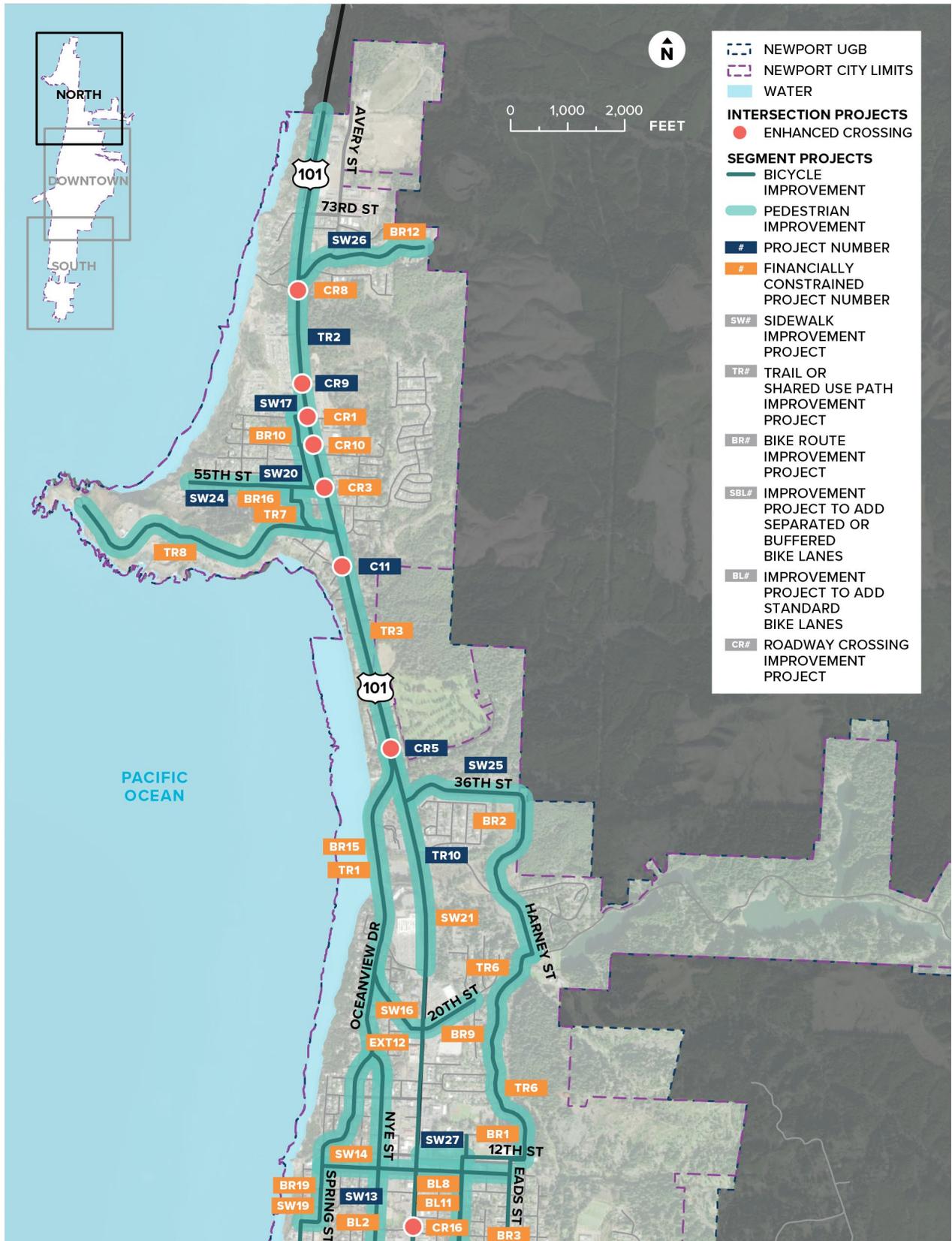


FIGURE 43: ASPIRATIONAL MOTOR VEHICLE PROJECTS (NORTH)

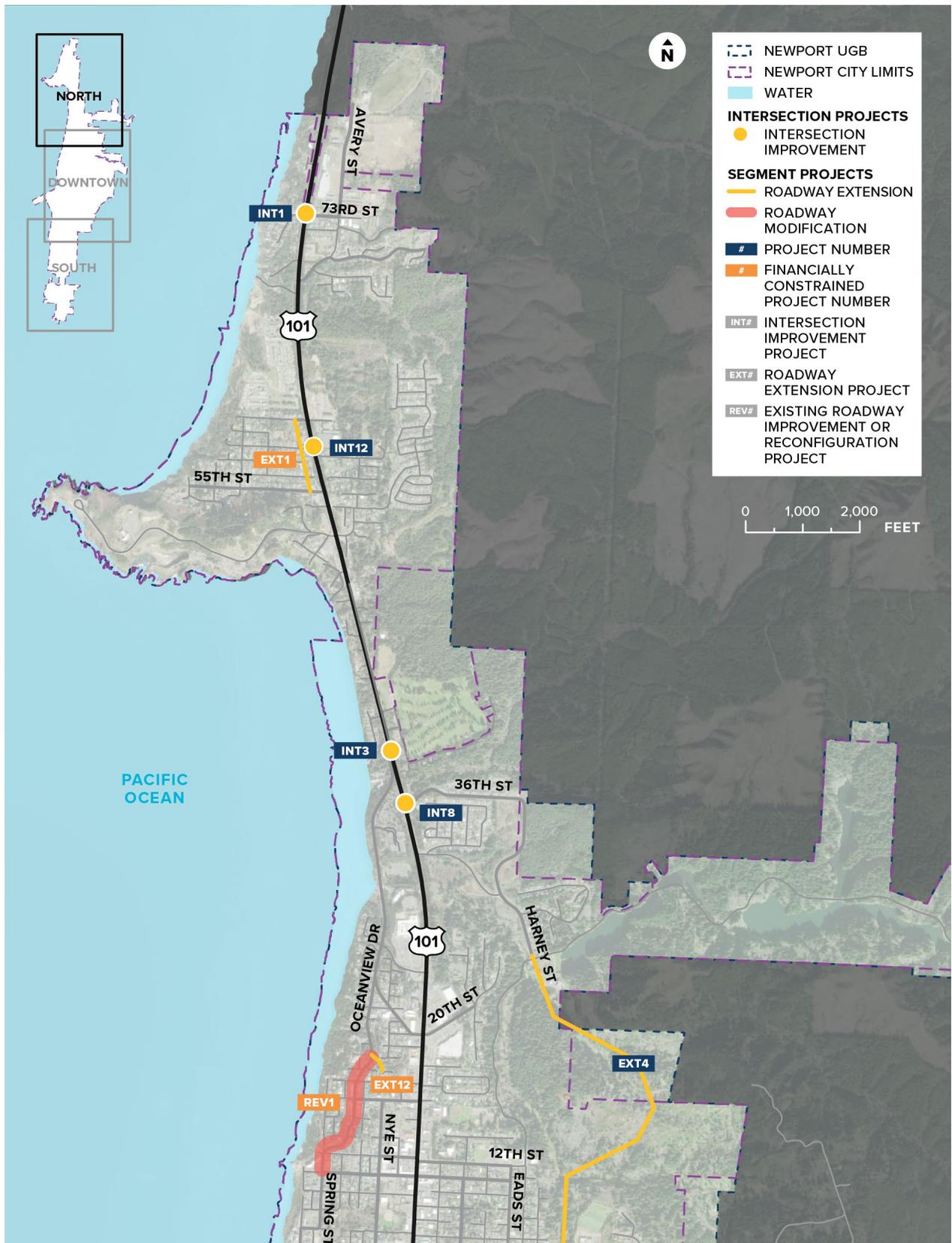


FIGURE 44: ASPIRATIONAL MULTIMODAL PROJECTS (DOWNTOWN)

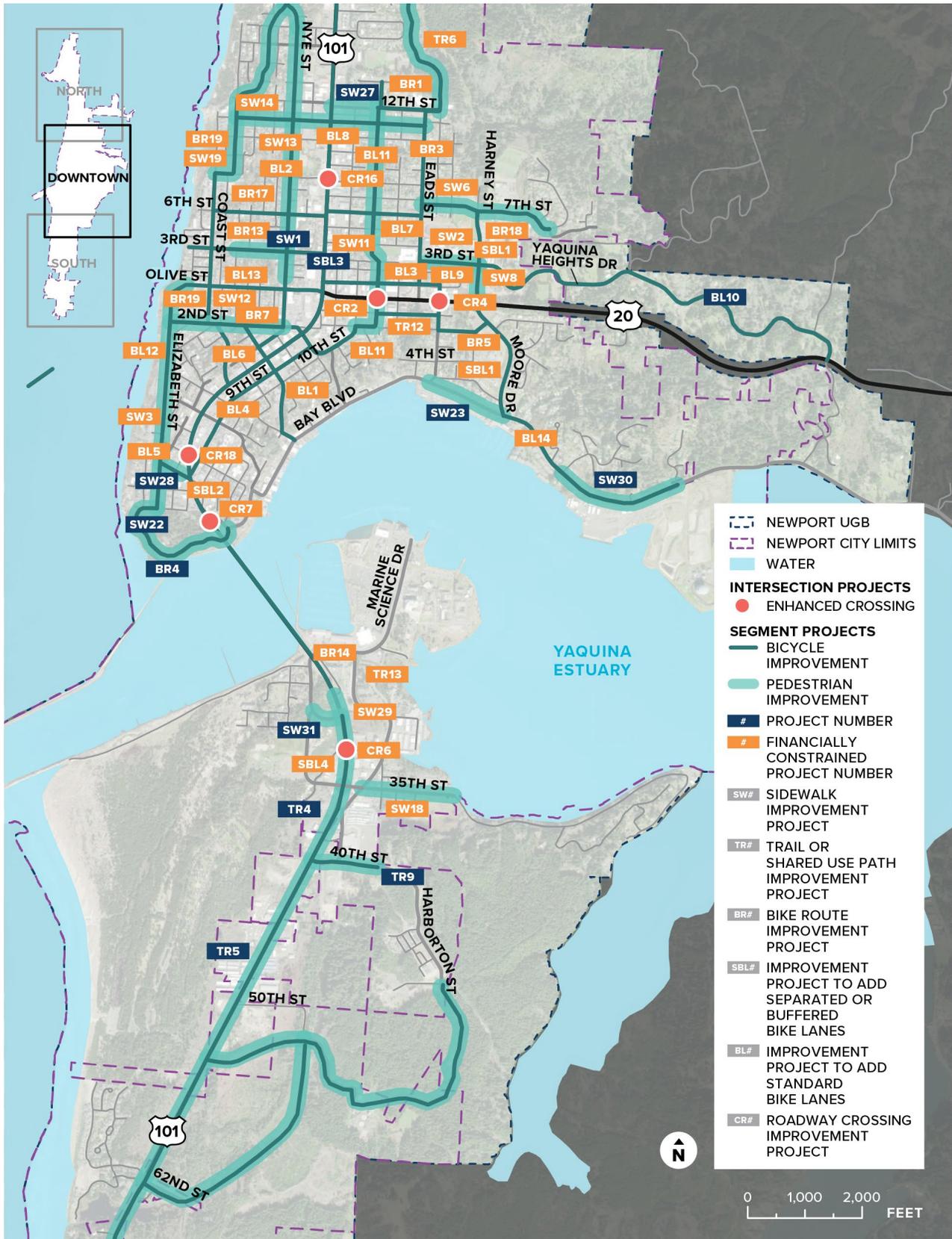


FIGURE 45: ASPIRATIONAL MOTOR VEHICLE PROJECTS (DOWNTOWN)

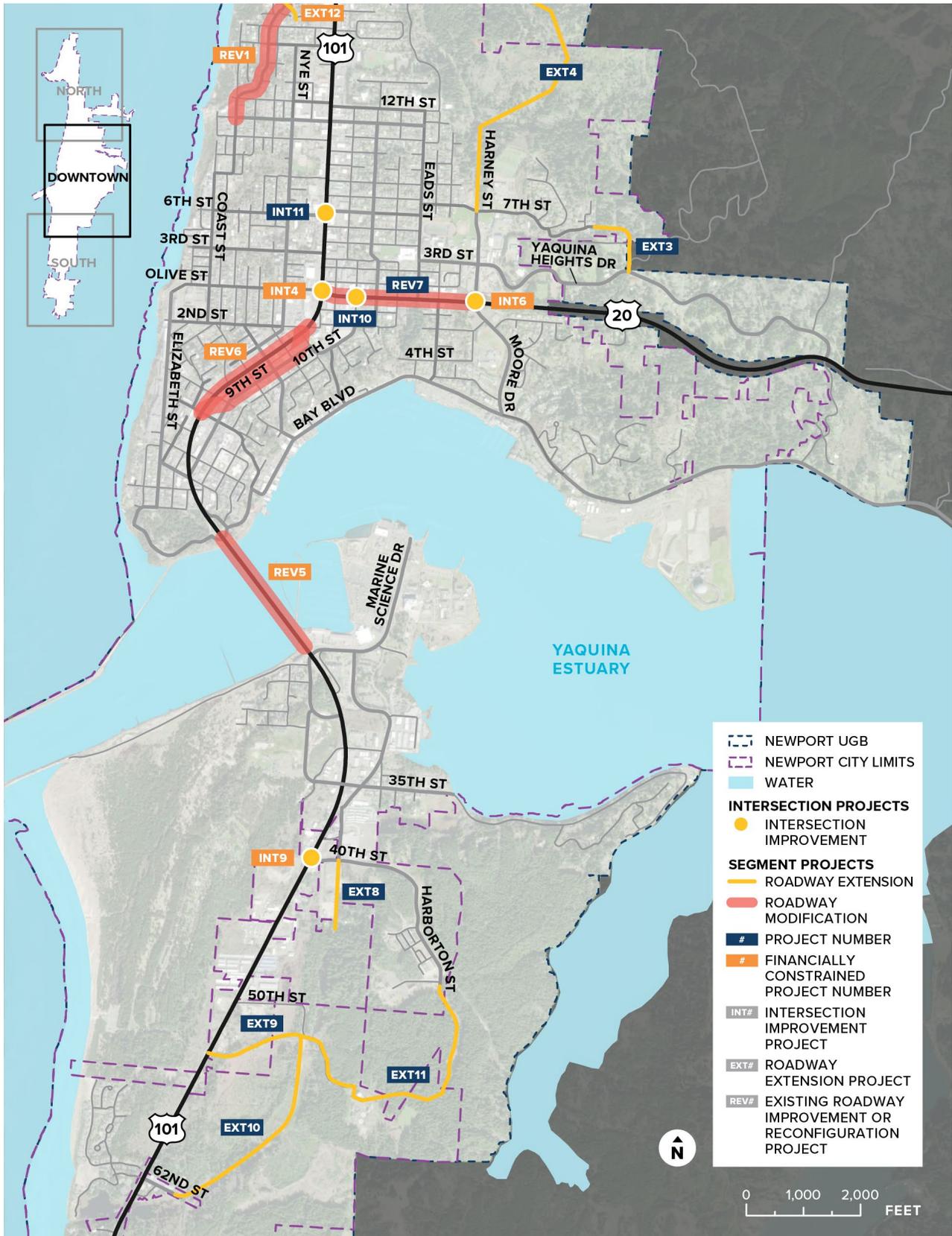


FIGURE 46: ASPIRATIONAL MULTIMODAL PROJECTS (SOUTH)

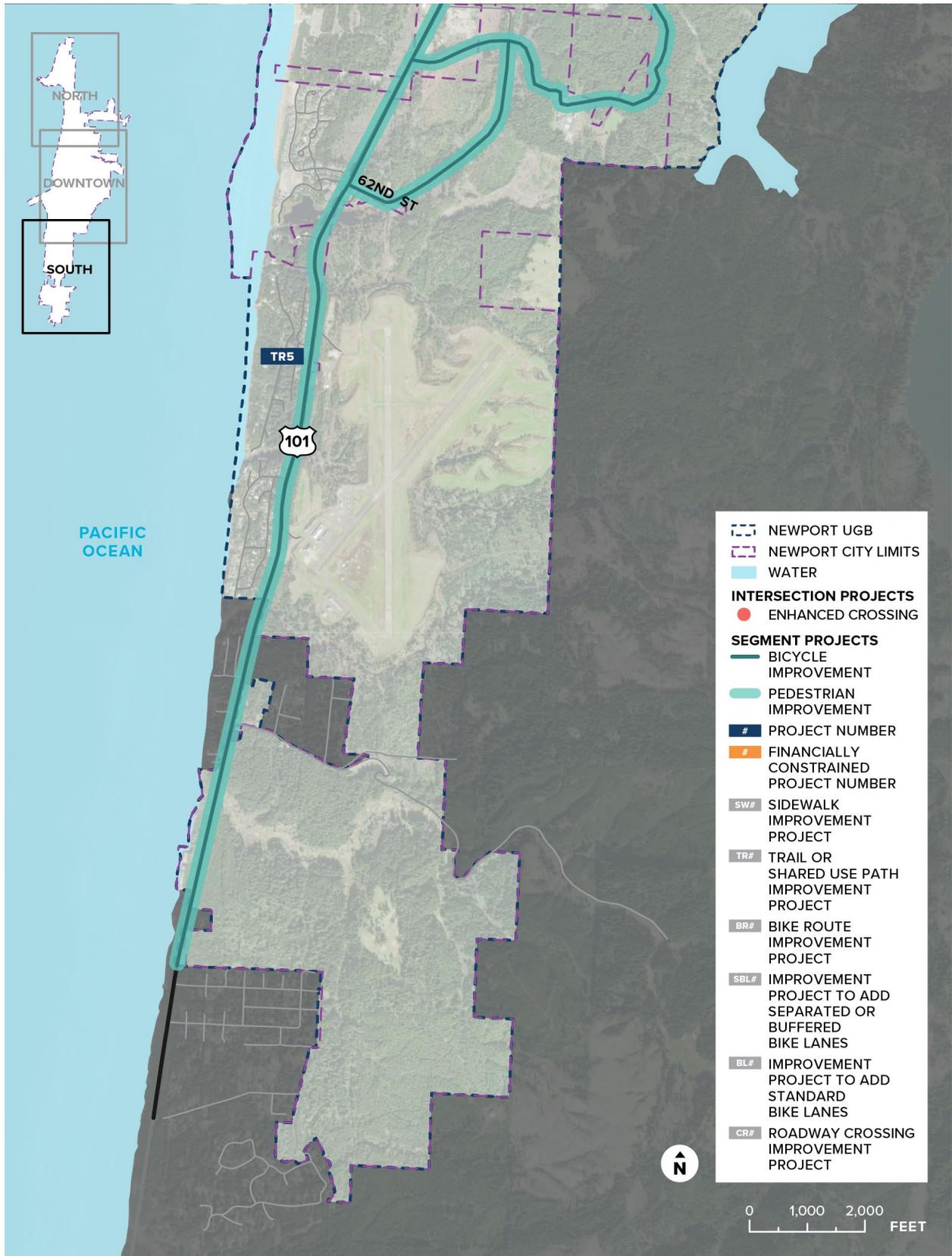
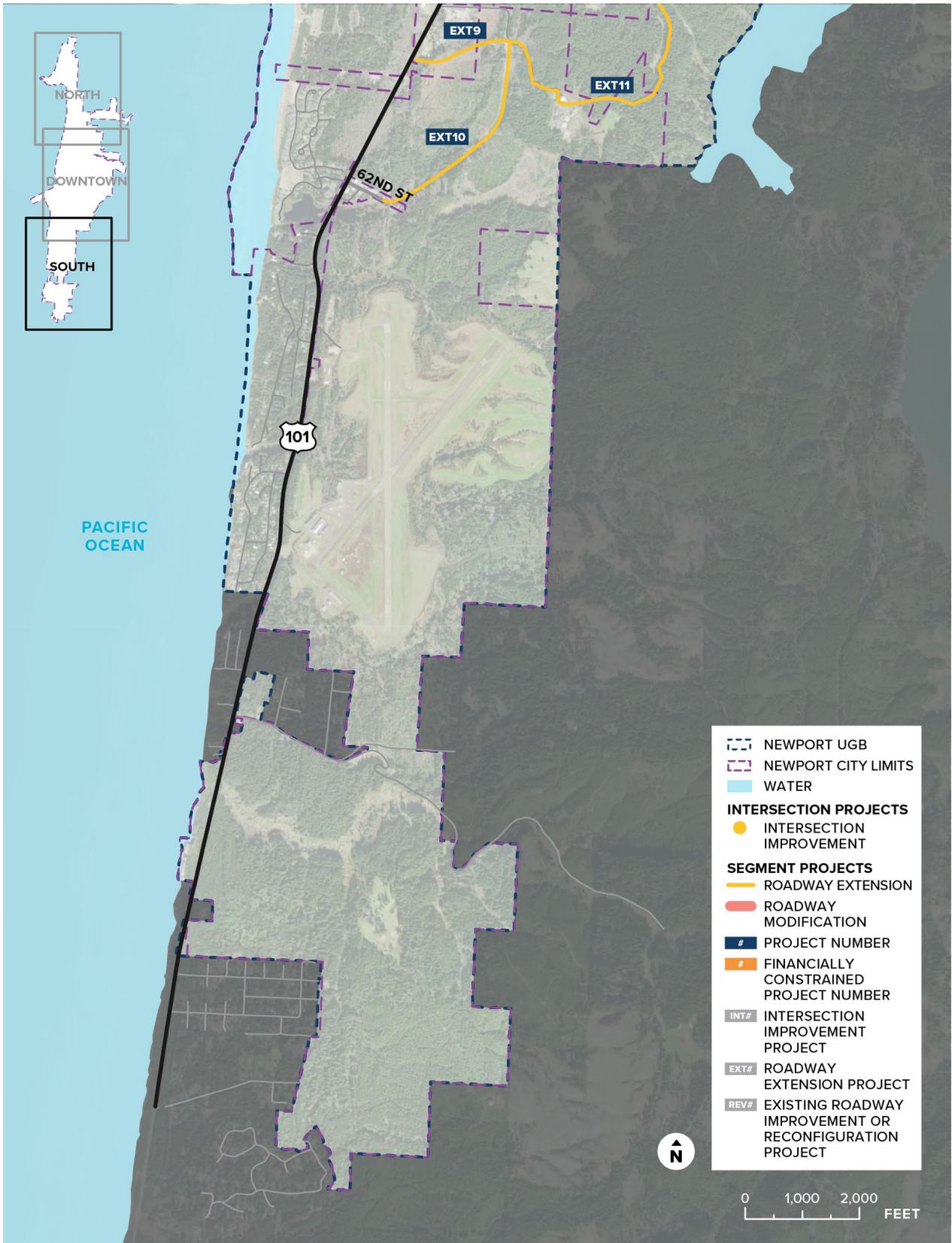


FIGURE 47: ASPIRATIONAL MOTOR VEHICLE PROJECTS (SOUTH)





Chapter 7: Implementation and On-Going Strategies

The foregoing chapters presented the goals, policies, plans and programs to support the city’s Transportation System Plan and its vision of growth to 2040. The City of Newport TSP update incorporates several elements that require further action to facilitate full implementation of the plan. These implementation actions are described in the following sections.

Furthermore, it is recognized that there are a host of on-going community issues related to general transportation needs that will not be resolved by this TSP process and outcomes. These issues are acknowledged in the final section along with a summary of their status, applicable on-going strategies, and the expected path forward.

STEPS TO SUPPORT PLAN IMPLEMENTATION

SUPPLEMENTAL FUNDING OPTIONS

Providing adequate funding for capital investments and on-going maintenance of transportation systems and services is a major challenge. One of the unique funding features available to the City of Newport is its Urban Renewal Districts that were established in 2015 for the Northside and for the South Beach areas. These two districts augment traditional transportation revenue sources, which will enable the city to advance priority capital investments to support economic growth and other community objectives within the district boundaries.

As reported earlier during this TSP update process⁷, the City’s current funding programs are expected to generate about \$76 million for transportation system improvements through 2040 (with an additional \$3 million from the South Beach Urban Renewal District). This was identified as the amount that could fund higher priority projects, which were referred to as Financially Constrained projects. Compared to other Oregon coastal cities, this is a significant capital funding resource. However, when compared to the full list of improvement projects identified through this TSP update, which totals \$222 million, additional funding options are needed to fund any lower priority projects, especially those projects that are located outside of Urban Renewal Districts.

⁷ Finance Program Technical Memorandum dated February 18, 2021, (see Appendix)

If the City desires to add more funding opportunities, the best candidates are a transportation utility fee, a local fuel tax increase, and a short-term property tax levy. Table 11 shows some illustrative examples of possible revenues along with actions required for implementation. The transportation utility fee is enacted by council resolution and could generate \$450,000 annually (\$8.5 million through 2040) for each \$1 charged per residential unit monthly. Other cities with such fee programs charge between \$4 and \$10 per month for a residential unit. Applying the high end in Newport, it would provide about \$85 million through 2040.

The other notable option for Newport is the potential increased local fuel tax, however voters in the City have recently turned down an increase. Given their latest rate proposals, the local fuel tax would add about \$200,000 annually, or just under \$4 million through 2040. The final option listed is a limited property tax levy, which would produce the least additional revenue.

TABLE 11: SELECTED SUPPLEMENTAL FUNDING OPTIONS

FUNDING OPTION	ACTION REQUIRED TO IMPLEMENT	EXAMPLE CHARGE	ILLUSTRATION OF ADDITIONAL ANNUAL REVENUE
TRANSPORTATION UTILITY FEE	City Council adoption	\$1 per month for residential units and \$.01 per month per square foot for non-residential uses	\$450,000
LOCAL FUEL TAX INCREASE	Voter Approval	+Four cents per gallon during the winter and +two cents per gallon during summer	\$253,000
PROPERTY TAX LEVY	Voter Approval	\$0.20 per \$1,000 in assessed value (per year, for 5 years)	\$300,000 (per year, for 5 years)

If the City wants to supplement the transportation funding beyond what is currently available to advance lesser priority project improvements, it is recommended to further consider one of the above supplemental options.

ACTION: Pursue and enact supplemental local transportation funding option.

NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

The Transportation System Plan identifies a new classification of city streets that are the best candidates for applying neighborhood traffic management (NTM) strategies. The primary purpose of this new classification is to address community concerns about autos speeding through neighborhoods or diverting away from state highways while they are under severe congestion. These streets are referred to as neighborhood collector routes, and they are shown in Figure 22,

Figure 23, and Figure 24, and listed in the supporting technical memorandum⁸. Potential management strategies include traffic humps, traffic circles and raised crosswalks, which are illustrated in the memorandum.

The challenge with a NTM program is to identify a clear and objective process for collecting community inputs, assessing the prevailing concerns, and evaluating which, if any, NTM solution is appropriate to be installed. This will require developing guidelines about which NTM strategies are best for Newport, and where and how they are to be applied. In addition, many cities balance the technical review process with a consensus opinion of the affected neighbors to help ensure community satisfaction with the NTM decision.

ACTION: It is recommended that city develop and implement a NTM program that formalizes these processes.

STREET CROSSINGS

Streets with high traffic volumes and/or speeds in areas with trail crossings, or nearby transit stops, residential uses, schools, parks, shopping and employment destinations generally require enhanced street crossings with treatments to improve the safety and convenience for pedestrians. The TSP includes several recommended crossing enhancements. However, going forward, it is recommended that the city update their development code to match the TSP Transportation Facility and Access Spacing Standards⁹.

ACTION: Update Municipal Code to incorporate street and access spacing standards identified in the TSP for city streets

Street crossings along US 101 or US 20 should be provided between every 250 to 1,500 feet, depending on the urban context, as summarized in Table 3-9 of the *Blueprint for Urban Design*. Exceptions include where the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use or other factors that may prevent safe crossing. All crossings on state facilities require review and approval by ODOT.

Enhanced pedestrian crossing treatments should be considered on high speed or high volume roads (e.g. US 101, US 20) at transit stops, trail crossings, and at major pedestrian street highway crossings that connect major destinations (e.g. parks, grocery stores, schools) to residential areas. The recommended enhanced pedestrian crossing treatment should be determined using the National Cooperative Highway Research Program (NCHRP) Report 562, *Improving Pedestrian Safety at Unsignalized Intersections*. It is recommended that these guidelines be reviewed with all traffic studies for any potential street crossing associated with new development in the city

ACTION: Amend the city's traffic impact analysis guidelines to include review of pedestrian crossing treatments consistent with NCHRP Report 562.

⁸ Technical Memorandum #10 Transportation Standards, June 30, 2021

⁹ Ibid., Table 8: Transportation Facility and Access Spacing Standards

VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Newport provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume to capacity (v/c) ratios and level of service (LOS). For State facilities, mobility targets are v/c ratio based and listed in the Oregon Highway Plan (OHP). The TSP process identified alternative mobility targets on state facilities, which will be addressed by ODOT to amend the OHP.

The City of Newport does not have adopted mobility standards for motor vehicles. It is recommended that the city consider adopting mobility standards to include both a v/c ratio and LOS standard. Having both a LOS (delay-based) and v/c (congestion-based) standard can be helpful in situations where one metric may not be enough, such as an all-way stop where one approach is over capacity, but the overall intersection delay meets standards. The City of Newport should also introduce mobility standards that depend on the intersection control which can better capture acceptable levels of performance across different intersection control types.

ACTION: Amend city development code to introduce vehicle mobility standards on city streets consistent with the TSP, as summarized below.

TABLE 12: RECOMMENDED VEHICLE MOBILITY STANDARDS FOR LOCAL STREETS

INTERSECTION TYPE	PROPOSED MOBILITY STANDARD	REPORTING MEASURE
SIGNALIZED	LOS D and v/c ≤0.90	Intersection
ALL-WAY STOP OR ROUNDABOUTS	LOS D and v/c ≤0.90	Worst Approach
TWO-WAY STOP ¹	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

Notes:

Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

ON-GOING ISSUES AND AREAS OF EMPHASIS

YAQUINA BAY BRIDGE

The Yaquina Bay Bridge is an essential component of regional mobility for Newport and the central Oregon coastal area. Existing narrow travel lanes, lack of shoulders, and a steep grade contribute to a reduced capacity compared to similar highways. Traffic volumes along the bridge are forecasted to be around 20,000 during an average weekday which is near capacity for several hours each day. As traffic volumes grow, this congestion could impact segments of US 101 approaching the Yaquina Bay Bridge or lead to additional congestion in off-peak hours.

During the Transportation System Plan process the central questions posed by the community about this historic structure were around the expected timing of a replacement, and whether the highway alignment and bridge crossing might be shifted to another location. The City Council sent a letter to ODOT with these questions. In a letter dated February 4, 2021, ODOT Director Kris Strickler replied that ODOT would continue to maintain and preserve the bridge in the best condition possible for the foreseeable future. The latest bridge replacement cost was estimated to be over \$200 million and noted that ODOT allocated about \$300 million for statewide bridge work over the 2024-2027 improvement cycle. It was further noted that this is one of 11 unique, historic, or significant in size bridges in ODOT's Seismic Resilience Plan that require major investments that is beyond the reach of current funding. As such, the State will be looking at new opportunities to secure the necessary funding for future improvements to the crossing of Yaquina Bay. The timing for a replacement is uncertain, and not expected to occur within the next 20 years.

In the meantime, ODOT will continue to strengthen the existing bridge to better endure seismic events and generally prolong the usable life of this bridge. ODOT did recommend that the city add policy to its Transportation System Plan that supports keeping the current general highway alignment for any future bay bridge. For example, a new bridge could be placed immediately adjacent to the existing bridge so that the highway is operational throughout construction. This policy statement will be important at a later date to guide further studies, which could include an ODOT led Facility Plan that conducts more in-depth preliminary design and environmental studies to select a footprint for bridge replacement.

FERRY

Yaquina Bay Bridge congestion and the lack of certainty of a replacement has prompted alternative ideas on how to serve trips between the South Beach area and the northside of Newport. One idea stemming from the South Beach Redevelopment Plan was to provide a short-range ferry service across the bay to serve pedestrians and bicyclists during the summer months. Further studies are needed to identify likely landing points on either side of the bay for this new ferry service, and to evaluate the expected capital and maintenance costs to operate it, and the funding source to initialize it.

OTHER ISSUES

[PLACEHOLDER - TO BE WRITTEN LATER]

VOLUME 2: APPENDIX

CONTENTS

APPENDIX A- TECHNICAL MEMORANDUM #1: PUBLIC AND STAKEHOLDER INVOLVEMENT STRATEGY

APPENDIX B- TECHNICAL MEMORANDUM #2: PLAN REVIEW SUMMARY

APPENDIX C- TECHNICAL MEMORANDUM #3: REGULATORY REVIEW

APPENDIX D- TECHNICAL MEMORANDUM #4: GOALS, OBJECTIVES AND CRITERIA

APPENDIX E- TECHNICAL MEMORANDUM #5: EXISTING TRANSPORTATION CONDITIONS

APPENDIX F- TECHNICAL MEMORANDUM #6: FUTURE TRAFFIC FORECAST

APPENDIX G- TECHNICAL MEMORANDUM #7: FUTURE TRANSPORTATION CONDITIONS AND NEEDS

APPENDIX H- TECHNICAL MEMORANDUM #8: SOLUTIONS EVALUATION

APPENDIX I- TECHNICAL MEMORANDUM #9: FINANCE PROGRAM

APPENDIX J- TECHNICAL MEMORANDUM #10: TRANSPORTATION STANDARDS

APPENDIX K- TECHNICAL MEMORANDUM #11: ALTERNATE MOBILITY TARGETS

APPENDIX L- PUBLIC INVOLVEMENT SUMMARY

APPENDIX M- CITY OF NEWPORT TSP STORMWATER CONSIDERATIONS

APPENDIX A- TECHNICAL MEMORANDUM #1: PUBLIC AND STAKEHOLDER INVOLVEMENT STRATEGY

**APPENDIX B- TECHNICAL MEMORANDUM #2: PLAN
REVIEW SUMMARY**

APPENDIX C- TECHNICAL MEMORANDUM #3: REGULATORY REVIEW

APPENDIX D- TECHNICAL MEMORANDUM #4: GOALS, OBJECTIVES AND CRITERIA

APPENDIX E- TECHNICAL MEMORANDUM #5: EXISTING TRANSPORTATION CONDITIONS

APPENDIX F- TECHNICAL MEMORANDUM #6: FUTURE TRAFFIC FORECAST

APPENDIX G- TECHNICAL MEMORANDUM #7: FUTURE TRANSPORTATION CONDITIONS AND NEEDS

**APPENDIX H- TECHNICAL MEMORANDUM #8: SOLUTIONS
EVALUATION**

APPENDIX I- TECHNICAL MEMORANDUM #9: FINANCE PROGRAM

APPENDIX J- TECHNICAL MEMORANDUM #10: TRANSPORTATION STANDARDS

**APPENDIX K- TECHNICAL MEMORANDUM #11: ALTERNATE
MOBILITY TARGETS**

APPENDIX L- PUBLIC INVOLVEMENT SUMMARY

**APPENDIX M- CITY OF NEWPORT TSP STORMWATER
CONSIDERATIONS**
