

**CWACT Full Commission Meeting**  
**Thursday, April 24, 2025**  
**5:00 pm - 7:00 pm**

**HYBRID MEETING: WITH TEAMS VIDEO/CALL IN AVAILABLE**

Benton County Kalapuya Meeting Room  
4500 SW Research Way, Corvallis, Oregon 97333

**VIA TEAMS VIDEO/CALL-IN AVIALABLE**

Teams Link by clicking [HERE](#)

Meeting ID: 221 574 644 93

Passcode: JC7EGw

**Mobile One Click Number**

[+1 872 242 8088](#)

Phone Conference ID: 638 963 468#

**Contact: Justin Peterson; [jpeterson@ocwcog.org](mailto:jpeterson@ocwcog.org)**

**AGENDA**

- |             |             |  |  |
|-------------|-------------|--|--|
| <b>1)</b>   | <b>3:30</b> | <b>Optional Philomath Tour</b><br>Tour of the newly completed improvements of Philomath Boulevard. Meet at Philomath City Hall.  | <b>Staff</b>   |
| <b>2)</b>   | <b>5:00</b> | <b>Welcome and Agenda Review</b><br><i>Welcome to Benton County!</i>   | <b>Commissioner<br/>Pat Malone Chair</b>               |
| <b>3)</b>   | <b>5:05</b> | <b>Public Comments</b><br><i>This time is reserved for members of the public to comment on issues related to the CWACT's activities.</i>   | <b>Chair</b>   |
| <b>4)</b>   | <b>5:10</b> | <b>Approve Minutes of February 27, 2025, meeting</b><br><b>(Attachment A)</b><br><br><i>ACTION: Approval of Minutes</i>  | <b>Chair</b>   |
| <b>5) □</b> | <b>5:15</b> | <b>ODOT Capital Investment Plan Update (Attachment B)</b><br><i>The Capital Investment Plan is ODOT's new portfolio of investments covering a 10-year range that will identify projects and strategically transition them prior to STIP programming</i><br><br><i>ACTION: Discussion</i> | <b>ODOT, Amanda<br/>Pietz</b>                          |
| <b>6)</b>   | <b>6:00</b> | <b>MPO Presentation</b><br><i>Overview of the Albany Area MPO and the Corvallis Area MPO. Highlighting some recent ongoing projects.</i><br><br><i>ACTION: Discussion</i>  | <b>Staff, Billy<br/>McGregor and<br/>Corum Ketchum</b> |
| <b>7)</b>   | <b>6:30</b> | <b>Other Business</b>  | <b>Staff, Justin</b>                                   |

- Future of Transportation Funding (Impacts to Transit funding and other programs)
- Legislative updates from Members
- Oregon Transportation Commission Updates
- Corvallis OTC Meeting – July 10<sup>th</sup> – Chair and Co-Chair to attend
- Updated 2025 Schedule (**Attachment C**)
- Work Plan Update – upcoming October 2025 (**Attachment D**)
- June Coastal Meeting Locations – Are there any coastal members who would like to host?

**Peterson and  
Matt Lehman**

**8) 7:00 Adjournment**

*The next CWACT Full Commission Meeting is scheduled for June 26, 2025, on the Coast!*

**Chair**

**Primary Members:**

Last Name	First Name	Representing	Category
Malone	Pat	Benton County	Primary
Bronstein	Sarah	Benton County – Private Sector	Primary
Montague	Jackie	City of Albany	Primary
Olson	Ava	City of Corvallis	Primary
Short	Kathy	City of Depoe Bay	Primary
Conti	Dominic	City of Lebanon	Primary
Mark	Rick	City of Lincoln City	Primary
Hickam	Mike	City of Millersburg	Primary
Cuthbertson	Jeanni	City of Monroe	Primary
Kaplan	Jan	City of Newport	Primary
Saalsaa	Rich	City of Philomath	Primary
Sanchez	Angelita	City of Sweet Home	Primary
Samaniego	Joe	City of Tangent	Primary
Silvia	Frank	City of Toledo	Primary
Townsend	Jerry	City of Waldport	Primary
Collins	Barry	City of Yachats	Primary
Peterson	Bonnie	Conf. Tribes of Siletz Indians	Primary
Hall	Claire	Lincoln County	Primary
Nyquist	Roger	Linn County	Primary
Steele	Janet	Linn County – Private Sector	Primary
Hildebrant	Christine	ODOT	Primary
Sylvia	Gil	Port of Newport	Primary

**QUORUM REQUIREMENT:** For the purpose of conducting official business, a quorum shall exist when either:

1. Representatives from fifty-one (51) percent (%) of the voting members are in attendance; or
2. The following representatives are present:
  - Two of three county commissioners
  - Two additional representatives from each county, whether cities, ports, private sector members, or CTSI representatives.

(CWACT Bylaws: Article VI – Organization Procedures Section B)

**CASCADES WEST AREA COMMISSION ON TRANSPORTATION  
FULL COMMISSION MEETING  
Thursday, February 27, 2024  
5:00 pm – 7:00 pm**

Last Name	First Name	Representing	Attendance
Malone	Pat	Benton County	Yes
Bronstein	Sarah	Benton County – Private Sector	No
Montague	Jackie	City of Albany	Yes
Olson	Ava	City of Corvallis	Yes
Short	Kathy	City of Depoe Bay	No
Conti	Dominic	City of Lebanon	No
Mark	Rick	City of Lincoln City	No
Hickam	Mike	City of Millersburg	Yes
Cuthbertson	Jeanni	City of Monroe	No
Kaplan	Jan	City of Newport	No
Sanchez	Angelita	City of Sweet Home	Ken Bronson
Saalsaa	Rich	City of Philomath	Yes
Samaniego	Joe	City of Tangent	No
Silvia	Frank	City of Toledo	Yes
Collins	Barry	City of Yachats	Yes
Kennta	Robert	Conf. Tribes of Siletz Indians	No
Hall	Claire	Lincoln County	Yes
Nyquist	Roger	Linn County	Yes
Steele	Janet	Linn County – Private Sector	No
Hildebrant	Christine	ODOT	Yes
Sylvia	Gil	Port of Newport	No
Dunn	Greg	City of Waldport	Yes

**Ex-Officio Members:** Corum Ketchum (CAMPO); Billy McGregor (AAMPO)

**Guests:** James Feldmann (ODOT Alternate), Mark Ruam (Millersburg Alternate), Britny Chander (Presenter).

**OCWCOG Staff:** CED Supervisor Justin Peterson, Planning Manager Matt Lehman, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda	The Chair, Commissioner Pat Malone called the CWACT Full	<b>Meeting called to order at</b>

<p>Review</p>	<p>Commission meeting to order and conducted an agenda review at 5:01pm.</p> <p>There were no changes to the meeting agenda.</p> <p>As there were a few new faces to the CWACT, introductions were conducted.</p>	<p><b>5:01pm by The Chair, Commissioner Pat Malone</b></p>
<p>2. Public Comments</p>	<p>There were no public comments presented to the CWACT Full Commission Members.</p>	<p><b>There were no public comments.</b></p>
<p>3. Approve Minutes of October 24, 2024 (Attachment A)  <b>Action:</b> Approval of minutes</p>	<p>Councilor Montague moved to approve the CWACT Full Commission Minutes of the October 24, 2024, meeting, Councilor Hickam seconded. The motion carried successfully.</p>	<p><b>Councilor Montague moved to approve the October 2024 meeting minutes; Councilor Hickam seconded. The motion carried successfully.</b></p>
<p>4. Caucus to select Executive Committee Members (Attachment B)  <b>Action: Elect Benton County Member to serve on the Executive Committee</b></p>	<p>Staff Justin Peterson introduced the agenda topic.</p> <p>Lincoln and Linn Commissioners Hall and Nyquist approved of their respective county members continuing to serve.</p> <p>Benton County Commissioner Malone noted he had spoken to Philomath Councilor Saalsaa about holding the second seat for Benton County representation on the CWACT Executive Committee.</p> <p>Councilor Saalsaa noted should the Full Commission approve, he would serve.</p> <p>Councilor Montague moved to approve the executive committee membership list with the Benton County member addition. Councilor Hickam seconded. The motion carried unanimously.</p>	<p><b>Councilor Montague moved to approve the executive committee membership list with the Benton County member addition. Councilor Hickam seconded. The motion carried unanimously.</b></p>
<p>5. Introduction for New Members</p>	<p>Peterson shared a new member orientation presentation to the CWACT members in attendance.</p>	

<p><b>Action:</b> Informational</p>	<p>Peterson provided background on the CWACT for those who are new to the Act. This presentation covers what is the ACT, what does the ACT do, CWACT History, the work plan and few other CWACT Priorities.</p> <p>Peterson noted staff will share these slides out after the meeting to the members.</p> <p>If there are additional projects to include in the CWACT regional priority project list, members can email those details to Justin (<a href="mailto:jpeterson@ocwcog.org">jpeterson@ocwcog.org</a>) or Ashlyn (<a href="mailto:amuzechenko@ocwcog.org">amuzechenko@ocwcog.org</a>).</p> <p>Additionally, if there are other topics to add to the agenda per member requests, please email those to staff as well.</p>	
<p>6. Transportation Options Program Presentation</p> <p><b>Action:</b> Informational</p>	<p>Staff Billy McGregor shared a transportation options presentation as Ana Duffy, the outreach coordinator, was unable to attend.</p> <p>This presentation covered Get There Oregon, Emergency Ride Home, CWRide, and more options under the Transportation Options program as Oregon Cascades West Council of Governments (OCWCOG).</p> <p>For questions on the Transportation Options Program, please email all questions to Ana Duffy (<a href="mailto:aduffy@ocwcog.org">aduffy@ocwcog.org</a>).</p> <p>Councilor Hickam asked how the CWRide Routes are determined.</p> <p>McGregor confirmed most of the service providers created the routes, which is what has been used to continue and partner with the CWRide program.</p> <p>Councilor Bronson noted Millersburg currently does not have a set transit route but does have the option to use the “dial a bus” service to call a ride in coordination with Albany Transit.</p> <p>Commissioner Nyquist noted when the route system was put together there was not very much funding and making it very narrow and target</p>	

	<p>focused.</p> <p>Peterson shared another service with Transportation Options is TransitApp, which shows live coverage and location of the buses with Swiftly trackers.</p>	
<p>7. Ride Line Program Presentation</p> <p><b>Action:</b> Informational</p>	<p>Britny Chandler, Ride Line Program Manager, shared a presentation covering the overview of the Ride Line Program, the when, the where and the how. Ride Line Coordinates Non-Emergent Medical Transportation NEMT services for IHN, OHP, Open Card, Samaritan Advantage Helathh Plan and Some Benton County Veteran Services enrollees.</p> <p>The services provided for Ride Line are Sedan, Wheelchair, Stretcher, Secure, Mileage Reimbursement, Meal reimbursement, and lodging reimbursement.</p> <p>Ride Line meets community needs by booking trips up to 90 days in advance or recurring trips all at once. Ride Line can also book for same day needs. Additionally Ride Like can dispatch a driver to an address in real-time to meet the client’s immediate need.</p> <p>Transportation is based on insurance coverage and benefits. The top areas for our region are:  Dental appointments, routine appointments, mental/behavioral health appointments, specialist appointments, hospital, inpatient/outpatient states, surgeries/procedures, lab work, diagnostic and imaging appointments, socialization, flex services, and grocery store.</p> <p>For the month of January, the top utilized service was drug and alcohol treatment.</p> <p>Cascades West Ride Line has 27 contracted ride providers in their region to take clients to their appointments. Clients can book trips by calling, emailing, and booking online via our member portal, or a provider can book a trip for you using our facility portal.</p>	

	<p>If members are interested in having Ride Line present to their member organization for questions, members can contact Ana Duffy at <a href="mailto:aduffy@ocwcog.org">aduffy@ocwcog.org</a>. Or Britny Chandler at <a href="mailto:bchandler@ocwcog.org">bchandler@ocwcog.org</a>.</p> <p>Councilor Hickam questioned why just the Benton County veterans were covered under the program.</p> <p>Chandler answered the contractor that provides those services only had enough funding to cover the Benton side, but should over VSO's be interested in partnering with Ride Line they can reach out to Britny (<a href="mailto:bchandler@ocwcog.org">bchandler@ocwcog.org</a>) to discuss contracting with Ride Line.</p>	
<p>8. Other Business:</p> <ul style="list-style-type: none"> <li>• Future of Transportation Funding (Impacts to Transit funding and other programs)</li> <li>• 2025 Meeting Schedule</li> <li>• Membership Renewal Reminders</li> <li>• Oregon Transportation Commission Updates</li> <li>• Statewide Transportation Improvement Fund Discretionary Grant Updates</li> <li>• Intercity bud study information</li> </ul>	<p>Christine shared there continues to be uncertainties with federal impacts to funding with our programs. The following link is where the most recent information available can be found: <a href="#">ODOT Funding Page</a>.</p> <p>The most current freezes are with grants and EV funding. The FTA is processing and obligating formula grant awards but are not processing discretionary awards.</p> <p>FHWA will have an additional layer of review and approvals as well which will cause a delay to funding that is available or coming as well.</p> <p>Commissioner Malone shared the state legislature, is working on a transportation package as well.</p> <p>Christine Hildebrant shared they were expecting to have a better idea and understanding of a timetable, however there is no current update on that topic as we speak.</p> <p>COG Staff Matt Lehman shared his understanding is most of the transit funding comes from state fees or formula funds. Lehman asked Hildebrant if this seemed accurate.</p> <p>Hildebrant shared most of the funding for transit wouldn't be in danger</p>	



	<p>at this point along with the formula grant awards. It is the discretion that are not being obligated at this point in time.</p> <p>Chair Commissioner Malone shared the next Full Commission meeting will be in Benton County at the Benton County Kalapuya meeting room off research way in Corvallis.</p> <p>Peterson shared most members have renewed their membership however there are a few that still will need to resend their forms. If there are questions, please reach out to Ashlyn at <a href="mailto:amuzechenko@ocwcoq.org">amuzechenko@ocwcoq.org</a>.</p> <p>Peterson shared a description on the Oregon Transportation Commission's (OTC's) role which is who the CWACT works as an advisory committee for. The OTC meets monthly and discusses Statewide transportation policy using the input back from the other ACTS around the state.</p> <p>Hildebrant shared the OTC has authority of ODOT's spending as they report to them regarding the federal funding obligations. Additionally, the January meeting the safe routes to school program which funds projects to help kids walk and bike to school, the commission approved the next round of projects to go out under the program. There was 31million that went out around 21 projects statewide. There was four times the number of projects than funding. These projects are approved on a 2-year cycle.</p> <p>Councilor Bronson asked for a list for what projects were awarded in our 3-county area along with a total list of projects from the three counties that applies as well. Commissioner Malone seconded this request. Hildebrant confirmed staff will send this information out to members.</p> <p>Peterson shared there were presentations on the Statewide Transportation Improvement Fund Discretionary grant projects last year. There was a project for the city of Lebanon for transit expansion,</p>	
--	---	--

there were a few projects also in our region that did not receive funding but may want to revisit for future cycles as well. This is specially for transit projects.

James Feldman shared the following link with a list of Safe Routes to School projects that were recently funded: [LINKED HERE](#).

Councilor Hickam asked if these were state or federal funds in relation to the discretionary grants.

Peterson noted yes, these are state funded from the paychecks of those in the counties, it is 1/10<sup>th</sup> of the 10%.

Staff will be reaching out to Cody Franz, to answer specific STIF-related questions.

Councilor Montague asked about the second round of funding for the Mobility Hub project applied for the COG.

Councilor Bronson answered that portions have been used, and the projects weren't completed, but funding was pushed through to the next biennium for the full funding to be used completely and the project completed.

Peterson shared attachment E with the group as informational only. There is a current ODOT study on the Intercity Bus Study Information. The attachment shows contact information for Jillian with ODOT along with instructions on how to participate.

Feldmann shared Safe Routes to School also does Education grants on a two-year cycle. Harrisburg received \$150,000 in the last award round. <https://www.oregonsaferoutes.org/education-grant-program-information/>.

The group continued the discussion on the transit agencies funding gap that have been recent conversations at multiple levels.

9. Adjournment	The next CWACT Full Commission Meeting is scheduled for April 24, 2024, in Corvallis.	<b>The meeting was adjourned at 7:00pm by the Chair, Commissioner Malone.</b>
----------------	---	---

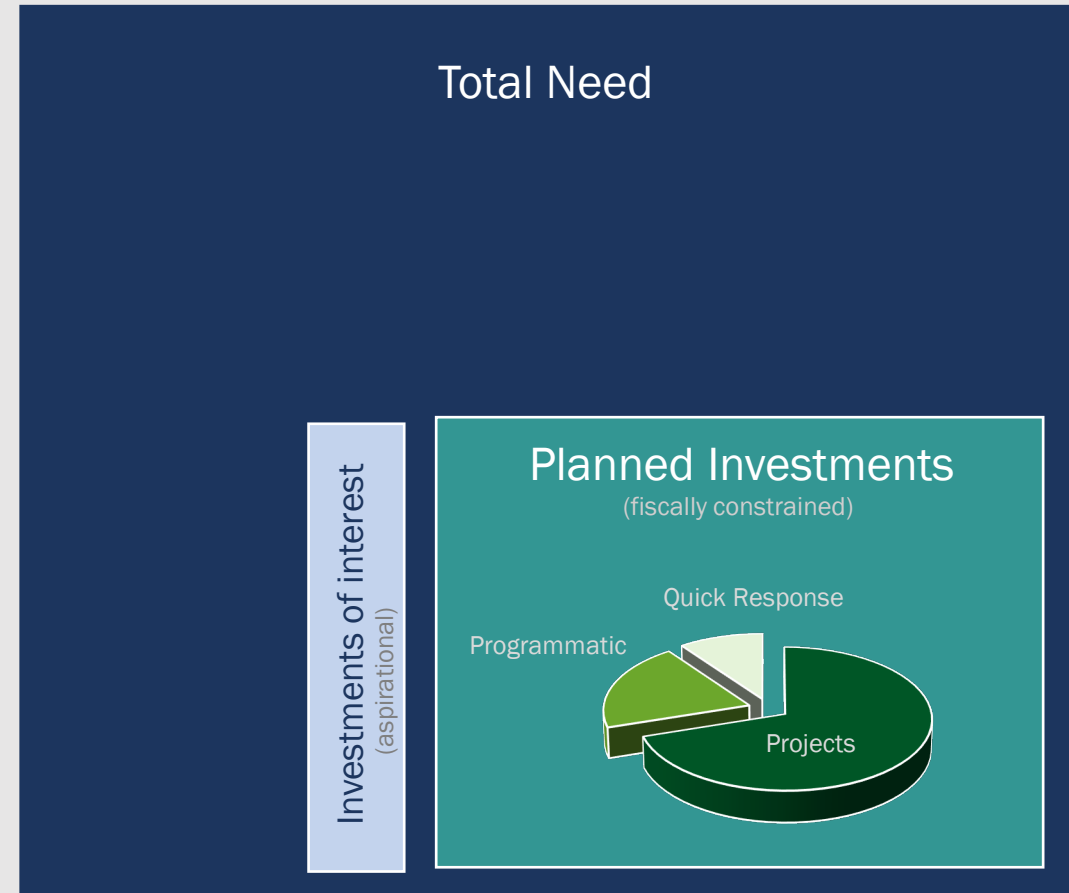




# Capital Investment Plan

Amanda Pietz, Policy Data and Analysis Division Administrator  
April 2025

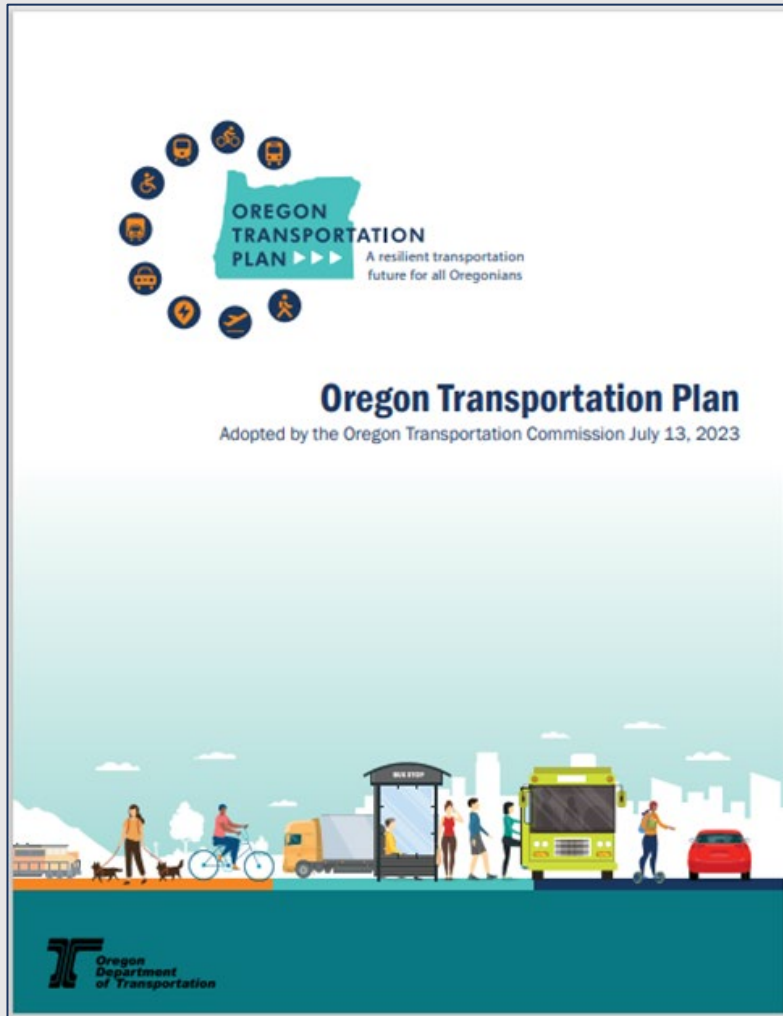
# What is the Capital Investment Plan?



- **Projects:** Preservation, enhance, bike-ped, etc.
- **Programmatic / Lump Sum:** O&M, transit, safety, etc.
- **Quick Response:** Safety, emergency management, etc.



# Benefit: Creates accountability between long range plans and short-term investments



2023-2050

Capital Investment  
Plan



Ensure  
investment  
decisions help  
advance long  
term vision and  
goals. Creates a  
mid-range  
investment plan.

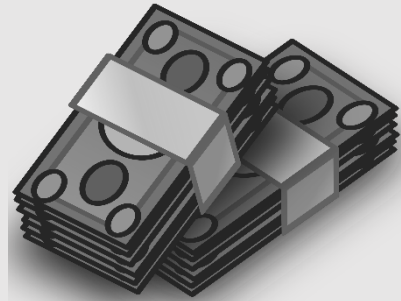


2024-2027

# Benefit: Helps us understand the long-term impacts of short-term decisions



Borrow to build today



Payback over time

Capital Investment Plan

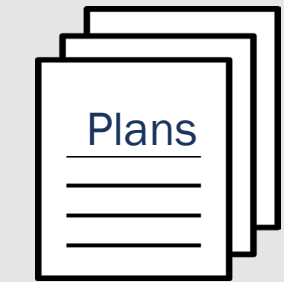


Understand the impacts to real investments over time and make more informed choices



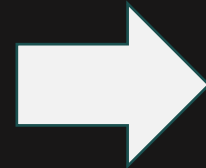
# Benefit: Transitions to a more disciplined project selection process

Investment concepts originate from:



ACTs

## Goals and Metrics



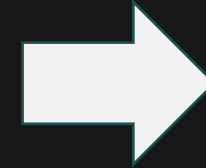
Use a data-driven process to screen investment ideas through goals and metrics.

## Capital Investment Plan

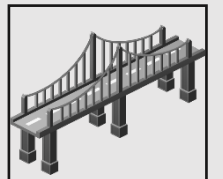
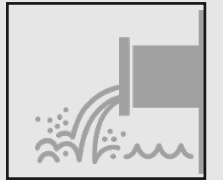
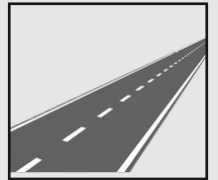
### Harmonization

- Balance investments
  - Type
  - Urban and Rural
- Consider cost responsibility
- Meet obligation targets
- Combine projects
- Evaluate risk and ROI

## Projects



Iterate to a final project list and investment portfolio.





# Benefit: Improved Project Estimates

## Capital Investment Plan

Confidence in programming based on understood risks, project readiness, and confirmation of available funding.

Move from a three-year STIP update to an annual update, incorporating more current information.

Do more project phasing, with PE then construction.

Identified projects are bucketed to timeframes based on urgency, readiness, level of understanding of risk, and available funding



Reassessed annually and more investments added to the CIP and projects to the STIP



Investment identified for meeting longer term need. Commitment for project to be further developed.



More eminent need, with clear project concept and high-level scoping work complete. Further development for programming.



Immediate need, project is ready and anticipated risks are known, funding is available. Project programmed in the STIP.

# Transitioning to an Annual STIP and Different Programming Approach



Adopt new STIP  
one year sooner  
than normal

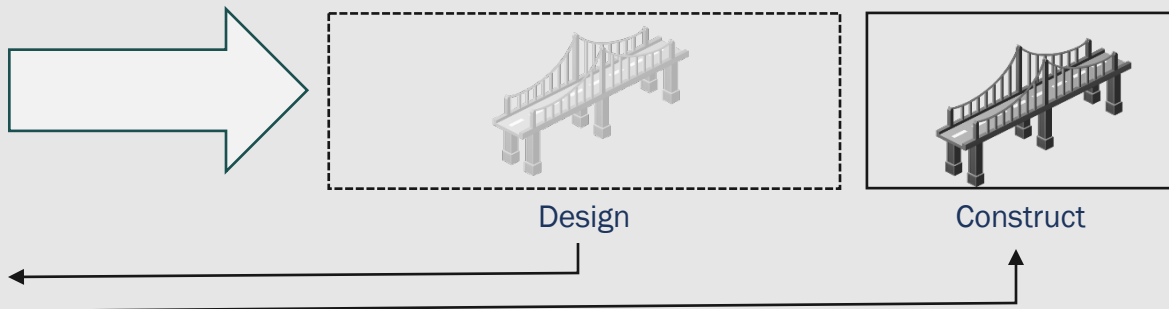
Move to annual updates – 1 year added

New



Capital Investment  
Plan

Determine  
when a  
project is  
ready to be  
programmed.  
Phase  
projects.



Fewer projects are programmed overall. Projects are phased, so that enough information is gathered to make more accurate cost assumptions.

# Connections

**ACT  
Intersection  
with CIP**



**Goal  
Prioritization**

**Input at  
harmonization step**

**Comment on  
proposed final list**

# Inform Goal Prioritization



## Economic and Community Vitality

Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.



## Social Equity

Improve access to safe and affordable transportation for all, recognizing people who have been systemically excluded and underserved. Create an equitable and transparent engagement decision-making structure that builds public trust.



## Mobility

Create a resilient multimodal transportation system that enables diverse community members and businesses to get where they need to go safely, reliably, affordably, and with minimal environmental impact.



## Stewardship of Public Resources

Secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system in a state of good repair.



## Safety

Enable safe travel for all people, regardless of age, ability, race, income, or mode of transportation.



## Sustainability and Climate Action

Minimize transportation's negative role in climate change by reducing GHG emissions, reducing air toxics, noise and light pollution, water toxics, and habitat loss.

Oregon Transportation Plan goals

What are your priorities and what should we consider when evaluating projects for inclusion in the Capital Investment Plan?

# Next Steps

- Prioritize Goals (every 3-5 years)
  - Seek input from ACTs and public
  - OTC set priorities among the OTP goals
- Establish Metrics and Scoring
  - Look to work of other states
  - Consider: available funding, performance targets, asset data and more
- Link to 2027-2030 STIP
- Develop first Capital Investment Plan
  - Use goals and priorities to identify investment ideas
  - Screen investment ideas through metrics and score
  - Harmonize
    - Seek input from ACTs to understand potential issues and opportunities
  - Finalize investment list and identify general timing over 10-year period
    - OTC approves Capital Investment Plan

## Example: OneNevada Goals and Criteria

Goal Area	Criteria
 <b>Enhance Safety</b>	Crash Reduction Potential
 <b>Preserve Infrastructure</b>	Pavement Condition Improvement
	Bridge Risk Reduction Score Other Asset Improvement
 <b>Optimize Mobility</b>	Population Accessibility
	Travel Time Reliability
 <b>Transform Economies</b>	Business Accessibility
	Economic Development Potential
 <b>Foster Sustainability</b>	Reduce Environmental Risk
	GHG Emission Reductions
	Environmental Enhancements
	Resilience
 <b>Connect Communities</b>	Reduce Future Maintenance
	Project Connectivity
	Multimodal Access
	Access to Community Destinations
	Equity



Questions?





# ODOT Capital Investment Plan

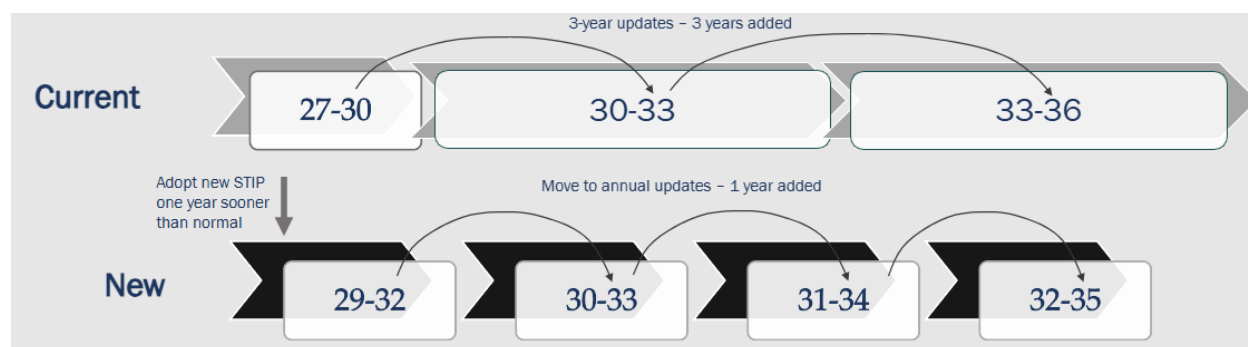
## Background

Following the 2024 Strategic Review, ODOT began design work to re-imagine how the Statewide Transportation Improvement Program (STIP) is developed, separating out the policy discussions from how overall funding should be spent. To determine how ODOT should develop the Capital Investment Plan, staff scanned other states and conducted deep-dive peer exchanges with Arizona, Colorado, Minnesota, and Nevada DOT's. In addition, six diverse workgroups were formed with over 50 ODOT employees across multiple Divisions and Regions.

## What is the Capital Investment Plan?

ODOT's Capital Investment Plan will feed the STIP and identifies transportation investments for ODOT over a 10-year period. As a mid-term document, the Capital Investment Plan closes the gap between ODOT's long-range policy plans and the short-term budget and STIP. Investments will be financially constrained and include primarily projects. A small reserve of funds will be held in order for the Plan to be agile to changing needs, such as for safety and to respond to extreme weather events. Programmatic funding, such as how much goes to public transportation will be shown overall, but not broken down by individual projects. A secondary list will also be created for 'investments of interest' that identifies more aspirational items which cannot be funded today but could be prime candidates when funding opportunities arise, such as federal grants. The entire portfolio of investments in the Capital Investment Plan will be shown relative to ODOT's total need, so that we can keep track of the whole picture.

With the Capital Investment Plan, the STIP will transition to an annual adoption cycle. Fewer projects will be programmed each year, and those that are will be phased so that enough information is gathered to make more accurate cost assumptions.



## Benefits

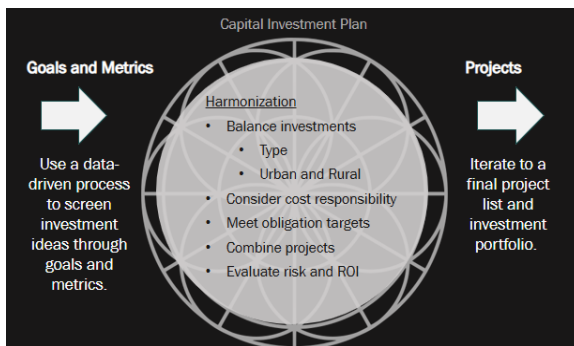
The Capital Investment Plan represents a fundamental change to doing business for ODOT, and sets out to accomplish the following goals:

### *Help understand the long-term impacts of short-term decisions*

- Understand the impacts to real investments over time and make more informed choices around bonding and borrowing.
- Show our investment strategy over time, such as the incremental triage approach to seismic resilience.

### *Transitions to a more disciplined project selection process*

- Projects will come from plans, management systems, or Area Commissions on Transportation

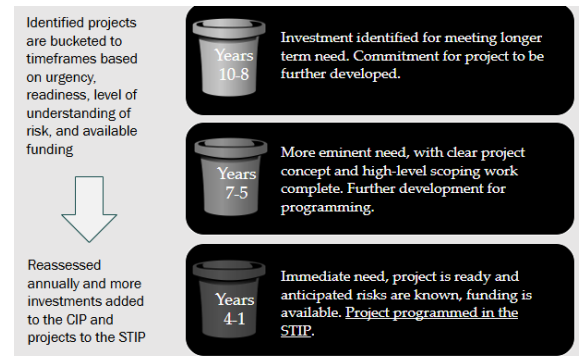


### *Increased transparency and accountability*

- Knowing what is planned allows for better collaboration with partners.
- Transparent communication about how projects are evaluated and where they originate from.
- Clear role for the Area Commissions on Transportation.

### *Improved project estimates*

- Buckets represent timeframes of readiness and urgency. Investments will be described by benefits to safety, state of good repair, and more.



## Next Steps

- Goal prioritization: Seek input from ACTs and the public, OTC to set priorities among the OTP goals by summer 2025
- Establish metrics and scoring by summer 2025
- Link with the existing 2027-2030 scoping work by summer 2025
- Use goals and priorities to identify investment ideas
- Screen investment ideas through metrics and score
- Harmonize investment portfolio
- Finalize investment list and identify general timing over initial 10-year period, seeing OTC approval in 2026

ODOT Fact Sheet – Capital Investment Plan (March 2025)  
 Questions? Email [Kayla.R.Hootsmans@odot.oregon.gov](mailto:Kayla.R.Hootsmans@odot.oregon.gov)



# ODOT Capital Investment Plan: Goal Prioritization

What are your priorities and what should ODOT consider when evaluating projects for inclusion in the Capital Investment Plan? What concerns influence how you prioritize goals and projects?

How do you see the Oregon Transportation Plan goals (listed below) being used for project evaluation?

## 6.1 Economic and Community Vitality

**Goals**  
*(What/Who)*

**Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.**

**Objectives**  
*(How)*

- EC.1: Link transportation and land use decisions, recognizing the impact both have on how, where, and the distance people travel.
- EC.2: Provide safe and reliable movement of goods and services.
- EC.3: Provide transportation systems to promote healthy, prosperous, and cohesive communities.
- EC.4: Provide, maintain, and enable multimodal intercity connections that support access to Oregon’s natural, cultural, and heritage destinations.

## 6.2 Social Equity

**Goals**  
*(What/Who)*

**Improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved. Create an equitable and transparent engagement and communications decision-making structure that builds public trust.**

**Objectives**  
*(How)*

- SE.1: Recognize past harms and remove barriers to inclusion and opportunity.
- SE.2: Make decisions through processes that are transparent, inclusive, and engaging to all people affected by the transportation system.
- SE.3: Improve access to and convenience of a range of high-quality, safe, and affordable mobility options for excluded or underserved populations.
- SE.4: Expand access to essential services and economic opportunities through programs and investments.

## 6.3 Mobility

**Goals**  
*(What/Who)*

**Create a resilient multimodal transportation system that enables the diverse range of community members and businesses with different needs to get where they need to go safely, reliably, affordably, and with minimal environmental impact.**

**Objectives**  
*(How)*

- MO.1: Complete, maintain, and improve multimodal transportation facilities and services that are essential to Oregonians’ prosperity and quality of life.
- MO.2: Reduce the per capita VMT for passenger vehicles.
- MO.3: Create a transportation system that is fully accessible to people of all ages, abilities, races, ethnicities, and income levels, regardless of geographic context.
- MO.4: Maintain or improve travel reliability for movement of goods and access to services.
- MO.5: Tailor transportation solutions to the local context, allowing for different solutions to achieve OTP goals in rural, suburban, and urban communities.
- MO.6: Integrate emerging transportation technologies into transportation services and facilities.

## 6.4 Stewardship of Public Resources

**Goals**  
*(What/Who)*

**Guided by open, data-driven decision-making processes, secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system.**

**Objectives**  
*(How)*

- SP.1: Create sufficient, reliable, and sustainable revenue for transportation funding to meet the goals of the Plan.
- SP.2: Strategically align program, capital, and operational investments with OTP goals.
- SP.3: Collaborate and plan across and between agencies and service providers.
- SP.4: Manage and deliver projects and programs with an approach that is adaptive and effective.
- SP.5: Conduct decision making and public involvement in a transparent and open manner.
- SP.6: Increase the resiliency of the transportation system to better withstand and recover from the anticipated impacts of climate change, extreme weather, seismic and other natural disasters, and adapt to changing needs.

## 6.5 Safety

**Goals**  
*(What/Who)*

**Enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation.**

**Objectives**  
*(How)*

- SA.1: Implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.
- SA.2: Provide transportation systems and facilities that are safe and secure for people to use, maintain, and operate.
- SA.3: Leverage data and technology to document and eliminate fatal and serious injury crashes.

## 6.6 Sustainability and Climate Action

**Goals**  
*(What/Who)*

**Minimize transportation’s negative role in climate change by reducing GHG emissions for all sectors of transportation, while also reducing air toxics, noise and light pollution, water toxics, and habitat loss.**

**Objectives**  
*(How)*

- SC.1: Achieve state goals for reducing GHG emissions.
- SC.2: Preserve and improve the quality of Oregon’s water, air, and natural ecosystems.



**Cascades West Area Commission on Transportation  
(CWACT)  
2025 Full Commission Meetings**

**Microsoft Teams Information:**

[Join the meeting now](#)

Meeting ID: 221 574 644 93

Passcode: JC7EGw

Dial in by phone

[+1 872-242-8088,,638963468#](#)

Phone conference ID: 638 963 468#

***Meets on the 4<sup>th</sup> Thursday of every two months from 5:00 – 7:00 pm***

<b>Meeting Date</b>	<b>Proposed Location</b>
February 27	Albany/OCWCOG
April 24	Corvallis/Benton Kalapuya Building
June 26	Coastal /TBD
August 28	Albany/OCWCOG/CANCEL
October 23	Benton Kalapuya Building
December 11	Albany/OCWCOG

*(Dates may be cancelled and/or rescheduled based on agenda content and holidays)*

**October 2023**

**Final Work Plan**

*Approved at the October 26, 2023 CWACT Meeting*

**Cascades West Area Commission on Transportation**

**2023-2025**

Introduction

Area Commissions on Transportation (ACTs) offer venues to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. Per the [OTC ACT Policy on Formation and Operation](#), each ACT is expected to prepare a two-year Work Plan that identifies their areas of interest and priorities. Doing so is intended to help focus the work of each ACT and clarify how the group will engage and inform regional and statewide issues. The Work Plan is pre-populated with statewide items that the OTC and ODOT have identified will benefit from ACT engagement. Within this Work Plan the ACT should identify the topics to be covered over the next two years, recognizing things will arise that will require ACT attention that are not yet anticipated. Any identified topic should have a transportation nexus and be tailored to the ACTs ability to contribute or influence.

The Cascades West Area Commission on Transportation (CWACT) received its charter (*Appendix 1*) from the Oregon Transportation Commission in October 1998. For nearly a decade prior to this date the Transportation Advisory Committee of Oregon Cascades West Council of Governments (OCWCOG) served in many respects as an Area Commission on Transportation, providing a forum for regional transportation dialogue, coordination, and decision-making. The CWACT continues to operate as a standing commission of the Oregon Cascades West Council of Governments, wherein the OCWCOG Board of Directors appoints CWACT members annually.

The Cascades West Area Commission on Transportation operates under the following mission statement:

*The concerns of the Cascades West Area Commission on Transportation (CWACT) shall include issues that affect the regional transportation system and its links to areas beyond the region. The Commission recognizes that developing and improving the transportation system is a long-term process. Therefore, CWACT strives to build and sustain the consensus and support for project priorities, plans and policies that benefit the region's transportation system.*

This work plan summarizes the approach of the CWACT to advance its mission over the work plan period.

ACT Chair & Co-Chair

Claire Hall, Chair

Roger Nyquist, Vice-Chair

## Membership and Organization

Each public jurisdiction within the three counties is eligible to participate as a CWACT member. The current voting membership includes up to twenty cities, three counties, two port districts, an intermodal facility, and the Confederated Tribes of Siletz Indians. Representatives of jurisdictions are elected officials and alternates may be local jurisdiction staff members. Additionally, each county can appoint two private sector members and the current representatives have substantial backgrounds in private business, transit, bike/ped, rail, freight and ports. The ODOT Area Manager also serves as a voting member. Any transit or transportation district within the three counties can appoint a voting member as well.

Ex officio (non-voting) members include all state legislators that represent portions of the three counties, the Oregon Coastal Zone Management Association, a staff member of the Corvallis Area Metropolitan Planning Organization, a staff member of the Albany Area Metropolitan Planning Organization and the Chairs of the Cascades West Senior Services Advisory Council and the Cascades West Disability Services Council. Additionally, a member of the Mid-Willamette Valley ACT (MWACT) serves as an ex-officio member, and a CWACT member serves as an ex-officio member of MWACT.

The organizational structure is outlined in the attached Bylaws that were adopted in April, 1999, and amended in 2001, January 2005, and April 2023. CWACT jurisdictions believe its current membership broadly and accurately represent the integrated transportation interests in the three-county area. Refer to *Appendix 2* for a list of full committee members and their affiliation.

CWACT has a written protocol with the Albany Area Metropolitan Planning Organization (MPO) and the Corvallis Area MPO to ensure coordinated efforts.

## Public Involvement

CWACT members encourage and support stakeholder participation and public involvement in regional transportation items. As indicated in its Bylaws, CWACT encourages and supports public involvement by implementing the methods outlined in the attached Policy on Formation and Operation of Area Commissions on Transportation, adopted by the Oregon Transportation Commission on June 13, 2003. The Cascades West Area Commission on Transportation uses videoconferencing technology for its bimonthly meetings. The videoconference connects members at the OCWCOG office in Albany with members attending at the Toledo office of OCWCOG. With the large size of the CWACT region videoconferencing allows the public to be involved in meetings without the need to travel long distances.

Refer to *Appendix 3* for more details on the public involvement process.

## Interest Areas and Priorities

*Appendix 4* provides a regional list of prior interest areas gathered during a Technical Advisory Committee Brainstorm on June 15th, 2021. These may be summarized as shown below along with the associated two-year goals.

## CWACT Interest Areas and Priorities:

- Bring funding and attention to Cascades West Region to improve the transportation system and benefit our members (Goals 1, 3 and 4)
- Emphasize priority corridors to improve safety between key destinations (Goals 1-4)
- Emphasize regional transit connections and work to connect major destinations (Large Employers, airports, transit centers, etc.) in the Cascades West region with frequent and reliable service (Goals 1-4)
- Emphasize regional multi-modal network connections and work to connect major destinations in the Cascade West Region with safe off-street options (Goals 1-4)
- Address growing popularity of the coast as a destination and the subsequent transportation challenges it brings including congestion and evacuation planning (Goals 1 and 4)
- Improve coordination between the ACT and DLCD. Land use and transportation are interconnected and better coordination is needed (Goals 1 and 4)

## Two-Year Goals and Initiatives

Goals relate to the ACT priorities articulated above and have related outcomes.

**Goal 1:** Have more influence over ODOT project selection in the Cascades West Region

**Goal 2:** Develop a regional project priority list

**Goal 3:** Reinforce Oregon Transportation Commission feedback loop when CWACT input is requested

**Goal 4:** Leverage IJIA funding opportunities and other funding sources to complete and support local efforts to apply for regional priority projects

## Meeting Topic Plan

CWACT expects to cover and discuss the following statewide topics:

- STIP funding
  - 2024-2027 current projects
  - 2027-2030 STIP development: This phase will focus on introducing the public to the STIP and the funding constraints for the 2027-2030 STIP. ODOT seeking ACT input on funding priorities. August-October 2023: This phase will focus on seeking input on the funding scenarios.
- Grant opportunities
  - Federal
    - Infrastructure Investment & Jobs Act
    - Federal Lands Access Program
  - State
    - Connect Oregon (likely early or mid-2024)
    - Great Streets Program

- Oregon Community Paths
  - Safe Routes to School Grants
  - Statewide Transportation Improvement Fund
- Policy & planning updates
  - Oregon Highway Plan (ACT engagement in this plan update to begin in 2024)
  - Rail Plan (ACT engagement in this plan update in 2024)
  - Transportation Safety Action Plan (ACT engagement in this plan update in 2024)
  - Climate Friendly & Equitable Communities Rulemaking
- Issues of statewide interest (e.g., revenue and funding discussions)
- Identify regional funding needs and priorities
  - See ACT Priorities topic above
- Equity and transportation
  - Engage diverse voices
  - Consider equity in transportation plans, projects, and processes
- Emerging Issues
  - Vehicle electrification, micro-mobility, etc.

Calendar Plan

Meeting	Scheduled	Possible
Holiday 2023 (Tentative)	<ul style="list-style-type: none"> <li>• STIP Funding Priorities</li> <li>• Regional Funding needs and priorities</li> </ul>	<ul style="list-style-type: none"> <li>• CWACT Region Construction Update</li> </ul>
February 2024	<ul style="list-style-type: none"> <li>• Member Orientation</li> <li>• Membership Updates</li> <li>• Diversity, Equity, and Inclusion Training</li> <li>• Aviation Grant</li> </ul>	<ul style="list-style-type: none"> <li>• Policy and Planning Updates – high level introduction</li> <li>• Regional Funding needs and Priorities – cont.</li> </ul>
April 2024	<ul style="list-style-type: none"> <li>• Grant Opportunities</li> <li>• Connect Oregon</li> <li>• Oregon Highway Plan</li> <li>• Rail Plan</li> <li>• Transportation Safety Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Funding needs and Priorities – cont.</li> <li>• Diversity, Equity, and Inclusion Training</li> <li>• Intercity Transit</li> </ul>
June 2024	<ul style="list-style-type: none"> <li>• Revenue and Funding Discussions</li> <li>• Membership Updates</li> </ul>	<ul style="list-style-type: none"> <li>• Emerging Issues – Micro-mobility</li> </ul>
August 2024 (Optional summer recess)	n/a	n/a
October 2024	<ul style="list-style-type: none"> <li>• Equity and Transportation</li> <li>• Grant Opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Climate Friendly &amp; Equitable Communities Rulemaking/</li> </ul>

Meeting	Scheduled	Possible
		Transportation Policy Changes
Holiday 2024	<ul style="list-style-type: none"> <li>• Regional funding needs and priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Emerging Issues – EVs</li> <li>• CWACT Region Construction Update</li> </ul>
February 2025	<ul style="list-style-type: none"> <li>• Member Orientation</li> <li>• Membership Updates</li> <li>• Grant Opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation Policy Changes</li> </ul>
April 2025		<ul style="list-style-type: none"> <li>• Transportation Plans Updates (as needed)</li> <li>• Regional Funding Needs and Priorities</li> </ul>
June 2025	<ul style="list-style-type: none"> <li>• Revenue and Funding Discussions</li> </ul>	<ul style="list-style-type: none"> <li>• ODOT Tolling Program Update</li> </ul>
August 2025 (Optional summer recess)	<ul style="list-style-type: none"> <li>• n/a</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
October 2025	<ul style="list-style-type: none"> <li>• Equity and Transportation</li> <li>• Grant Opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation Policy Changes</li> </ul>

Appendices

Appendix 1: Charter Letter



**Oregon**  
John A. Fitzhugh, M.D., Governor

Oregon Transportation Commission  
355 Capitol St. NE  
Salem, OR 97310

October 14, 1998

FILE CODE:

Grace Crunican, Director  
Oregon Department of Transportation  
135 Transportation Building  
Salem, OR 97310


**Authorization of Initial Charter for the Cascades West  
Area Commission on Transportation**

The Oregon Transportation Commission (OTC) has considered the proposal for formation of the Cascades West Area Commission on Transportation and has reviewed the initial charter offered for this area commission. The Cascades West Area Commission on Transportation is granted on initial charter authorizing the formation and operation of the area commission.

The charter recognizes the Cascades West Area Commission on Transportation as an official advisory body to the OTC on transportation issues within and affecting the Benton, Linn, and Lincoln county area of Oregon. The charter is subject to the following provisions:

- The charter is effective through June 2000 and is subject to renewal for subsequent periods of time upon approval of the OTC;
- The area commission will make periodic progress reports to the OTC on its formation and work;
- The area commission is authorized to perform all of the functions recommended by the State Advisory Committee of the Oregon Transportation Initiative.

The Oregon Transportation Commission commends the leaders of the Cascades West for their willingness to partner with us in planning and developing a safe and efficient transportation system for our citizens. We look forward to our work together as we strive to enhance Oregon's livability and economic opportunities through thoughtful transportation investments.

  
Henry H. Hewitt  
Chairman

Cc: Oregon Transportation Commission Members  
Gary Johnson  
Dave Bishop → Bob P. Sims



Appendix 2: List of Members and Representation

**2023-2024 CWACTION Membership**

<b>Last Name</b>	<b>First Name</b>	<b>Representing</b>	<b>Category</b>	<b>Term Expires</b>
McGregor	Billy	Albany Area MPO	Ex-Officio	Permanent
Stockhoff	Gary	Benton County	Alternate	12/31/2023
Malone	Pat (Vice-Chair)	Benton County	Primary	12/31/2023
Bronstein	Sarah	Benton County – Private Sector	Primary	12/31/2023
Irish	Ron	City of Albany	Alternate	12/31/2023
Montague	Jackie	City of Albany	Primary	12/31/2023
Gesher	Greg	City of Corvallis	Alternate	12/31/2024
Napack	Jan	City of Corvallis	Primary	12/31/2024
Short	Kathy	City of Depoe Bay	Alternate	12/31/2024
Bedingfield	Lindsay	City of Depoe Bay	Primary	12/31/2024
McMillen	Randy	City of Halsey	Primary	12/31/2024
Whitlatch	Ron	City of Lebanon	Alternate	12/31/2024
Michelle	Steinhebel	City of Lebanon	Primary	12/31/2024
Mark	Rick	City of Lincoln City	Primary	12/31/2024
Parson	Mitch	City of Lincoln City	Alternate	12/31/2024
Booth	Janelle	City of Millersburg	Alternate	12/31/2023
Sullivan	John	City of Millersburg	Primary	12/31/2023
Lindner	Lisa	City of Monroe	Alternate	12/31/2024
Cuthbertson	Jeanni	City of Monroe	Primary	12/31/2024
Botello	Beatriz	City of Newport	Alternate	12/31/2023
Kaplan	Jan	City of Newport	Primary	12/31/2023
Lehman	Matt	City of Philomath	Primary	12/31/2024
Sanchez	Angelita	City of Sweet Home	Primary	12/31/2024
Samaneigo	Joe	City of Tangent	Primary	12/31/2024
Kamikawa	Betty	City of Toledo	Primary	12/31/2023
Greg	Holland	City of Waldport	Primary	12/31/2024
O'Shaughnessey	Mary Ellen	City of Yachats	Primary	12/31/2024
Barlow-Lind	Pam	Conf. Tribes of Siletz Indians	Alternate	12/31/2024
Peterson	Bonnie	Conf. Tribes of Siletz Indians	Primary	12/31/2024
Jacobson	Kaety	Lincoln County	Alternate	12/31/2024
Hall	Claire	Lincoln County	Primary	12/31/2024
Gray	Cody	Lincoln County – Private Sector	Primary	12/31/2022
Sprenger	Sherrie	Linn County	Alternate	12/31/2023
Nyquist	Roger	Linn County	Primary	12/31/2023
Steele	Janet	Linn County – Private Sector	Primary	12/31/2023
Feldmann	James	ODOT	Alternate	Permanent
Crawford	Savannah	ODOT	Primary	Permanent
Chuck	Walter	Port of Newport	Alternate	12/31/2024
Sylvia	Gil	Port of Newport	Primary	12/31/2024

## *Appendix 3: Public Involvement*

### **Public Involvement**

ACT meetings will comply with the meetings of the Oregon Public Meetings Laws, ORS 192.610 to 192.690. "Meeting" means the convening of a governing body of a public body for which a quorum is required to make a decision or deliberate toward a decision on any matter." ORS 192.610(5). Meetings include information-gathering sessions, working lunches and electronic meetings. All ACT meetings will be open to public attendance and any members of the public may attend any meeting of the ACT.

### **A. MINIMUM REQUIREMENTS FOR REGULARLY SCHEDULED MEETINGS**

The Act will conduct all meetings in accordance with the following minimum requirements and will strive to meet the preferred standards. The regular meeting requirements will be supplemented with the methods found in Table 1 if the meeting falls into the following additional categories:

Developing project priorities for Draft STIP using approved criteria.

Draft STIP public hearing.

Special meetings.

Electronic meetings.

#### **Meeting Notice**

- Advance notice to interested persons and stakeholder groups on ACT mailing list and to new media which have requested notice.
- Notices must include time, place, agenda (principal subjects) and name of person and telephone number (including TTY number) at the public body to contact to make a request for an interpreter for the hearing impaired or for other communication aids.
- A good faith effort must be made to provide an interpreter for hearing-impaired persons on receipt of proper notice. ORS 192.630(5).

#### **Meeting Materials**

- For decision items, distribute information to everyone in attendance at the meeting.
- Provide time on the agenda for general public comment.

#### **Meeting Schedule**

- If regularly scheduled meetings are not possible, the minimum standard is to provide extra public notification by following the Preferred method of meeting notification.

#### **Meeting Location**

- Meets accessibility requirements of the Americans with Disabilities Act (ADA).
- No meeting may be held in buildings where discrimination (race, sex, age, national origin, color, creed, disability) is practiced. ORS 192.630(3).
- Generally held within the geographic boundaries of the ACT's jurisdiction. Training sessions may be held anywhere.
- Contains adequate seating facilities to encourage attendance by the general public.

**Meeting Minutes** – Minutes shall be prepared for all ACT meetings. Minutes must include at least:

- Members present.
- All motions, proposals and resolutions proposals, and their dispositions.

- Results of all votes/decisions. Secret ballots prohibited.
- Substance of all discussion.
- Reference of all documents discussed (confidentiality of records exempt from disclosure may be protected).
- After each ACT meeting the ACT shall prepare and distribute the minutes prior to the next ACT meeting.
- As appropriate to the Area, meeting minutes shall be provided in languages other than English.<sup>7</sup>
- Minutes must be preserved for a reasonable time.

## **B. PREFERRED STANDARD FOR REGULAR MEETINGS**

In addition to the minimum requirements, the preferred standard for regular meetings includes,

### **Meeting Notice**

- One week advance notice.
- Notices posted at local public institutions (city hall, library, community center, etc.).
- Notices posted on ACT website, along with links to meeting agendas, past meeting minutes, technical materials and documentation.

### **Meeting Materials**

- Provide advance agenda one week prior to the meeting, either on the ACT website or through the mail.
- For decision items, provide technical materials and supporting documentation one week prior to the ACT meeting. Materials can be distributed through the ACT website and/or through the mail.
- Provide copies of all correspondence received prior to the meeting to the ACT members and the public attending the meeting.

### **Meeting Schedule**

- Regular schedule (e.g., meetings at 1:00 p.m. on the last Thursday of each month).

### **Meeting Location**

- Easily accessible by public transportation.

### **Meeting Minutes**

- Post minutes from the meeting on the ACT website.

## **C. EXECUTIVE SESSIONS**

The responsibilities of the ACT do not include work permitted in an executive session (ORS 192.660).

## **D. CONTROL OF MEETINGS**

- The presiding officer has inherent authority to keep order at meetings – can “reasonably” regulate the use of cameras and tape recorders.
- No smoking is permitted at any meeting of the ACT.

## **E. ROLES AND RESPONSIBILITIES**

Roles and responsibilities of parties engaged in public involvement activities on behalf of ACT will be designated in the joint agreement identified in Section V.B., Staffing and Financial Support.

## **F. PUBLIC COMMENT**

The public shall be provided opportunities to speak to the merits of the proposals before the ACT and to forward their own proposals. Public commentary may be taken at any time during the ACT meeting. Copies of all correspondence received prior to the meeting shall be available for ACT members and the public at the meeting. The ACT public involvement process shall demonstrate explicit consideration and response to public input during the planning and program development process.

Type of Meeting		Meeting Notice		Meeting Materials		Meeting Schedule		Meeting Location
Minimum Developing Project Priorities for Draft STIP Using Approved Criteria	Preferred - Same as Regular Meetings	Minimum - Same as Regular Meetings plus - Paid Advertising	Preferred - Same as Regular Meetings	Minimum - Same as Regular Meetings	Preferred - Same as Regular Meetings	Minimum - Same as Regular Meetings	Preferred - Same as Regular Meetings	- Same as Regular Meetings plus - In establishing outreach activities for specific projects or topics consider locations that would be frequented by that community (e.g., social service organizations, schools).
Draft STIP Public Hearing	- Same as Regular Meetings plus - Paid Advertising	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	Same as Developing Project Priorities for Draft STIP Using Approved Criteria
Special Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings

	plus - Minimum 24 hours Notice							
Electronic Requirements apply to all meetings by electronic means (e.g., personal computers)	- Same as Minimum for meeting type listed above. All procedural and formal requirements apply (minutes, notices, etc.). ORS 192.670.	- Same as Preferred for appropriate meeting type listed above.	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings	- Same as Regular Meetings plus - Room with "listening" device	- Same as Regular Meetings

Appendix 4: Regional Projects List from TAC Brainstorm on June 6<sup>th</sup>, 2021

Safety	Congestion Mitigation	Bike/Pedestrian	Bridges	Planning
Intersection Safety Improvement - Hwy 34 with Riverside Dr and Orleans Dr	I-5 Albany Area Corridor Improvements identified in ODOT study	Extend Hwy 34 multiuse path from Riverside Dr to Looney Lane	Replacement of railroad bridge crossing Hwy 20 near 59th St in Sweet Home	Yaquina Bay bridge replacement Study
Intesection Safety Improvement - Hwy 226 and Richardson Gap	Hwy 20/34 Signal Improvements Philomath - Corvallis	Multiuse path on N Side of Hwy 20 from 60th St to Quartzville Dr (Sweet Home)	Bridge in Siletz is too narrow - current safety issue	Benton County freight route study (Bellfountain Road)
Street Safety and ADA improvements to Hwy 226 through Scio	Hwy 20 Corridor Signal Improvements North Albany - Albany	Hwy 20 Albany - Corvallis bike path (middle segment Merloy to Scenic) and also the North Albany segment needs some planning to address railroad crossing	General bridge/culvert replacement/improvements through the region	Regional EV charging station plan
Intersection Safety Improvement - Hwy 20 and Knox Butte Rd	Hwy 34 and I-5 Park & Ride facility improvements (potentially with EV charging)	Sidewalk segment from HP to downtown Corvallis		Coastal evacuation route improvements
Intersection Safety Improvements and pedestrian/ADA improvements - Hwy 20 Toledo to Newport	New park & ride in Lebanon Hwy 34 and 7 Mile Ln	Completion of west segment of Philomath couplet		Alternate routes to Hwy 101 around Yaquina Bay, maybe through Toledo - Evacuation route from south Lincoln County to Hwy 20
Hwy 101 East Devils Lake to Logan Rd (also congestion mitigation and bike/ped improvements)	Hwy 99 Circle to Elks (Corvallis) - Signal improvements, maybe additional lanes	Sidewalk on Hwy 101 NW 25th to 36th St (Newport)		Valley to Coast multi-use path (recreational)
Lewisburgh/Granger 99W signal safety improvements	1st and Lyon Intersection (Albany) - right turn N on to the bridge	RRFB along north Hwy 101 NW 60th, NW 55th, 31st, Hwy 20 & Benton, Hwy 20 & Eads (Newport)		Bike/Ped crossing N Albany to Albany (over Willamette - how to connect Albany to the Corvallis-Albany path)
		Signalize 40th and Hwy 101 and connect multiuse path to 35th, sidewalk from Ferry Slip to 40th (Newport)		Highway 20 High Capacity Transit Study
		Multiuse Path N Corvallis to Adair Village along Hwy 99 - Circle to Conifer/Elks		
		Multiuse Path Millersburg - Jefferson		
		Oregon Coast Trail/Bike Route Completion (recreational)		