

**Cascades West Area Commission on Transportation  
Technical Advisory Committee Meeting  
Monday, February 2<sup>nd</sup>, 2026  
1:00 pm – 3:00 pm**

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

ODOT District 4 Office – Mary's Peak Conference Room  
3700 SW Philomath Blvd, Corvallis, Oregon 97333

**Teams Link [HERE](#)**  
Meeting ID: 217 475 132 048 16  
Passcode: yh9Aa2WK

**Dial-In**  
1-971-277-1965  
Phone Conference ID: 292 527 308#

**Contact: Erica Bratton ([Erica.Bratton@odot.oregon.gov](mailto:Erica.Bratton@odot.oregon.gov))**

## **AGENDA**

1)	1:00	<b>Introductions</b>	ODOT Staff
2)	1:05	<b>Technical Committee Chair</b>	ODOT Staff
<b>Action:</b> Elect Chair to serve for 2026			
3)	1:10	<b>Approval of April 18<sup>th</sup>, 2023, Meeting Minutes (<a href="#">Attachment A</a>)</b>	Chair
<b>Action:</b> Approval of minutes			
4)	1:15	<b>Public Comment</b> <i>This is an opportunity for members of the public to comment on the activities/agenda of the Technical Committee.</i>	Chair
5)	1:25	<b>Regional Project Priorities</b> ( <a href="#">Attachment B: June 2021 Regional Priorities List</a> )	ODOT Staff
<i>(<a href="#">Attachment C: Informing the Capital Investment Plan Presentation, incl. June 2024 Regional Priorities List</a>)</i>			
<i>ODOT Staff will present a process to prioritize 3-5 projects for the CWACT Capital Improvement Plan project list.</i>			
<b>Action:</b> Discussion			
6)	1:40	<b>Lincoln County</b>	Chair

**Action:** Define & prioritize project list for Lincoln County

7) 2:00 **Benton County** Chair

**Action:** Define & prioritize project list for Benton County

8) 2:20 **Linn County** Chair

**Action:** Define & prioritize project list for Linn County

9) 2:40 **Finalize Project List**

**Action:** Define 3-5 priority projects (from a list of approximately 10 total projects) for CWACT Full Commission consideration

10) 3:00 **Adjournment** Chair

#### **CWACT Technical Committee Members (2026)**

<b>Name</b>	<b>Jurisdiction</b>
Rob Emmons	City of Albany
Rory Rowan	City of Corvallis
Mike Trippett	City of Lebanon
Andrew Potts	City of Millersburg
Derrick Tokos	City of Newport
Garry Black	City of Philomath
Brian Lorimor	City of Toledo
Jaime White	City of Waldport
Gary Stockhoff	County- Benton
Mikal Diwan	County- Lincoln
Amy Ramsdell	County- Linn
Ian Keene	Confederated Tribes of Siletz Indians

**Cascades West Area Commission on Transportation  
Technical Advisory Committee Meeting  
Tuesday, April 18, 2023  
Remote Meeting**

**Draft Minutes**

**Attendees:** Dainéal Malone, Roy Kinion, Billy McGregor, James Feldmann, Greg Gescher, Corum Ketchum, Ron Irish, and Derrick Tokos

**Staff:** Nick Meltzer, Emma Chavez-Sosa, and Ashlyn Muzechenko

**1. Introductions and Agenda Review**

The CWAUT Technical Advisory Committee Meeting opened by Staff Nick Meltzer at 2:02 pm and introductions were conducted.

**2. Election of 2023 Chair**

Election of Chair was conducted, and members met consensus for Billy McGregor of AAMPO to serve as Chair for 2023 CWAUT TAC.

***DECISION: Consensus for***

**3. Approval of June 15, 2021, Meeting Minutes**

Chair McGregor asked for a motion to approve the previous meeting minutes.

Greg Gescher moved to approve the June 15, 2021, meeting minutes. James Feldmann seconded. The motion passed unanimously.

***DECISION: Consensus to approve the June 15, 2021, meeting minutes as presented.***

**4. Public Comment**

There were no public comments as there were no members of the public present.

**5. Regional Project Priorities (Attachment B)**

Meltzer noted that the minutes from the last meeting gave insight to this agenda item as the goal of the TAC is to create a regional project priority list to be sorted into specific categories.

Meltzer shared that since the previous priority list was developed in 2021, there has been a new regional infrastructure bill, which everyone is just now understanding and finding new information about to guide a new regional priority project list.

Meltzer added that ODOT regional staff members are often asked for local regional priority projects along with local priority projects previously known as "earmarks".

Meltzer shared that the goal for today is to share the overall process and create a plan for TAC over the next few months.

Meltzer noted the proposed process and schedule with today's goal to be plan and inform for the TAC over the next couple of months, with a focus on TAC and Local

needs. Meltzer added there is a proposal over the next couple of months to submit projects via a survey to the Full Commission to really understand the regional needs of CWAUT. The full list will come to the Full Commission in August or October of 2023 for discussion. The main goal is to have a full list of projects and priorities by the end of the calendar year.

Meltzer shared that the ACT has been trying to approach having projects in corridors for the region. There will be two lists of projects, one of which is a generated list of projects on ODOT corridors. The second list will be a local list of priority projects that can benefit the whole region.

The CWAUT TAC members in attendance noted that there were no concerns about the planned approach.

Meltzer added that this list of projects will be developed and shared as the CWAUT's region priorities. However, Meltzer stated that just because a project is top ranked, it doesn't mean it will get funded, likewise, if a project is lower on the scale, it doesn't mean it won't get any funding.

Feldmann added that it might be helpful to provide funding or grant opportunities for the projects on the list to see if there are other options than the usual funding sources for the priority projects on the region's list.

Chair McGregor noted for grant targeting, when soliciting projects via the online survey, is there a plan to engage the public and what is the grant targeting plan.

Meltzer answered that staff can provide the list of projects for public comment if the members of the TAC and the Full Commission wanted. Meltzer noted that these projects are coming from the local members and the projects are coming from committees who have regular meetings with public processes.

Feldmann noted that anything that isn't in TSP or an RTP will have to have the public process added to it.

## **6. Adjournment**

The meeting was adjourned at 2:17 pm by Chair McGregor.

## Regional projects list updated from Technical Committee brainstorm on June 6th, 2021

Safety	Congestion Mitigation	Bike/Pedestrian	Bridges	Planning
OR 34 Intersection safety improvements at Riverside Drive and Orleans Drive (Benton County)	I-5 Corridor improvements between Knox Butte and U.S. 20 (Albany, Linn County)	U.S. 20 Shared use path extension from Riverside Drive to Looney Lane (Linn County)	U.S. 20 Railroad bridge replacement at U.S. 20 near 59th Street (Sweet Home, Linn County)	U.S. 101 Yaquina Bay Bridge replacement study (Newport, Lincoln County)
OR 226 Intersection safety improvement at Richardson Gap Road (Linn County)	U.S. 20/OR 34 Signal improvements (Corvallis, Benton County)	U.S. 20 Shared use path on north side of U.S. 20 from 60th Street to Quartzville Drive (Sweet Home, Linn County)	OR 229 Bridge modification (City of Siletz, Lincoln County)	Bellfountain Road freight route study (Benton County)
OR 226 Safety & ADA improvements (Scio, Linn County)	U.S. 20 Signal improvements in North Albany (Albany, Benton County)	U.S. 20 Corvallis to Albany path, including segment from HP to downtown Corvallis (Benton County)	General bridge/culvert replacement/improvements (Lincoln, Benton & Linn counties)	Regional EV charging station plan (Lincoln, Benton & Linn counties)
U.S. 20 Intersection safety improvements at Knox Butte Road	I-5 Park & Ride improvements at OR 34, including EV charging (Linn County)	U.S. 20/OR 34 Couplet west segment completion (Philomath, Benton County)		Coastal evacuation route improvements, including south of Yaquina Bay to U.S. 20 (Lincoln County)
U.S. 20 Intersection safety improvements pedestrian/safety improvements from Toledo to Newport (Lincoln County)	OR 99W Signal improvements/added capacity from Circle Boulevard to Elks Drive (Corvallis, Benton County)	U.S. 101 sidewalk from NW 25th Street to NW 36th Street (Newport, Lincoln County)		U.S. 20 high capacity transit study (Lincoln, Benton & Linn counties)
U.S. 101 Safety improvements from East Devils Lake Road to Logan Road, also congestion mitigation and bike/ped (Lincoln City, Lincoln County)	U.S. 20 Signal improvements at 1st Avenue and Lyons Street, right turn north onto bridge (Albany, Benton County)	U.S. 101 enhanced crossings (rectangular rapid flashing beacon) at NW 60th, NW 55th, and NW 31st (Newport, Lincoln County)		Corvallis to Sea Trail study
OR 99W Intersection safety improvements at Granger Avenue (Benton County)		U.S. 20 enhanced crossings (rectangular rapid flashing beacon) at Benton Street and Eads Street (Newport, Lincoln County)		U.S. 20 Share use path from North Albany into downtown study (Albany, Linn County)
		OR 99W Shared use path between north Corvallis and Adair Village (Benton County)		U.S. 20 Shared use path from Merloy to Rainwater study (Benton County)
		OR 164 Shared use path between Millerburg and Jefferson (Linn County)		
		U.S. 101 Oregon Coast Trail & Oregon Coast Bike Route completion (Lincoln County)		
		U.S. 101 Signal improvements at SE 40th Street with shared use path connection to 35th Street and sidewalk connection to Ferry Street (Newport, Lincoln County)		



# Informing the Capital Investment Plan

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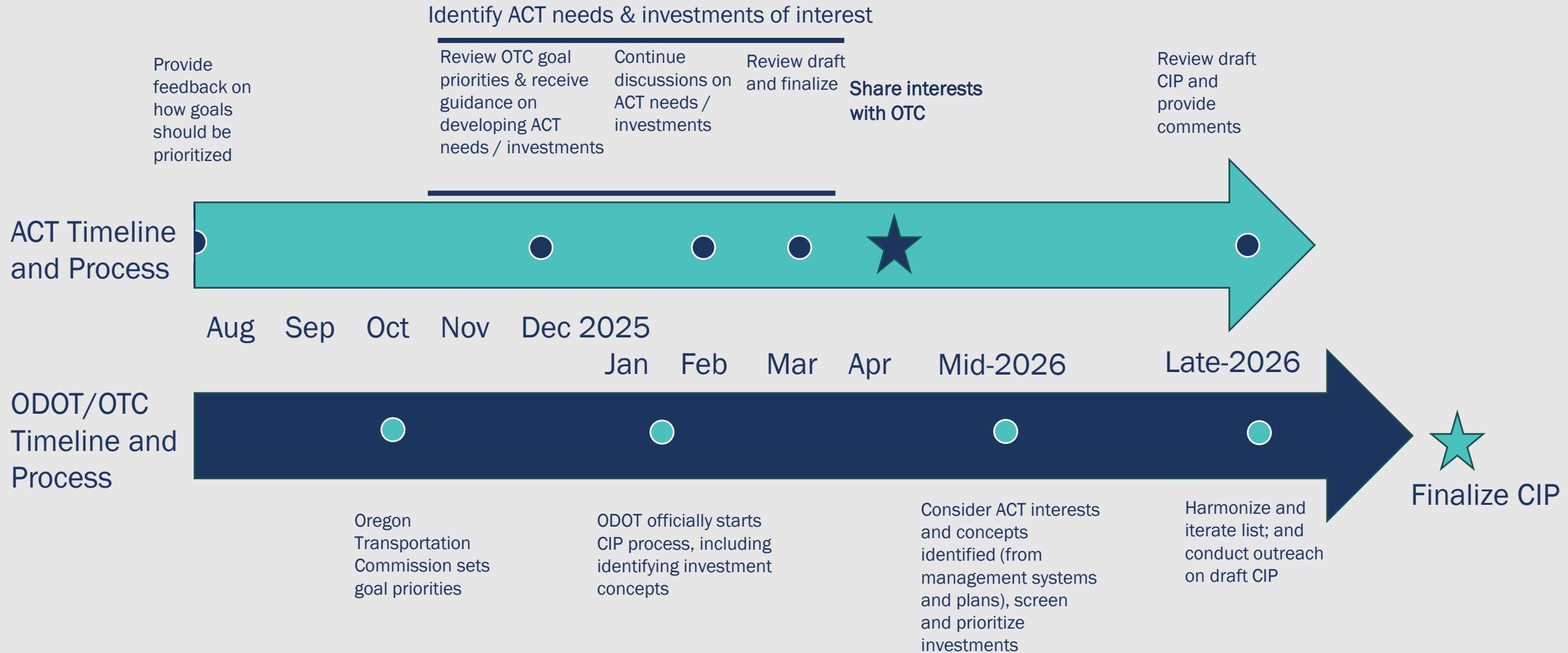
Cascades West Area Commission on Transportation

# ACT Role in the CIP

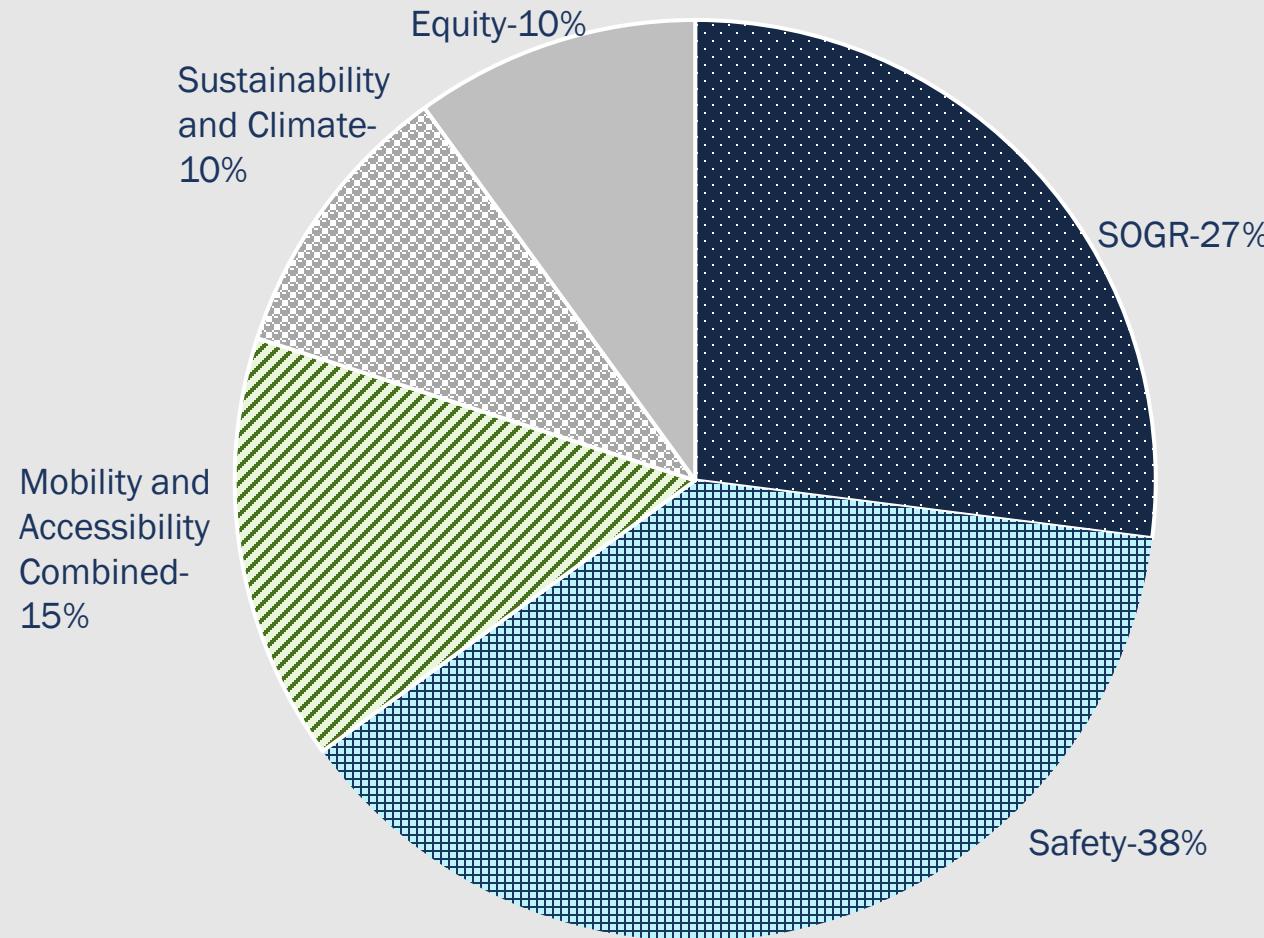
- Inform CIP development (10-year horizon)
  - ✓ Make recommendations for the prioritization and weighting of goals (e.g. State of Good Repair, Safety, Mobility) that will be used to help screen investments
    - Recommendations shared with OTC and used in their final decision
    - Update every 3-5 years
  - ✓ Identify needs and investment opportunities that are high-interest to the ACT
    - Sent to OTC and ODOT to consider for inclusion in the CIP (is not a guarantee of inclusion or funding)
    - ACTs to update every 2 years
- Comment on draft CIP



# Timeline and Process



# Final Preferred Scenario Capital Investment Plan Policy Goal Weights



Goals

- Stewardship / State of Good Repair
  - Maintains asset lifecycle
  - Maintains infrastructure
  - Improves resilience (seismic & climate)
- Safety
  - Reduces fatalities and serious injuries
  - Implements crash reduction strategies
- Mobility
  - Travel time improvements
  - Improved reliability
- Accessibility
  - Completes a critical connection
  - Improves multimodal access
  - Supports moving people of all abilities
- Sustainability and Climate
  - Transitions to cleaner vehicles and fuels
  - Reduces Vehicle Miles Traveled
  - Increase low and no emission modes
- Equity
  - Expand access to essential services

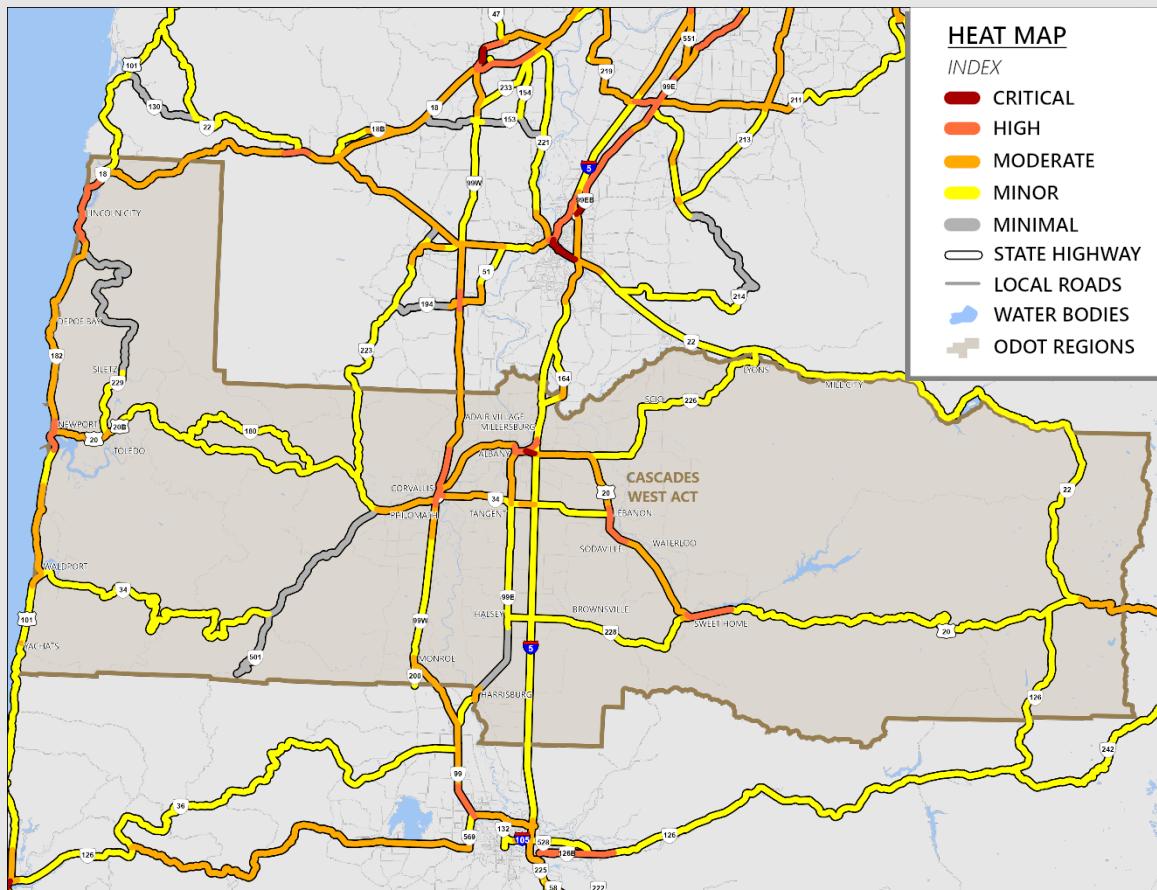
# Identify Needs and Investments of Interest

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Per ACT Guidance document:

- ODOT staff will share heat maps and facilitate discussion on significant potential investments needs and/or opportunities for years 5-10 of the CIP
- Identify the top 3-5 needs and investments of highest interest to the ACT, considering:
  - Reasonableness: an engineering solution is possible and affordable
  - Urgency: there is an immediate and clear need for the investment
  - Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
  - Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)
- Identify other needs and investments of interest on the state system (no more than 10), using same considerations
- Refine initial list with ODOT Region support
- Submit to Oregon Transportation Commission in April/May 2026

# Identify Top 3-5 Priority Investments

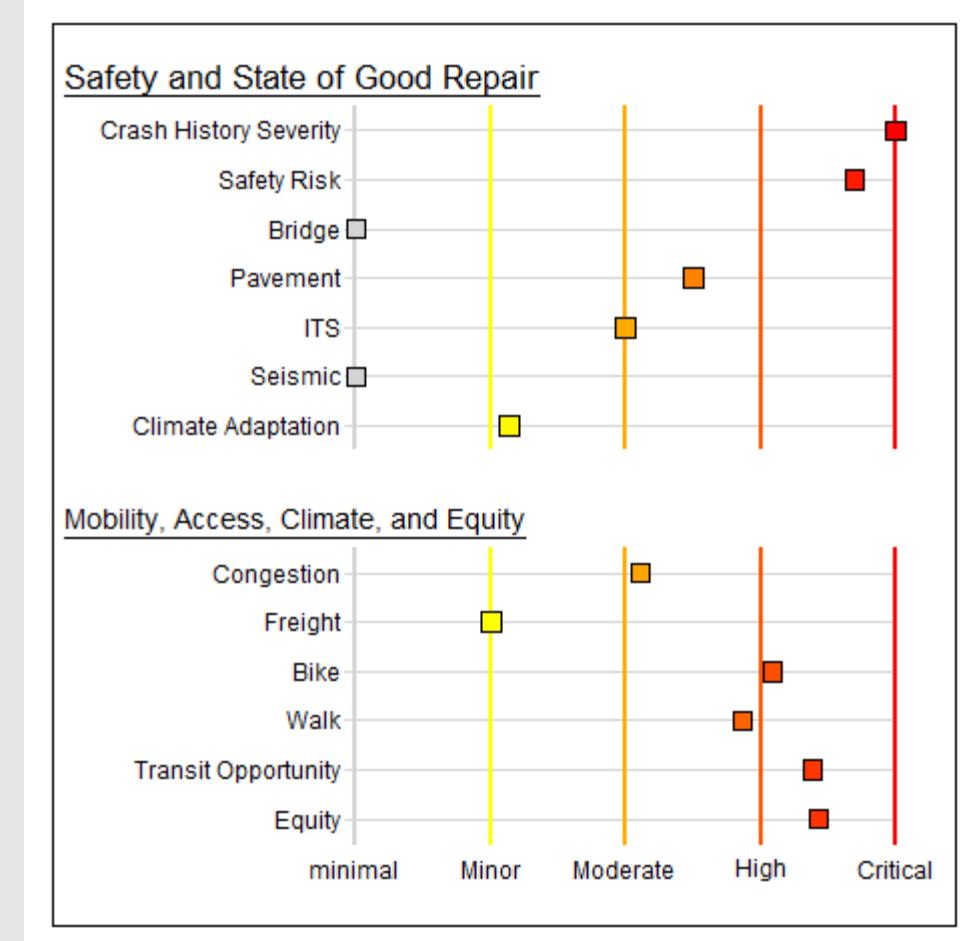
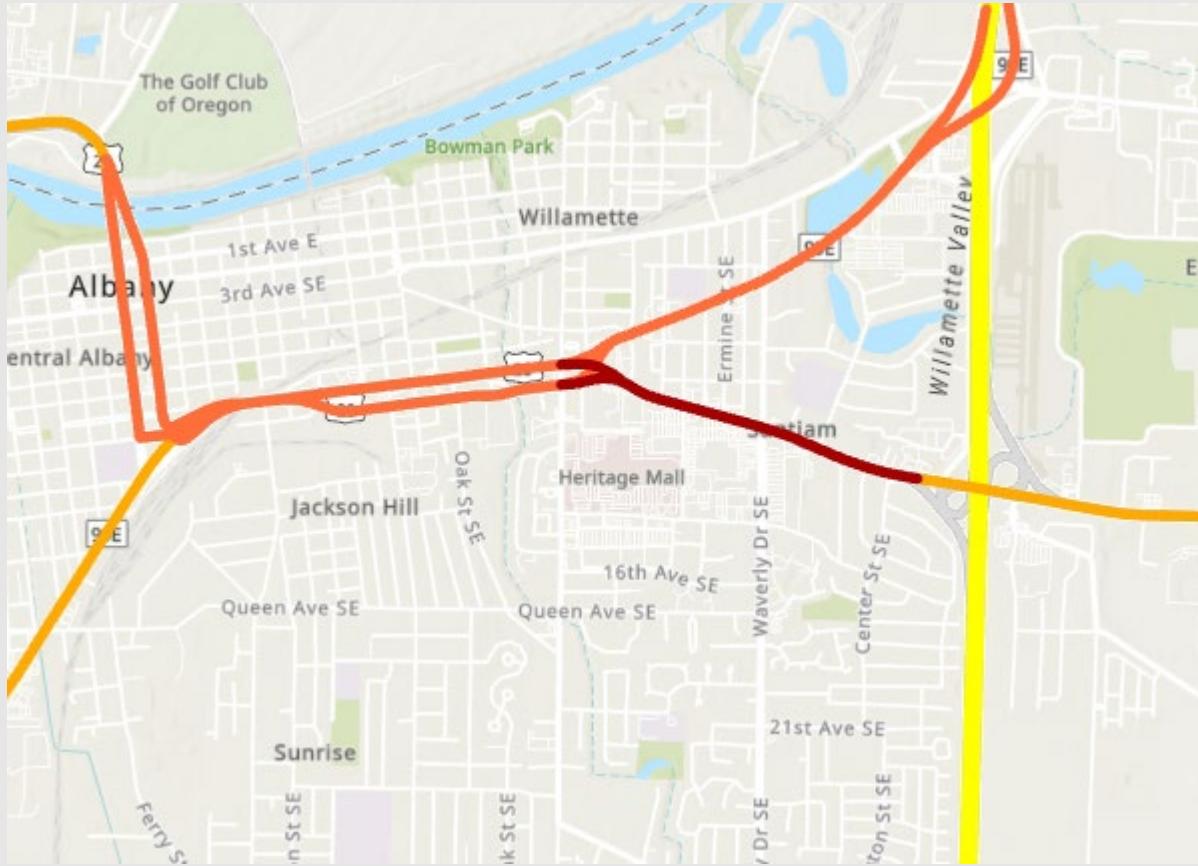


Identify top 3-5 priority investments, considering:

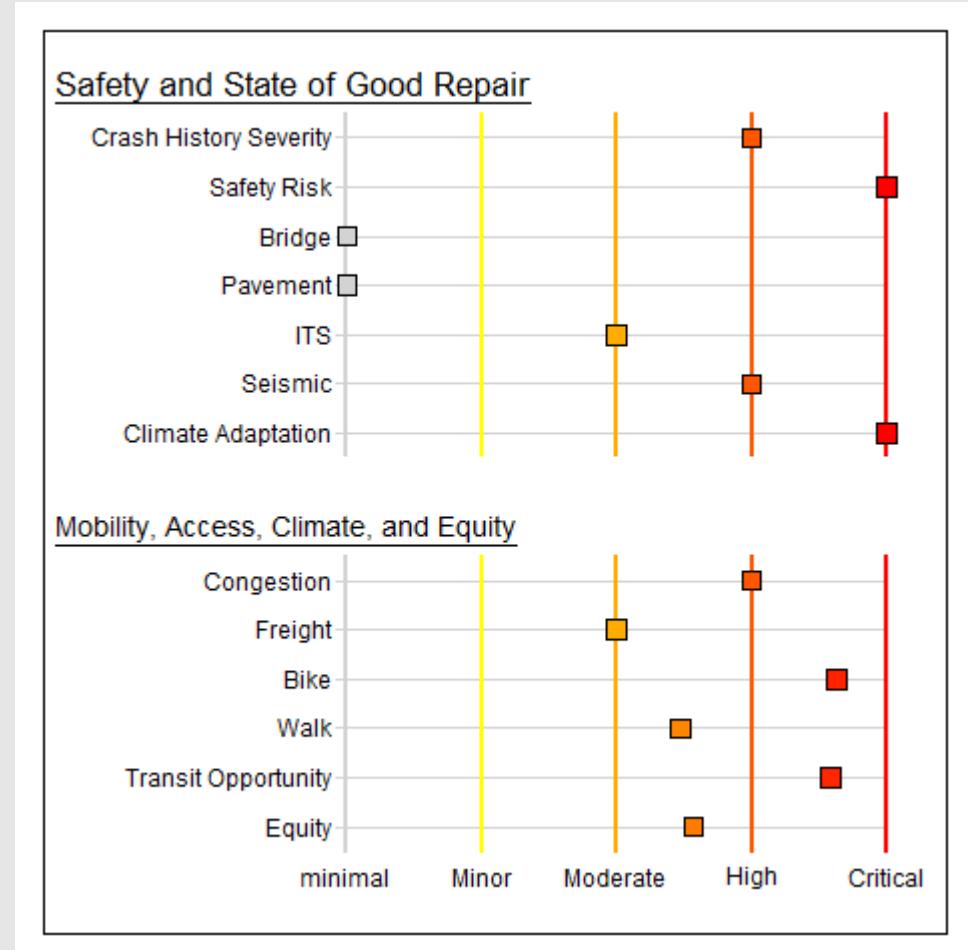
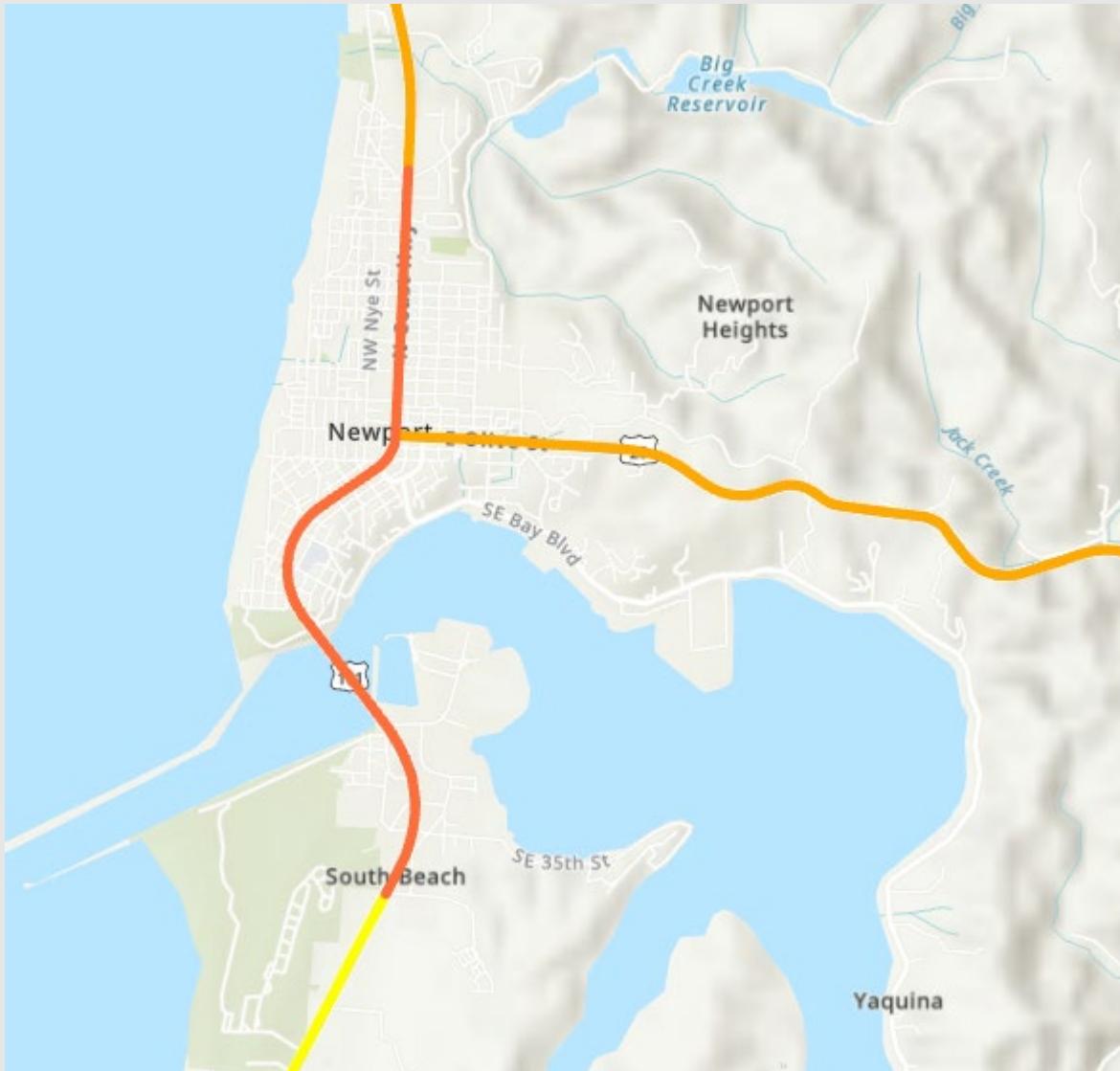
- Reasonableness: an engineering solution is possible and affordable
- Urgency: there is an immediate and clear need for the investment
- Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
- Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)

\*Investments recently completed or underway may not be reflected on this map.

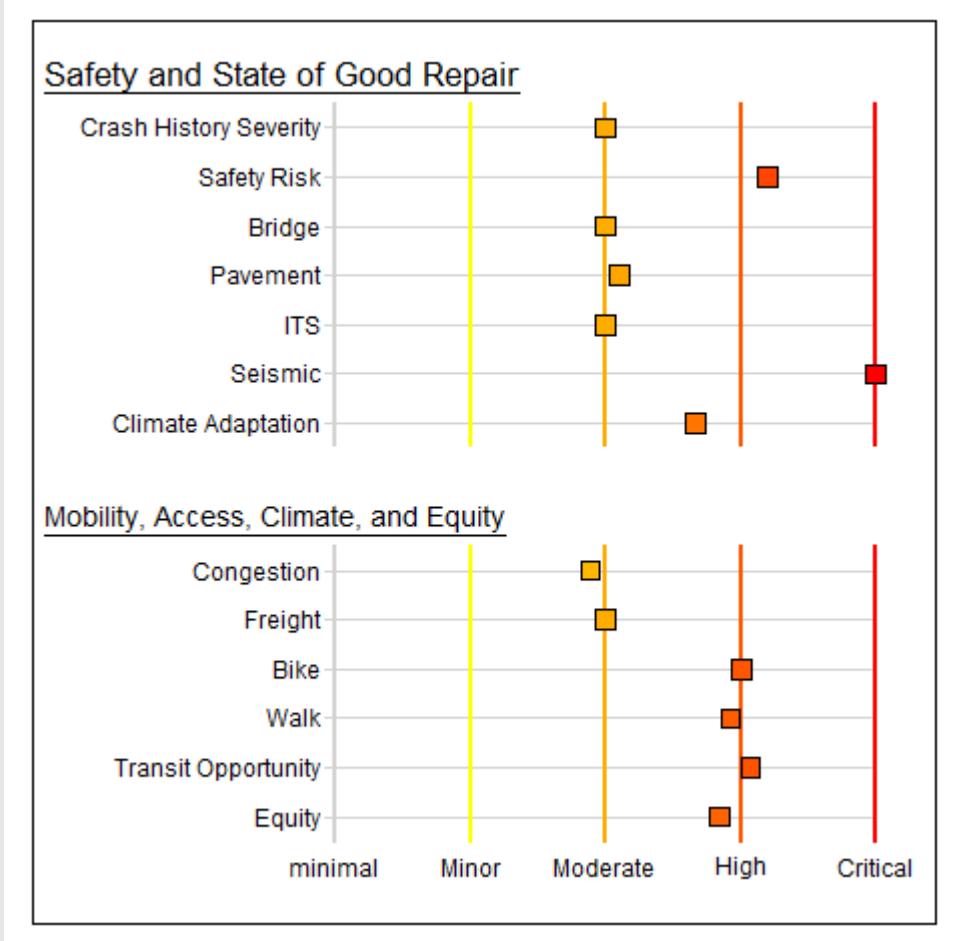
# US 20 Albany 9<sup>th</sup> Street



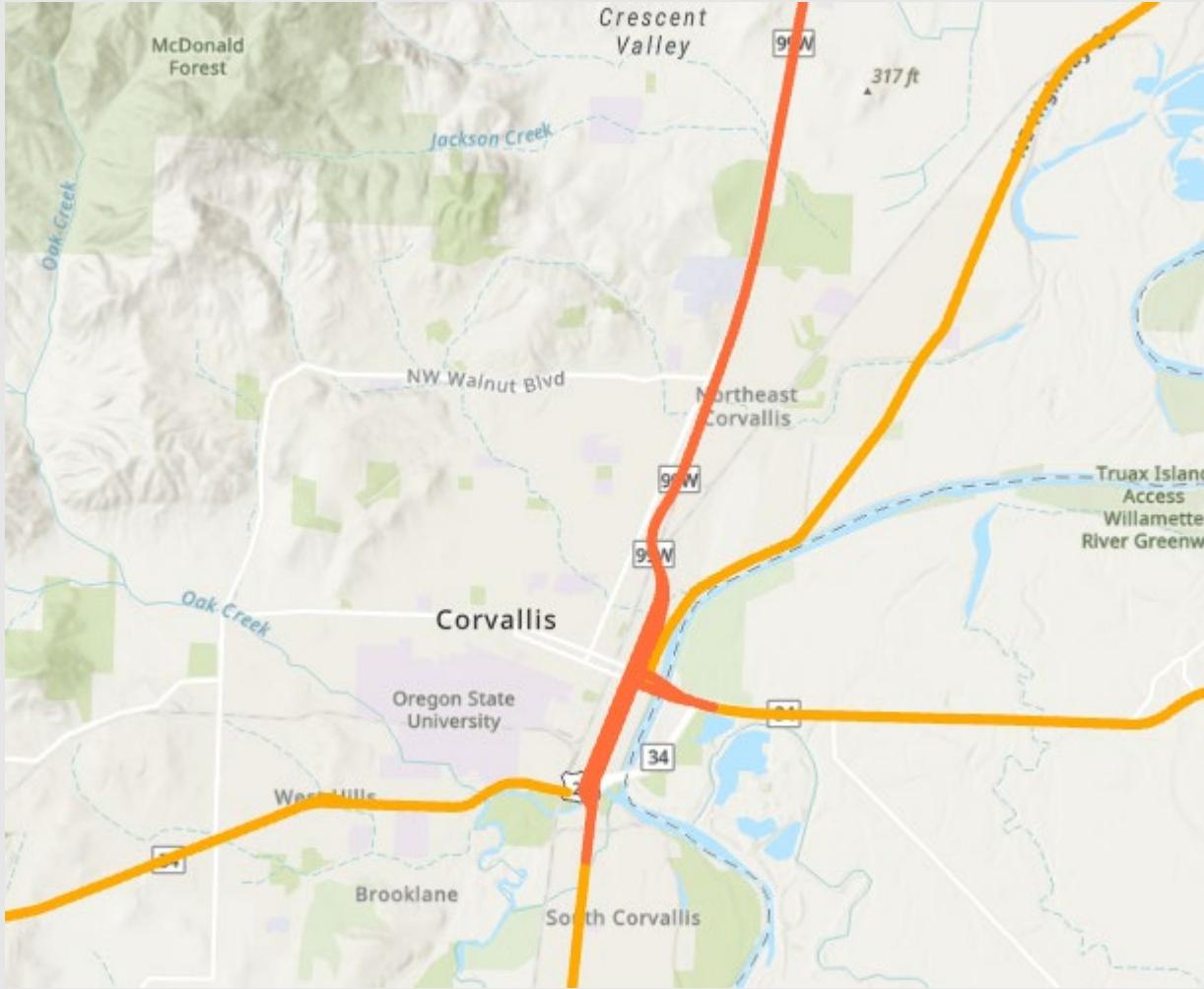
# US101 through Newport



# US101 Through Lincoln City



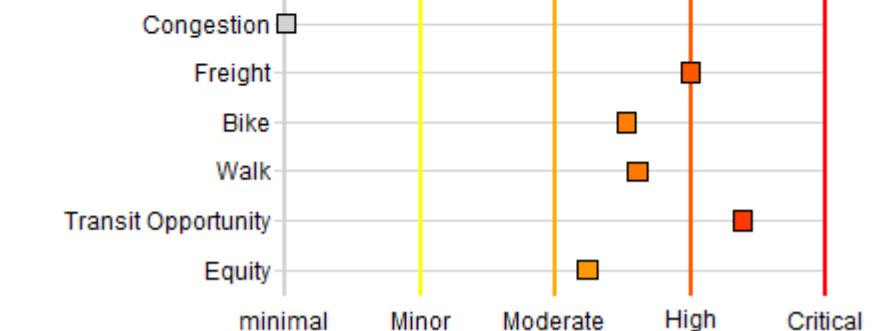
# OR99W Corvallis



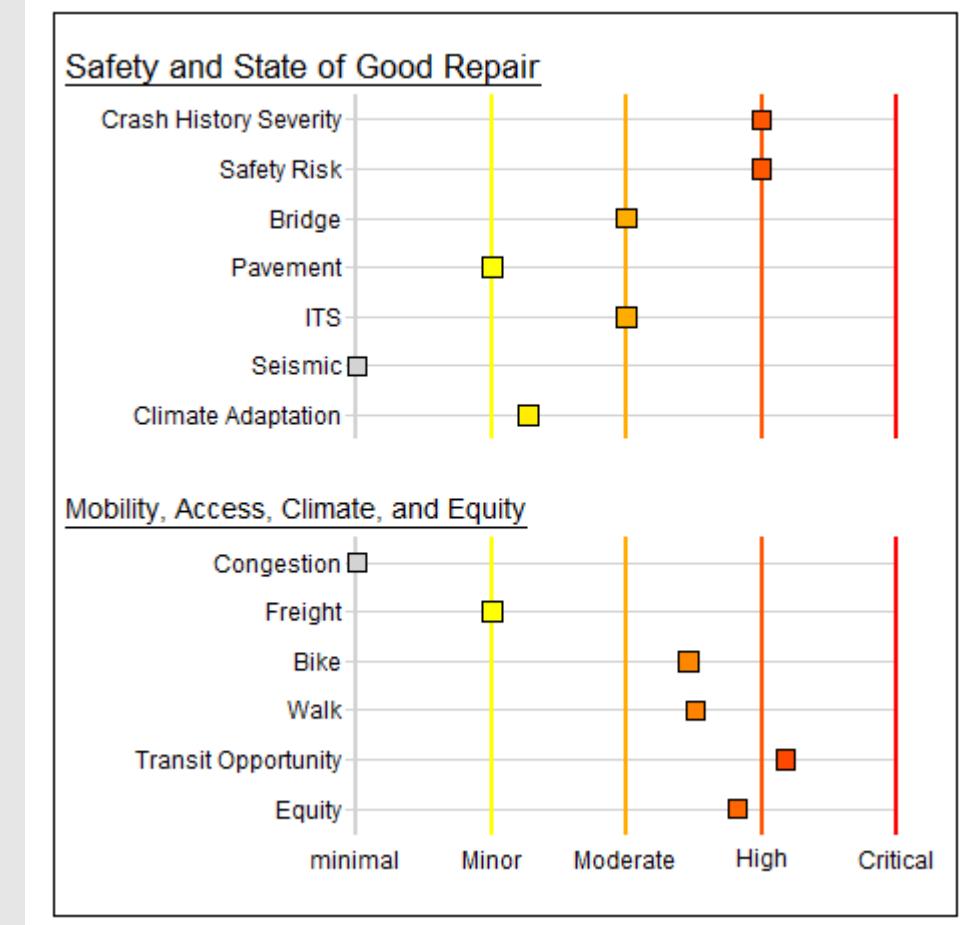
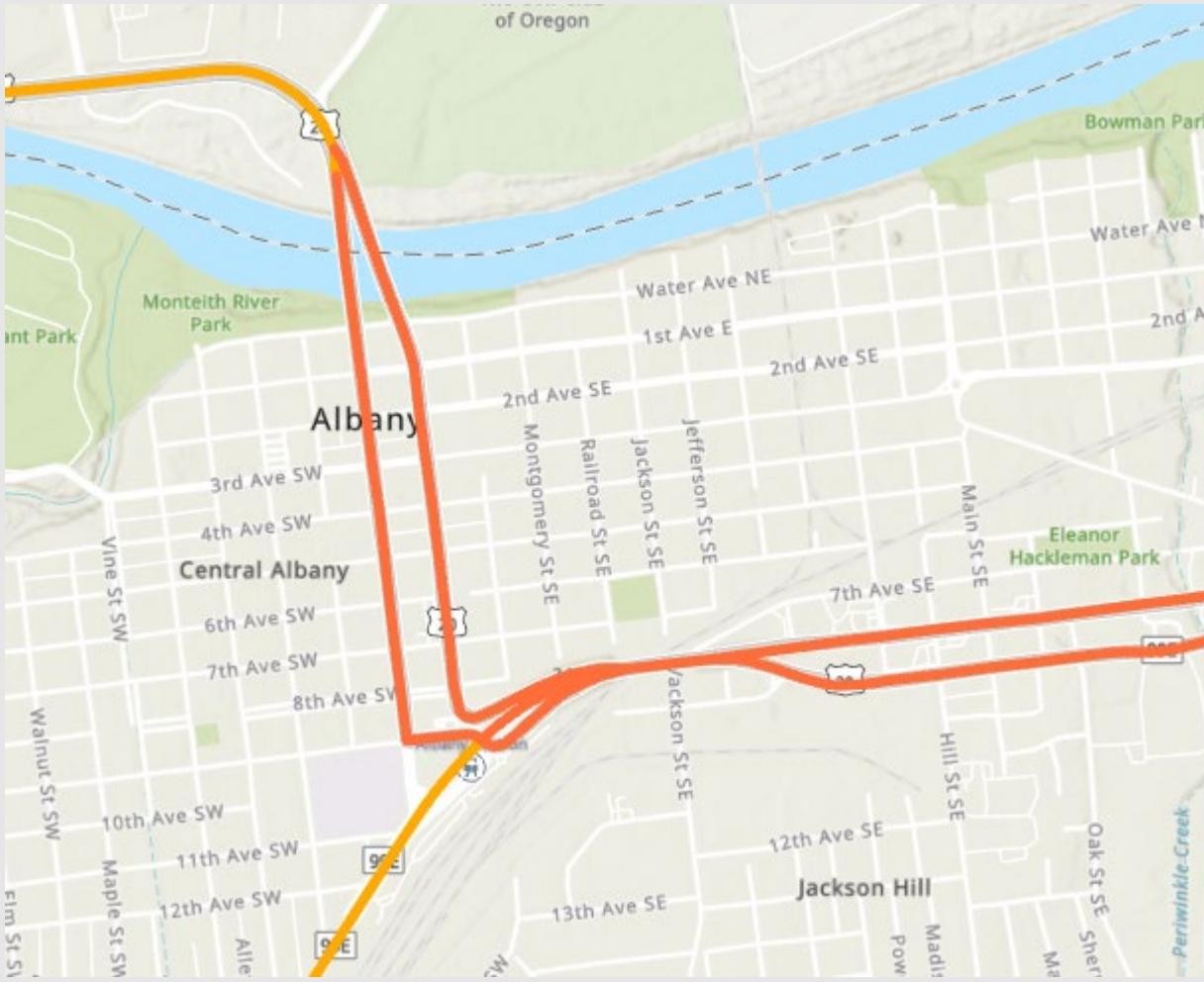
## Safety and State of Good Repair



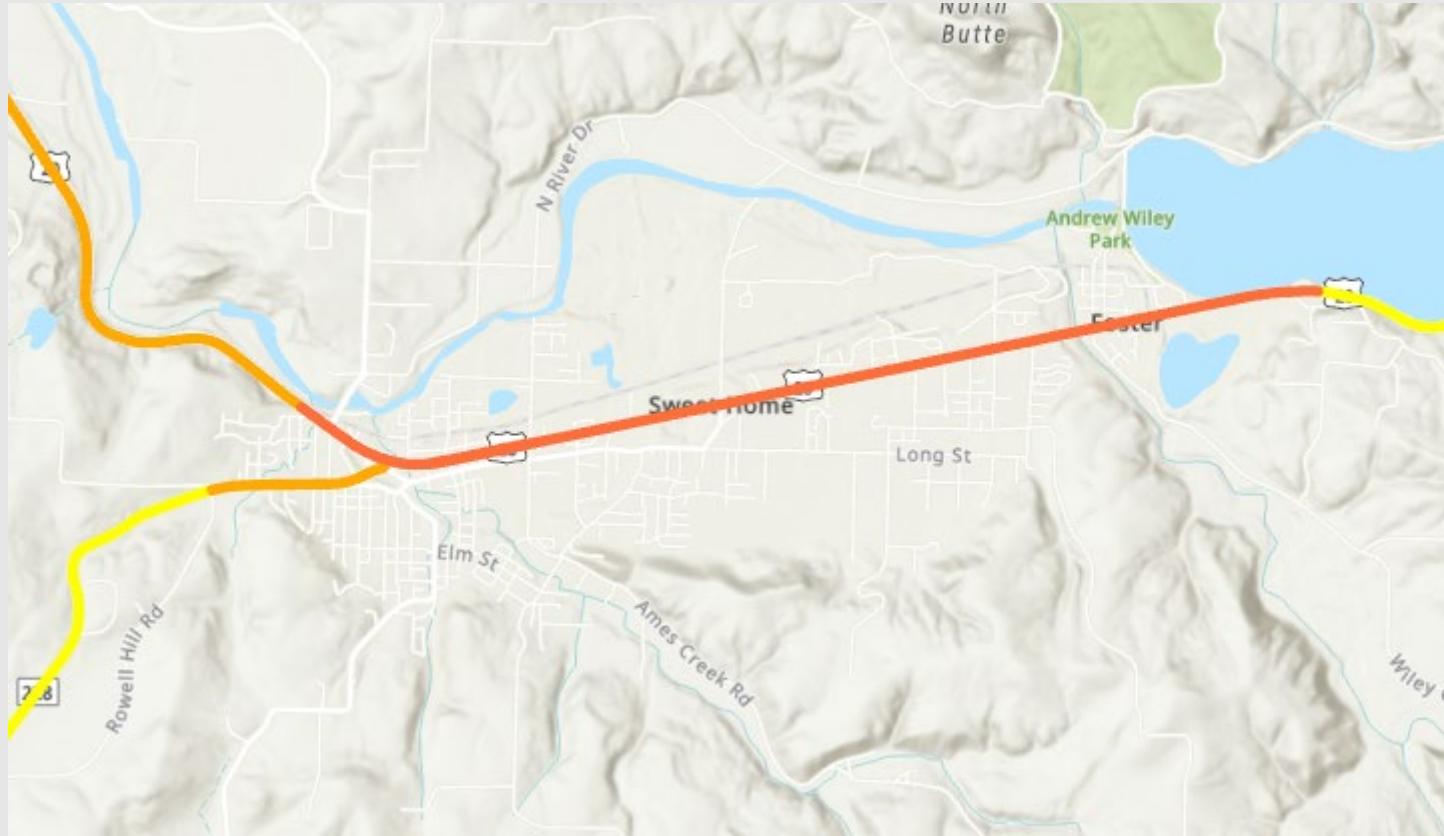
## Mobility, Access, Climate, and Equity



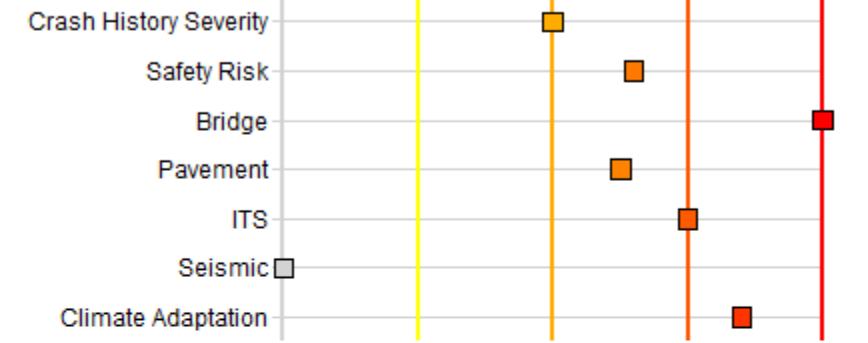
# US 20 Downtown Albany



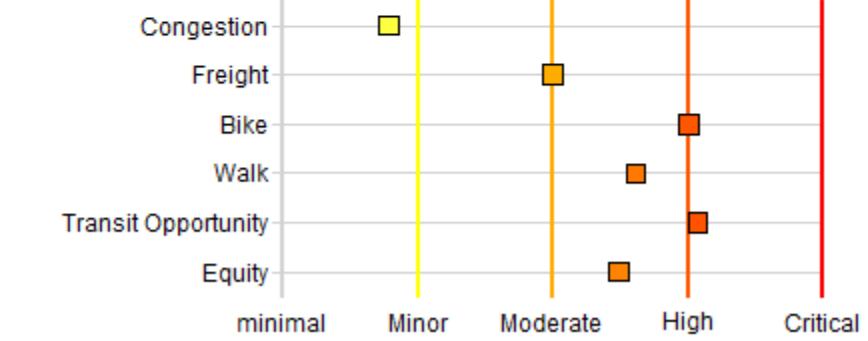
# US20 through Sweet Home



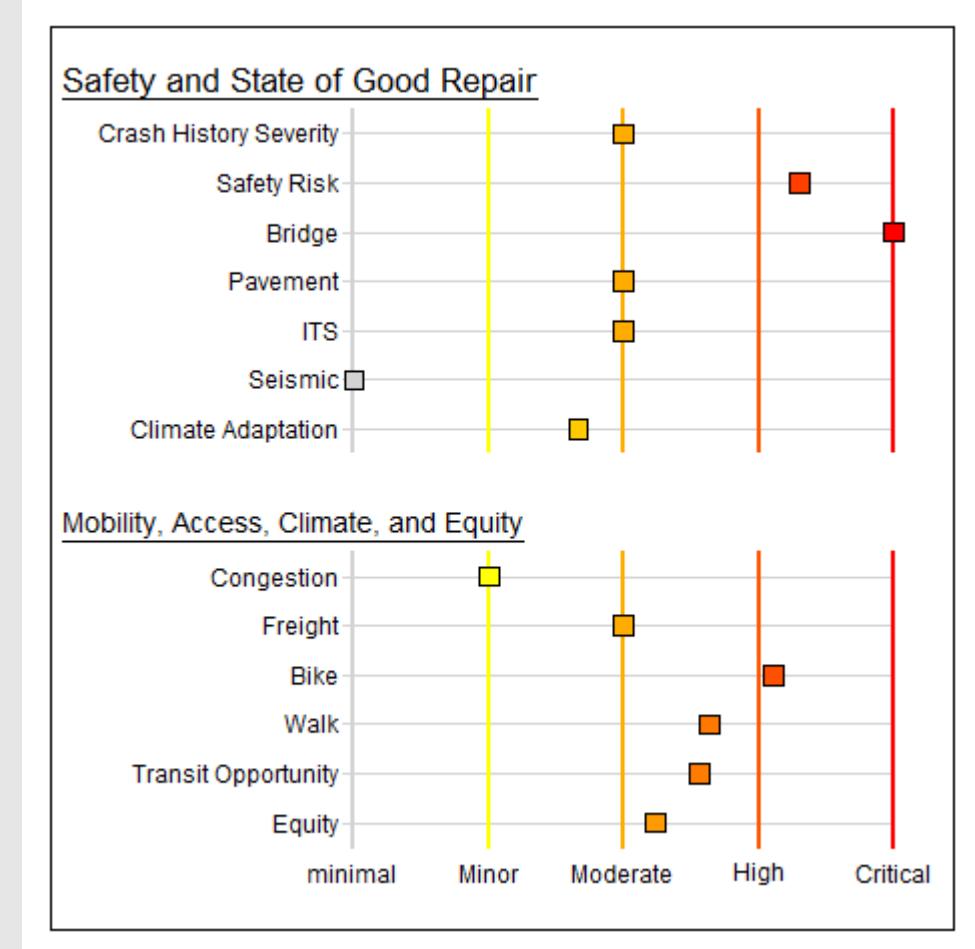
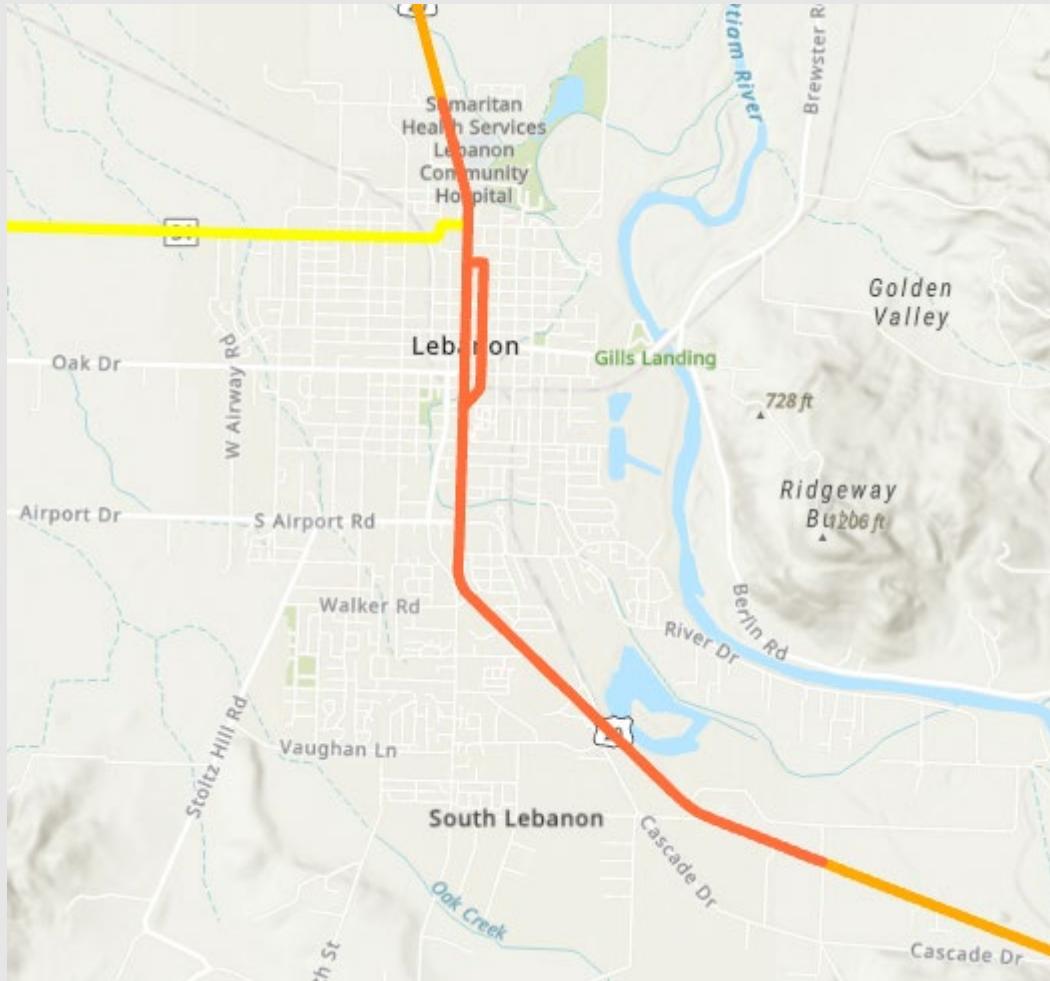
## Safety and State of Good Repair



## Mobility, Access, Climate, and Equity



# US20 through Lebanon



## Draft 2027-2030 STIP

### (programming only year 1)

## Capital Investment Plan (existing draft projects)

- K24237 Harrison to Campus Way Shared Use Path (Corvallis)
- K24239 Corvallis to Albany path refinement (Albany)
- K24257 OR99W: NW Van Buren Ave (OR34) to SW Madison Ave (Corvallis)
- K24158 Knox Butte Rd East at Scravel Hill Rd NE (Linn County)
- K24214 Linn County intersection signing & striping upgrades
- K24227 NW Oregon intersection warning sign upgrades
- K24236 Geary St- Queen Avenue safety improvements (Albany)
- US101 Yaquina Bay Bridge painting (2028)
- NW Oregon bike ped upgrades at signalized intersections (potential locations include Albany) (2028)
- Corvallis enhanced pedestrian crossings (2029)

# CWACT Priorities: June 2024

Project	Type of Project
Lincoln County Evacuation Routes and Messaging	Planning/Implementation
U.S. 101 Beverly Beach Road Stabilization (Lincoln County)	Scoping/Design/Construction
U.S. 20/OR 34 Philomath Boulevard Safety and Efficiency Improvements	Design/Construction
I-5 Corridor improvements (Millersburg Interchange, Albany U.S. 20 Interchange, I-5 widening)	Scoping/Design/Construction
Secondary	
U.S. 101 Yaquina Bay Bridge Replacement	Scoping
SW 53rd Street Railroad Underpass (Benton County)	Design/Construction
U.S. 20 Corvallis to Albany Path	Construction
U.S. 20 Long Term Improvements (All Counties)	
U.S. 20 East Junction (Toledo)	Construction

# Updated Prioritized List (Example):

Top Priority Investments								
	Name	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information	
1	Bridge Project	Improvements to coastal bridge.	High	This bridge has a rough deck and there are concerns about joint stability.	This bridge provides access to critical resources for all residents within the region.	Mobility Safety State of Good Repair	Improving this bridge aligns with all OTC priorities.	Federal grant opportunity may be available.
2	Road Safety Upgrades	Include increased safety markings to reduce collisions in the area.	Medium	This project is needed soon, as there are indications of wear and tear on signs, markers and striping.	This project will enhance safety on roadways throughout XXX County. Improving various stretches of road with warning signs, delineation and striping.	Safety State of Good Repair	This is a safety focused investment that also addresses keeping signs and markers in good repair.	This project has the full support of local agencies.
3	Mobility Upgrades	This project will develop transit and bicycle/pedestrian upgrades on a 10 mile stretch of road.	Medium	Demands on this stretch of roadway are increasing and improves to multimodal options are needed.	These upgrades improve traveling conditions for everyone in the region, whether you ride, drive, walk or roll.	Mobility	This project will provide better facilities and support multiple travel options.	This project could be combined with a sidewalk improvement project that is already a regional priority.
4	HWY XXX Corridor Improvements	This corridor upgrade includes new signage, striping, lighting and drainage for flood control.	Medium	Area has seen increased serious injury crashes in recent years, across different modes. Area also experiences significant flooding.	HWY XXX has regional significance as a main street through XXX community, upgrades are needed to ensure safety for all users.	Safety	This is an investment that focuses on safety for multiple user groups and aligns directly with OTC safety priority.	Local agency is willing to contribute towards the cost of this improvement effort up to 10%. Community has also requested that this corridor be a safety corridor due to the increase in serious injury crashes.
5								

## Other Priority Investments

(List projects here that are reasonably likely, not in any prioritized order)

	Name	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information