

CWACT Full Commission Meeting
Thursday, October 22nd, 2026
5:00 pm - 7:00 pm

VIRTUAL MEETING

VIA TEAMS VIDEO

Teams Link by clicking [HERE](#)

Meeting ID: 243 949 688 096 5

Passcode:fk6m4TA2

Dial in by phone

1-971-277-1965, Phone conference ID: 322 542 045#

Contact: Erica Bratton (Erica.Bratton@odot.oregon.gov)

AGENDA

1)	5:00	Welcome and Agenda Review	Chair, Commissioner Walter Chuck
2)	5:05	Public Comments <i>This time is reserved for members of the public to comment on issues related to the CWACT's activities.</i>	Chair
3)	5:10	Approve Minutes of June 25, 2026 meeting (Attachment A) Meeting Minutes No August Minutes to Approve (August meeting canceled) <i>ACTION: Approval of minutes</i>	Chair
4)	5:15	Western University of Health Sciences • Railroad underpass for new Western University of Health Sciences Campus in Lebanon (Attachment B) Presentation <i>ACTION: Information</i>	Western University of Health Sciences President, Dr. Robin Farias- Eisner

5)	5:30	Eugene Airport Expansion Plans (Attachment C) Presentation Handout <i>Action: Information</i>	Eugene Airport Director, Cathryn Stephens'
6)	5:45	Capital Investment Plan (CIP) Update (Attachment D) Presentation (Attachment) E Draft CIP List (PDF) (Attachment F) Draft CIP List (Excel)* Click here to open Excel file <i>ACTION: Discussion</i>	ODOT Staff, Ken Shonkwiler
7)	6:45	Connect Oregon Update Region 2 Super ACT meeting <i>ACTION: Information</i>	Chair, Commissioner Walter Chuck
8)	6:50	Aviation Review Committee Selection of a new representative for the Aviation Review Committee (ARC) to score Critical Oregon Airport Relief (COAR) grant applications <i>ACTION: Selection of ARC representative</i>	ODOT Staff
9)	6:55	Other Business - Local jurisdiction updates - Membership for 2027 and nominations	Chair
10)	7:00	Adjournment <i>The next CWACT Full Commission Meeting is scheduled for December 17th, 2026</i>	Chair

Primary Members:

Last Name	First Name	Representing	Category
Malone	Pat	Benton County	Primary
Chuck	Walter	Lincoln County	Chair
Nyquist	Roger	Linn County	Chair Elect
Kentta	Robert	Conf. Tribes of Siletz Indians	Primary
Van Drimmelen	Chris	City of Albany	Primary
Olson	Ava	City of Corvallis	Primary

If you need accommodations, please contact Erica Bratton at least 24 hours prior to the meeting at
Erica.Bratton@odot.oregon.gov

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
Keating	Andrew	City of Toledo	Primary
Townsend	Jerry	City of Waldport	Primary
Collins	Barry	City of Yachats	Primary
Sylvia	Gil	Port of Newport	Primary
Bronstein	Sarah	Benton County – Private Sector	Primary
Steele	Janet	Linn County – Private Sector	Primary
Hildebrant	Christine	ODOT	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, June 25th, 2026
5:00 pm – 7:00 pm
Draft Minutes

Last Name	First Name	Representing	Attendance
Malone	Pat	Benton County	Yes
Bronstein	Sarah	Benton County – Private Sector	Yes
Van Drimmelen	Christine	City of Albany	Rob Emmons
Olson	Ava	City of Corvallis	Rory Rowan
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 & Mark Raum
Cuthbertson	Jeanni	City of Monroe	No
Kaplan	Jan	City of Newport	Derrick Tokos
Sanchez	Angelita	City of Sweet Home	No
Saalsaa	Rich	City of Philomath	Yes
Samaniego	Joe	City of Tangent	Yes
Keating	Andrew	City of Toledo	Yes
Collins	Barry	City of Yachats	Yes
Kennta	Robert	Conf. Tribes of Siletz Indians	Yes & Ian Keene
Chuck	Walter	Lincoln County	Yes
Nyquist	Roger	Linn County	No
Steele	Janet	Linn County – Private Sector	No
Hildebrant	Christine	ODOT	James Feldmann
Sylvia	Gil	Port of Newport	No
Townsend	Jerry	City of Waldport	No

Ex-Officio Members: None in attendance at this meeting

Guests: Laurel Byer (Benton County), Adam Steele (City of Corvallis), Denise Cornish (Western University), Jeff Schultz (DEA), Jill Ferreira (Western University), Lyle Hutchens (MCH Project Strategies), Paula Miranda (Port of Newport), Robin Farias-Eisner (Western University), Rosemary Betros (DEA), Michele Eldridge (City of Harrisburg), Thien Lieu (Western University), Rison Pereira (City of Corvallis), Jared Revay (TimberLab)

ODOT Staff: Admin Support Erica Bratton, James Feldmann (ODOT Alternate)

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda Review	The Chair Elect, Commissioner Walter Chuck called the CWACT Full Commission meeting to order at 5:00pm and an agenda review was conducted. There were no changes to the meeting agenda.	Meeting called to order at 5:00pm by The Chair, Commissioner Walter Chuck
2. Public Comments	There were no public comments presented to the CWACT Full Commission Members.	There were no public comments.
3. Approve Minutes Action: Approval of Minutes	Councilor Rich Saalsaa moved to approve the minutes from the April 23rd, 2026, meeting. Commissioner Pat Malone seconded. The motion passed unanimously by consensus of the Full Commission Members in attendance. Councilor Andrew Keating of Toledo abstained from voting because he was not at the April 23rd, 2026, meeting.	Councilor Rich Saalsaa moved to approve the minutes from the April 23rd, 2026, meeting. Commissioner Pat Malone seconded. The motion passed unanimously by consensus of the Full Commission Members in attendance.
4. Corvallis & Benton County Transportation Safety Action Plan (TSAP) Action: Informational	Laurel Byer and Adam Steele shared a presentation on the Corvallis & Benton County Safe Streets and Roads for all projects. Steele shared that the Corvallis & Benton County Safe Streets and Roads for all projects were federally funded with the Corvallis project receiving a USDOT SS4A grant for \$664,000 with a required 20% match from the city. This project follows a city commitment towards a Vision Zero goal that was adopted into resolution in 2020 to prioritize transportation safety. The project has six components: 1. Transportation Safety Action Plan, 2. Road Safety Audits, 3. Walnut Blvd. Lane Reconfiguration Evaluation, 4. Neighborhood Traffic Management Program Assessment, 5. Speed Limit Investigation Framework, 6. Pedestrian Crossing Treatment Evaluation Tool.	

	Today's presentation will focus on the Transportation Safety Action Plan today. Byer shared that the County and City worked closely together on public engagement and outreach resulting in over 500 comments from the community. Steele relayed that each project had a task force which served as a project sounding board for the project team, offering insights, expertise and feedback throughout the planning process. Steele shared the SS4A grant requirements for the TSAPs, which include, leadership commitment to a "Zero" goal, a Committee / Task Force, data driven safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project selections, and progress and transparency. Byer reviewed The Safe System Approach, which is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. Benton County's goal is to eliminate serious injuries and fatalities on County roads by 2040 and achieve a 50% reduction by 2035. Steele confirmed that the City's intent is very similar to the County with slightly different wording. Overall, the TSAP focuses on Vision Zero alignment, high injury network and priority project identification, public outreach, crash trend analysis. Areas of emphasis include intersections, risky behaviors, biking, lane departures, and education. The full TSAP Report is available on both the City of Corvallis and Benton County websites. Sarah Bronstein asked what the baseline for the zero goal is, and will the effects that Covid had on the data be taken into account.	
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	Byer answered that they look at ODOT crash data in 5-year segments, which is about 12 to 18 months behind the current time and it's hard to see what is happening right now but they have to react to the data they have. At this point the baseline may be off because some of the trends in the data are from a timeframe that was out of the ordinary. As crashes reduce by 2035 and the trends can be observed adjustments can be made.	
5. Connect Oregon Presentations Program Overview 1-6 Connect Oregon Application Presentations Ranking Spreadsheet Action: Discussion / Ranking Decision	Connect Oregon Project Presentations. James Feldmann presented a brief overview of the Connect Oregon program which was started in 2005 by the legislature. The program has awarded around \$514 million to 240 different projects. Most recently those have been rail, aviation and marine projects, but in the past bike-ped was also included. Currently the next round is being looked at and it's not going to be as large as usual because of some of the current funding issues. It's going to be around \$30 million and that will be spread across the entire state. This group is 3 counties, Lincoln, Benton and Linn which are a part of Region 2, Northwest Oregon. A short list of project applications will have to be prepared for Region 2 later in August. The Act will have two members attend a Super Act meeting where all the Act's in the Northwest meet and reduce the list even further. We received 7 applications in our area back in March. The applications are scored by the Modal Committee and then feedback is requested from the Act's. Tonight we are asking CWACT whether or not you agree with the scoring or if the ACT wants to change the order of priorities before going into the Super Act meeting in August. Once the Super Act meeting has happened the list with goes through a Final Review Committee and then it will go to the OTC.	The ACT members in attendance decided by consensus that the list of projects is accepted in the same priority order as presented.

	Region 2 Act's will need to send 1 representative and also have one alternate available to serve on the Final Review Committee. Presumably the representative will be Act Chair, Commissioner Chuck with the alternate being Act Co-chair Roger Nyquist. The final decision on who the CWACT rep and alternate will be is up to CWACT to decide. Rankings take into account how many projects are in each area. If anyone in the ACT has a conflict of interest, please note that by filling out the conflict-of-interest form. Chair, Commissioner Chuck, inquired if any Act members had any conflict of interests they would like to share. None were shared. Seven regional applications from Lincoln, Benton, and Linn Counties were presented. Projects include port improvements, rail rehabilitation, university access infrastructure, airport expansions, and manufacturing rail enhancements. 1. Port of Newport – International Terminal Dolphin Replacement Presenter: Paula Miranda, Executive Director for the Port of Newport • Replace obsolete dolphin; install two new mooring dolphins, creating an additional 200" of mooring space. • Improves cargo capability and fisherman access while preventing hoist blockage. • Supports long-term terminal viability • Questions were raised about matching funds and readiness.	
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2. Port of Newport – South Beach Marina Dredging

Presenter: Paula Miranda, Executive Director for the Port of Newport

- 20,000 cubic yards of dredging needed; marina has not been dredged in ~30 years. Best case would be dredging every 10 years
- Severe low-tide grounding issues documented.
- Estimated cost: ~\$1.5M; pursuing federal and state funding (HUD 50% match anticipated).
- Safety concerns and economic importance were emphasized.

3. City of Harrisburg – 4th Street Railroad Rehabilitation

Presenters: Michelle Eldridge, City Administrator, Jeff Schultz, Senior Transit and Rail Planner (DEA)

- Replace deteriorated rail corridor embedded in roadway.
- Install raised curbs, drainage, new crossings, and upgrade track.
- Improves emergency response and industrial rail service reliability.
- 90% design complete; project shovel ready.

4. Western University of Health Sciences (Lebanon) – Rail Undercrossing

Presenter: Dr. Robin Farias-Eisner, University President

- New grade-separated underpass to access planned 100-acre medical campus.

	• Eliminates vehicle/train conflict; improves emergency access. • Supports new medical programs, primary care training, economic development, and brownfield redevelopment. • City of Lebanon partnership confirmed; match secured. • 5. TimberLab (Philomath & Millersburg) – Rail Spur Improvements Presenter: Jared Revay, Director of Manufacturing • Philomath: reactivate spur at former planer mill; rebuild facility for 20–100 jobs. • Millersburg: new 3,000-ft rail spur for CLT manufacturing facility (~100 jobs). • Significant private investment (\$200M+) in Oregon’s mass timber industry. • Project aligned with Connect Oregon goals; removes ~600 truck trips annually. • Multiple commissioners expressed support. • 6. City of Corvallis Airport – Hangar Taxi Lane Extension Presenter: Rison Pereira, City of Corvallis Airport Coordinator • 1,300 ft asphalt taxi lane to expand hangar capacity. • Moves utilities, adds drainage pond. • Supports aviation businesses, flight training, and maintenance operations. • FAA funding provides 70% match; seeking remaining gap.	
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	Connect Oregon ranking spreadsheet The commission discussed adjusting the priority order. The consensus was to keep the scoring list at presented.	
6. ODOT Updates Action: Information	James Feldmann reported that the 5 Capital Investment Plan (CIP) projects that were discussed at the last Act meeting have been moved forward to the internal evaluation process using a number of criteria. A more detailed update is expected at the August meeting, to be presented by ODOT Staff Ken Shonkwiler. CWACT Candidate Projects • US20: OR229 (Toledo) • US101: Abbey St – US20 Urban Upgrades (Newport) • US20/OR34: 53rd St - 26th St Multimodal Upgrades (Corvallis) • I-5: Old Salem Rd - Century Dr (Linn County) • I-5: Knox Butte Rd – US 20 (Albany) Feldmann shared that the Draft Transportation Safety Action Plan is out for review, this is similar to what was presented from Benton County and Corvallis. Public Review • Draft Transportation Safety Action Plan Web Page Feldmann highlighted that ODOT has a 2026 Statewide Interactive Construction Map, if anyone is interested in what is happening this summer and what is coming up. • Statewide Interactive Construction Map	

Feldmann passed along that the Carbon Reduction Program Grant Opportunity is closing soon.

- Closes June 30th, 2026
- [Carbon Reduction Program Webpage](#)

Feldmann was asked to gather feedback on the STIF, which is the transit funding. There was no time to go over that in today's meeting and the information was not provided in time. Feldmann requested CWACT member feedback before August 14th. The feedback will simply be entered into a form; there are no decisions to be made. Keep an eye out for an email with more information about that.

Sarah Bronstein relayed that she sits on the Benton County STIF Committee and she was wondering if she should rescues herself from this process so that she is not giving feedback on projects twice.

Feldmann responded that to his understanding this process is not scoring in nature, it is just giving feedback. He suggested that Sarah just identify herself in the comments as also being a member of the Benton County Committee and those who review the feedback can decide if it's redundant or not.

Chair Commissioner Chuck relayed a question that was in the chat from CWACT member Robert Kenta, of the Confederated Tribes of The Siletz Indians. Robert expressed that the US 20 project in Toledo is a very high priority for them and he was wondering if there is any mechanism for them to send comments to be included during the internal review process.

	Feldmann stated that there is not mechanism for additional feedback at this time but additional feedback can be given when the Act meets in the fall. Feldmann give an update on the OR 229 landslide. They've been doing surface level studies and now they are moving towards subsurface drilling. The hope is to do some drilling out there to further evaluate the situation. No timeline has been determined for reopening the road at this time. We hope to have more information in August about what those studies are going to recommend. Chair Chuck mentioned that the commission needs to decide who is going to represent CWACT at the Super Act meeting. Feldmann relayed that Chair Commissioner Chuck had offered to go at the Executive meeting and that a alternate had not been selected. Chair Chuck suggested that since the Cities of Philomath and Millersburg have the top two projects on our list and he suggested that either Councilor Hickam or Councilor Saalsaa accompany him to advocate for their projects. Councilor Saalsaa agreed to be the alternate and if he is unable to attend due to Commissioner Malone with attend.	
7. Other Business Local Jurisdiction Updates Action: Informational	No local jurisdiction updates were provided.	
8. Adjournment	The next CWACT Full Commission Meeting is scheduled for August 27th, 2026	The meeting was adjourned at 6:56 pm by

		the Chair, Commissioner Chuck.
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DRAFT

Connect Oregon 9 - 2024

Final Review Committee

Starting Point

Public/ Private	County	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	% MATCH	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
												2
PR	Benton	2R528	PHILOMATH SAWMILL, LLC	PHILOMATH PLANERMILL Ph1.	\$ 236,775.00	\$ 165,743.00	\$ 71,032.00	30%	90	LP	SP	
PR	Linn	2R540	CLTLab, LLC	Timberlab Connection to P&WR	\$ 4,336,074.00	\$ 3,035,252.00	\$ 1,300,822.00	30%	89	SP	SP	
PU	Lincoln	2M537	Port of Newport	Port of Newport International Terminal Dolphin Installation	\$ 1,625,929.00	\$ 1,138,150.00	\$ 487,779.00	30%	78	LP	LP	
PU	Lincoln	2M538	Port of Newport	Port of Newport South Beach Dredging	\$ 1,500,000.00	\$ 1,050,000.00	\$ 450,000.00	30%	67	SP	SP	
PU	Benton	2A527	City of Corvallis	Corvallis Airport Hangar Taxilane Improvement	\$ 2,620,560.00	\$ 800,000.00	\$ 1,820,560.00	69%	58	LP	LP	
PU	Linn	2R541	City of Harrisburg	Harrisburg 4th Street Corridor Railroad Rehabilitation and Grade Crossing Improvement Project	\$ 4,006,810.00	\$ 2,804,767.00	\$ 1,202,043.00	30%	52	LP	NP	

Western University of Health Sciences- Campus Expansion

Unlocking Oregon's Newest Health Sciences Campus Through Rail
Infrastructure

Western University of Health Sciences & City of Lebanon Partnership

October 2026

Five Reasons This Project Matters

1. Transportation Safety

Grade-separated crossing eliminates conflict between trains, vehicles, pedestrians, and emergency responders

2. Ecological Restoration

Former industrial mill site transformed into a health sciences campus with riverfront stewardship

3. Job Creation

\$242M+ campus construction plus 200+ permanent positions averaging \$127,840 annually

4. Health Workforce Pipeline

Trains physicians, nurses, and behavioral health providers in a federally designated shortage area

5. Clinical Expansion

Community-facing primary care, behavioral health, and specialty services for underserved communities

The Transportation Challenge

Transportation Safety

The underpass preserves the Albany & Eastern Railroad route connecting Jefferson, Stayton, Lyons, and Mill City to Lebanon while fully separating vehicle, pedestrian, bicycle, and rail operations.

95%

of railroad fatalities from
grade crossings & trespass

7

rail crossing incidents in
Lebanon/Linn County (2008-2017)

32%

of crossing fatalities are
drivers under 29

RFE

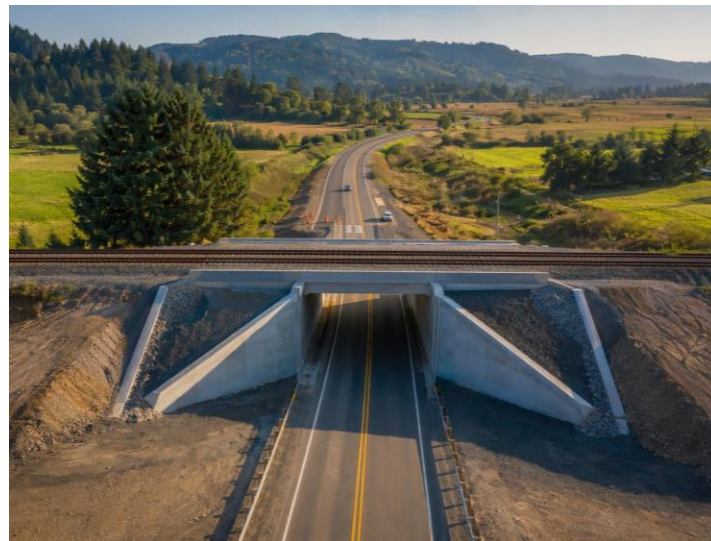
Project Overview

Phase 1: Rail Undercrossing

The first phase of WesternU Oregon's campus expansion: a road undercrossing beneath the AERC/UPRR Mill City railroad embankment at East Grant Street — the campus's main entrance.

Project Components:

- ~150 feet of new rail underpass structure
- ~600 feet of new public street
- Sidewalks and bike lanes on both sides
- Safety signage and features
- Secondary entry for Lebanon Fire & Police



Useful Life: 50+ Years

Precast concrete girder construction
Robust and practically maintenance-free

Ecological Restoration

From Industrial Brownfield to Healing Campus

Former Mill Site Redevelopment

150-acre former Santiam & Willamette Industries plywood mill site on the South Santiam River — donated by the Heatherington Foundation and transformed into Oregon's newest health sciences campus.

Ecosystem Restoration

Restoring floodplain river forest and oak savannah habitats with native flora and fauna. Design follows Terrapin's 14 Patterns of Biophilic Design and Living Building standards.

Net-Zero & Carbon Positive

Campus development targets net-zero construction, complete elimination of fossil fuels, and carbon-positive operation. Well Standard certification ensures occupant health and wellness.

Community Green Space

Significant open space, natural areas, and recreational amenities including trails and bike paths. Park-like pedestrian-friendly setting designed for campus and community use.

Job Creation

What This Project Unlocks

\$242M+

Phase 1 Campus construction
unlocked by this project

200+

Long-term jobs
created in Lebanon

\$26M+

Cumulative annual salaries in projected
wages

A \$5.7M Investment That Unlocks \$242M+ in Campus Development

- 10-12 buildings, 1,250+ students, and graduate health sciences programs — none can proceed without this rail crossing
- 189 WesternU graduates already practicing in Oregon; 72 employed by Samaritan Health in Lebanon
- Campuses expand local economies by up to \$81,000 per additional student (Brookings Institute)
- Supports Oregon's Bioscience and Education clusters; preserves AERC rail for timber and agriculture
- Located in a federally designated Medically Underserved Area — training providers where needed most

Health Workforce & Clinical Impact

Addressing Oregon's Healthcare Shortage at Every Level

Local: Lebanon & Linn County

Community-facing clinics for primary care, behavioral health, and osteopathic medicine. Partnership with Samaritan Health Services to expand local access.

Regional: Mid-Willamette Valley

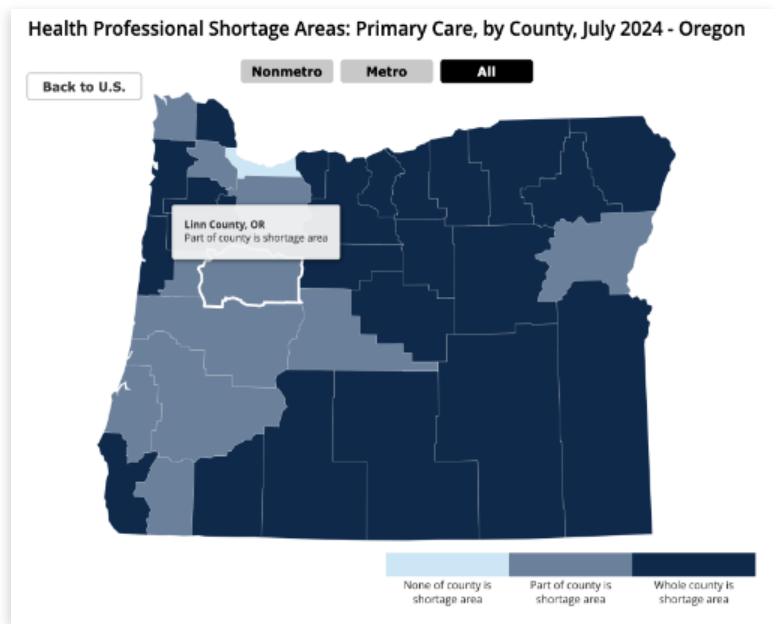
Nursing occupations in Oregon projected to grow 61.3%; physician assistant roles by 39.5%; physical therapy by 23.9%. Rural clinical placements in medically underserved areas across the Mid-Willamette Valley.

Statewide: Oregon

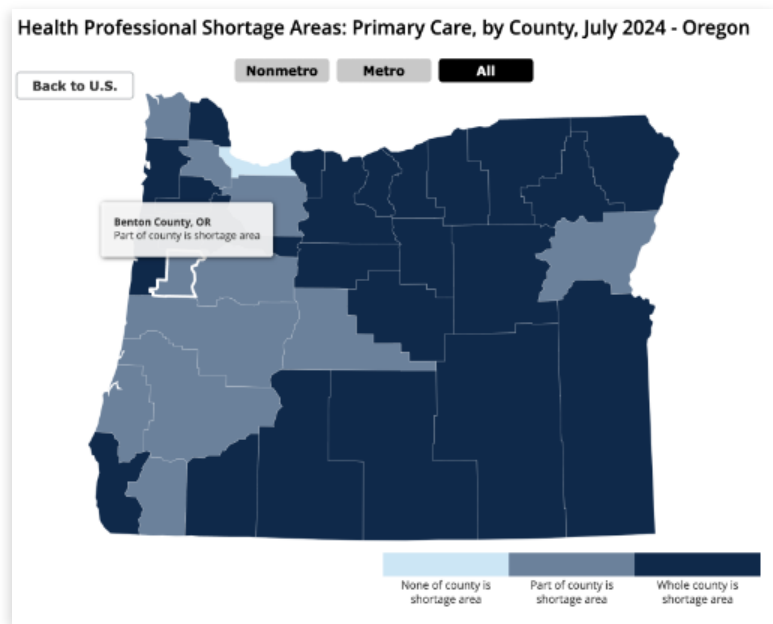
Oregon ranks 47th in the nation for access to care. Only 1.25 behavioral health providers per 1,000 statewide; just 0.56 per 1,000 in rural areas. WesternU programs directly address all three HPSA shortage categories: primary care (0.51), dental health (0.31), and mental health (0.56).

Oregon Health Professional Shortage Areas

HRSA-Designated Primary Care Shortage Counties, July 2024



Linn County — Part of county is shortage area



Benton County — Part of county is shortage area

Source: data.HRSA.gov, July 2024 | >60 million Americans live in rural areas | >7,214 designated Primary Care HPSAs nationwide

Campus & Community Impact



Long-Term Campus Vision Plan

WesternU Oregon Campus

- **110-acre campus in Lebanon, OR — former plywood plant donated by Heatherington Foundation**
- **10-year plan: 10-12 buildings for 1,250+ students**
- **Doctoral programs: Osteopathic Medicine, Physical Therapy, Graduate Nursing, Podiatric Medicine**
- **Federally designated Medically Underserved Area**
- **Healthcare: largest, fastest growing regional industry**
- **158 graduates completed OR internships/residencies; 65 at Samaritan Health Services**
- **Community-facing clinics in Lebanon and Linn County — primary care, behavioral health, and specialty services for local residents**

**The underpass is the essential Phase 1
enabling the full campus build-out**

Budget & Funding

Total Project Cost

\$5,668,000

Including \$700,000 contingency

Budget Category	Amount
Construction	\$3,894,000
Construction Contract Administration	\$388,000
Design/Engineering	\$236,000
Land Acquisition	\$185,000
Design/Engineering Contract Admin	\$130,000
Permits & Approvals	\$100,000
Miscellaneous	\$35,000
Contingency	\$700,000

LH

Project Timeline & Readiness



Shovel-ready with all funds expendable in under three years | \$150,000 annual maintenance secured

Community & Stakeholder Support

Letters of Support

- **City of Lebanon & City Council**
- **Samaritan Health Services**
- **Albany & Eastern Railroad Company**
- **Lebanon Chamber of Commerce**
- **Linn County Board of Commissioners**
- **Oregon State Rep. Jami Cate**
- **WesternU President**

Completed Studies & Approvals

- **Traffic Impact Analysis (Kittelson & Associates)**
- **Wetland Delineation Report**
- **Cultural Resource Survey (SHPO)**
- **Public Water Extension Engineering Report**
- **Public Sanitary Sewer Extension Report**
- **Structure Type Selection Report (AERC)**
- **Land Use Approved by City**

**Equity & Climate: Serves rural communities in a Medically Underserved Area.
Grade-separated crossing reduces delays and emissions from rail blockages.**

Thank You

Questions & Discussion

**Robin Farias-Eisner, MD, PhD,
MBA, FACOG**
President and Professor
Office of the President

Denise Cornish, DBA, MBA
Senior Vice President,
Institutional Shared Services & COO
Office of the COO

Jill Ferreira, EdD, MA
Vice President &
Chief of Staff
Office of the President

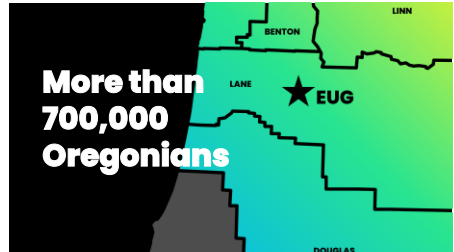
Michelle Steinhebel, MPP
Director of Governmental Affairs
Office of the President

Lyle Hutchens
Consulting Engineer,
MCH Project Strategies, LLC

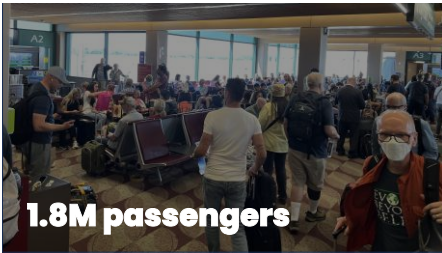
Thien Lieu
Assistant Vice President,
Institutional Shared Services OR Operations
Office of the COO



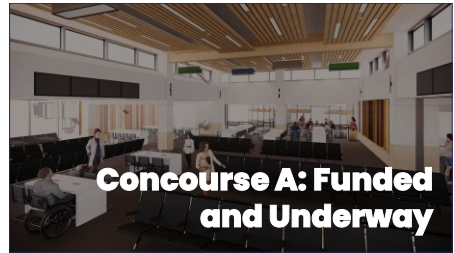
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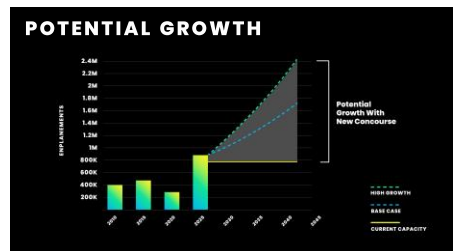
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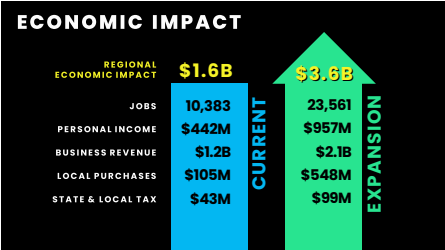
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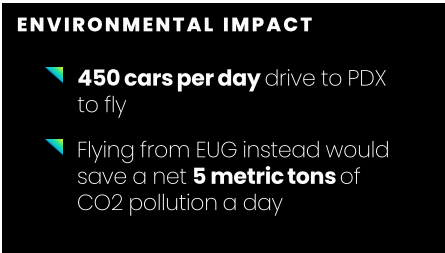
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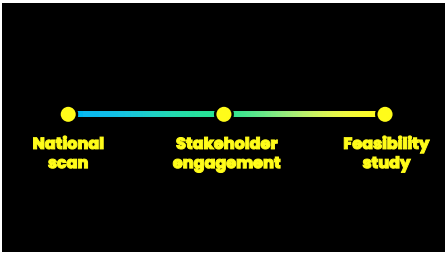
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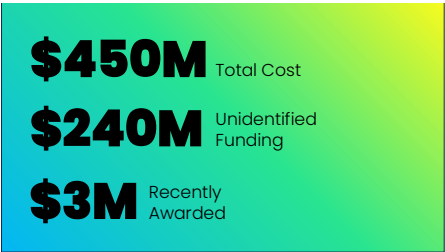
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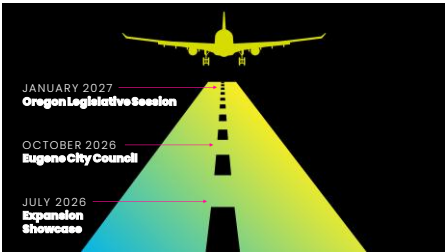
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**LIFT
OFF
EUG**

EUGENE AIRPORT EXPANSION

**Expanding the airport will boost
the regional economy**

The Eugene Airport (EUG) is making a historic investment in existing infrastructure and plans to expand by adding a new concourse. EUG is vital to the region's economy, serving 1.8 million passengers a year. The airport has been stretched thin, with gates operating beyond capacity for nearly half a decade. By adding more gates, EUG will be able to offer more flights, more nonstop destinations and the connectivity the region's residents, universities, and businesses need to compete globally.

THE PROJECT:

A FOUNDATION FOR EXPANSION

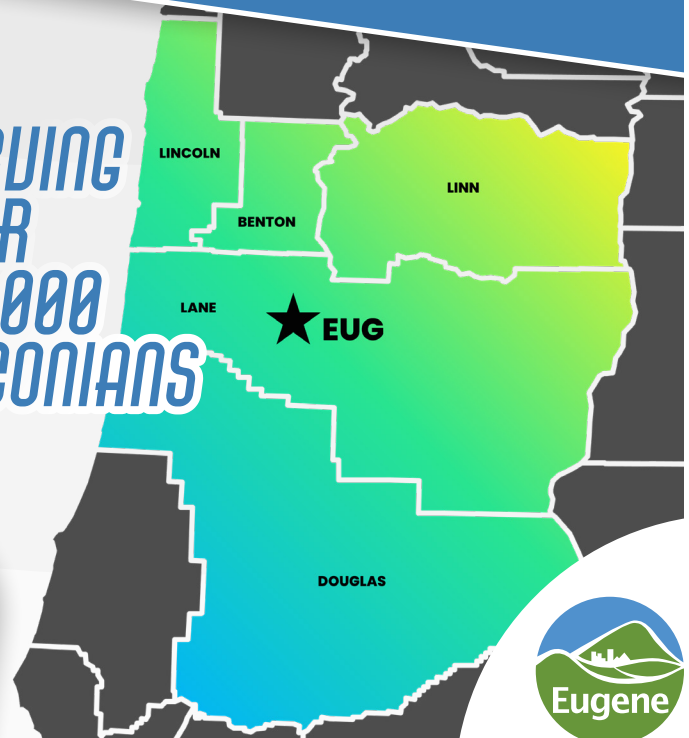
Over \$210 million of 'enabling' projects are currently in design, review, and construction at EUG. These projects are critical to maximizing the current facility, while building the pathway for expansion with the construction of Concourse C. The proposed \$240 million expansion will add eight new gates, including one for chartered flights, expanded ticket counters and a modernized baggage claim system.

THE MOMENTUM: MEETING SURGING DEMAND

EUG is a vital economic engine. It is the primary gateway for business travel, tourism, and the region's workforce. EUG is essential for the Southern Willamette Valley Innovation Corridor.

- Passenger traffic has surged **over 40% since 2019.**
- **14% of local travelers** who formerly drove to Portland (PDX) now choose EUG, keeping economic activity within our region.

**SERVING
OVER
700,000
OREGONIANS**



THE INVESTMENT: A UNIFIED FUNDING STRATEGY

The \$450 million expansion project can be separated into Phase One: Enabling Projects (\$210 million) and Phase Two: new Concourse C (\$240 million). Investment of \$240 million would close the unfunded gap and enable accelerated completion. Without a transformational level of state investment, it will take 30 years to fund and expand the airport.

The City of Eugene has structured a diversified funding model and is seeking Legislative Funding in 2027 to support the currently unfunded elements of the project.

- **Local:** Airport revenues and future Passenger Facility Charge backed bonds.
- **State:** Connect Oregon, Oregon Department of Aviation, Lottery Bonds, and 2027 Transportation Package.
- **Federal:** FAA Airport Improvement Program, IIJA Grants, and Congressionally Directed Spending.



TIME FOR INVESTMENT IN THE SOUTHERN WILLAMETTE VALLEY

The region is:

- Home to the **University of Oregon** and **Oregon State University**
- Generates approx. **1 in 9 dollars of Oregon GDP**

This project will produce \$99 million per year in state and local tax revenue. A 2027 Legislative investment provides momentum to build the aviation infrastructure the regional economy needs to grow and prosper.

REGIONAL COALITION

The following organizations across the Southern Willamette Valley and surrounding region support the Eugene Airport expansion as core infrastructure for the region's continued economic growth.



CONTACT

Zack Reeves • E-MAIL zackr@cfmpdx.com • PHONE (541) 908-5175

Visit the project website at liftoffeug.com



Draft Capital Investment Plan CWACT Update

October 22nd, 2026

ACT Role in the CIP

- Inform CIP development
 - ✓ 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 in 2025 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 ← *We are here today*
- Provide feedback & lessons learned



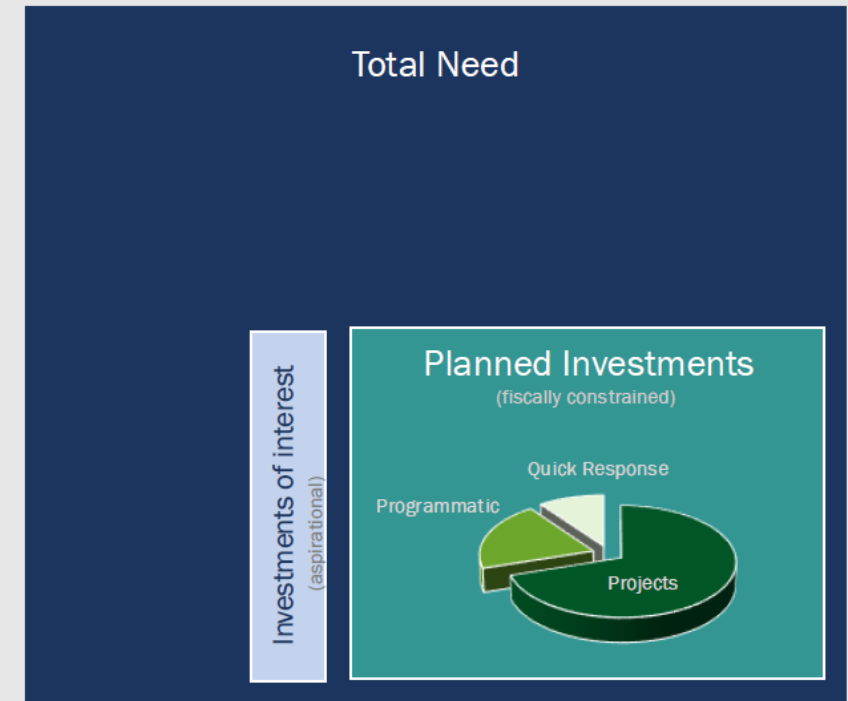
What is the CIP?

Capital Investment Plan (CIP): ODOT's 10-year plan to develop capital projects.

Key Benefits:

- Close the gap between long-range policies and short-term budget decisions
- Disciplined identification and selection process
- Make investment decisions to advance specific and prioritized outcomes
- More consistency in cost estimating and risk assessment practices through project lifecycle, across portfolio
- Better portfolio management from planning through construction

Capital Investment Plan



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

Capital Investment Plan Policy Goal Weights

Goals



Stewardship / SOGR

- 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



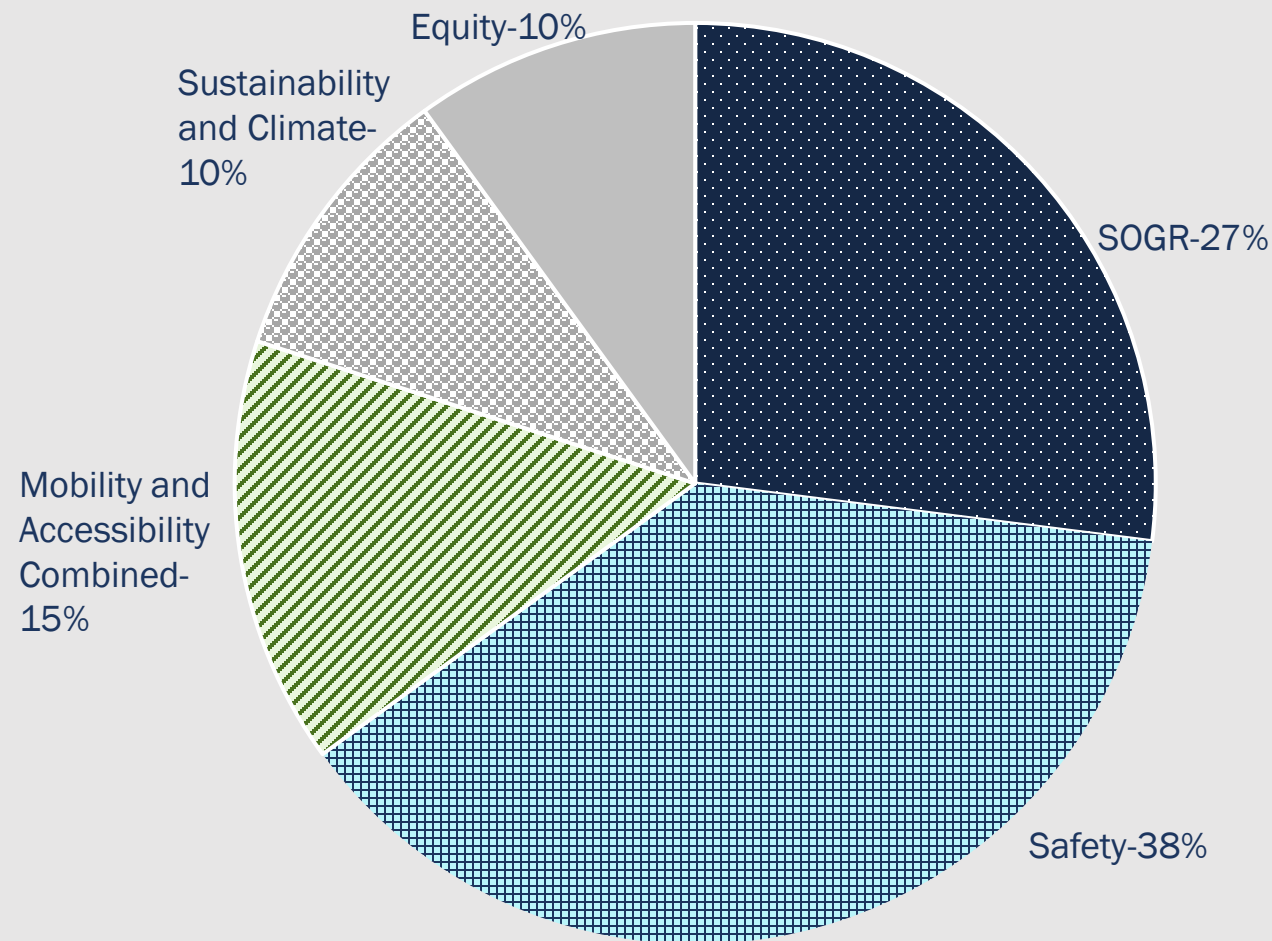
Sustainability and Climate

- Transitions to cleaner vehicles and fuels
- Reduces VMT
- Increase low and no emission modes



Equity

- Expand access to essential services



Estimate Funding Available (2031-2037)

Future funding projections utilized conservative approach, considering:

- 10 years of historical funding
- 10% reduction, rounded-down
- Federal and state requirements, sub allocations, flexible vs non-flexible
- Debt Service

CIP Category Amounts:

- **Pavement:** \$1B
- **Bridge:** \$450M
- **Culverts:** \$35M
- **Discretionary:** \$380M

What is not included in CIP funding currently:

- Grant Programs
 - ARTS
 - Safe Routes to School, Community Paths, Connect Oregon, etc.
- Programmatic (not project) funding
 - ADA
 - Local Programs
 - Operations & Maintenance

Future CIP cycles may incorporate additional programs/funding types

Overview of Candidate Projects

Area Commissions on Transportation

- 3-5 investment ideas **Top investment ideas from each ACT**
- 10 additional investments of interest

Investment Ideas from each ODOT Region and Asset Program

Regions

10 Investments per Region

- 2-3 safety focused
- 3-5 preservation focused
- 1-2 multimodal
- 1-2 freight or enhancement
- Must come from plans or studies, or data to identify highest needs and affirm support

Asset Managers

20 for Pavement

20 for Bridge

5 for Culvert

- Use data to identify highest needs based on condition, priority route, and ability to address

Candidate Summary:

- 134 identified
- Duplicate candidates combined but awarded bonus
 - Regions/ACTs
 - Asset Managers/Regions
- 8 candidates with cost magnitudes of \$100M or more

Candidate Projects with Cost Magnitudes \$100M or more

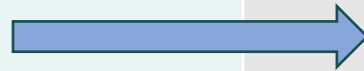
- 8 candidate projects hit this cost threshold.
- Some are already underway, but without full funding, some new and others potentially scalable.
- There is no dedicated funding source to address projects of this scale right now.
- Any projects at this cost magnitude are categorized as *Investments of Interest* for consideration with future funding opportunities and prioritization framework.

A major projects prioritization framework is in development today:

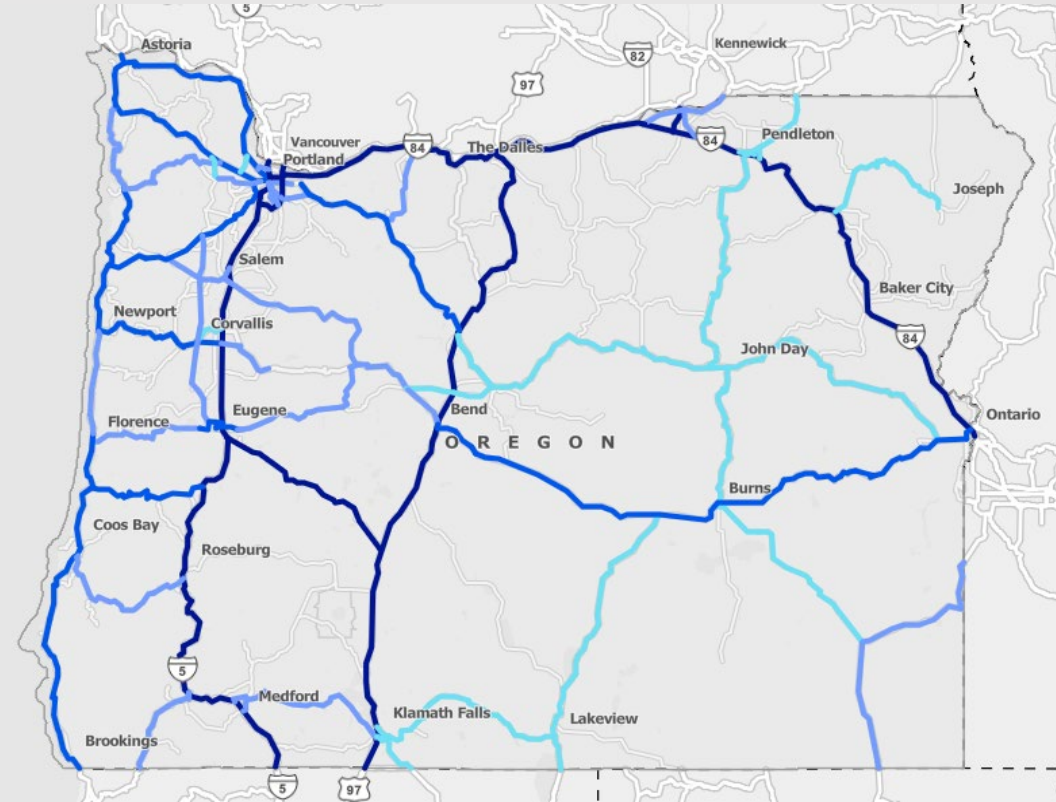
These projects, along with future \$100M+ candidates, will only be considered for CIP inclusion based on Major Projects policy being developed.

Screen Through Criteria

Goal and Weight	Description
Safety (38%)	Focuses fatalities and serious injuries in highest need areas
State of Good Repair (27%)	Asset condition with focus on priority routes
Mobility (15%)	Travel time and reliability for auto and access for multimodal (location)
Climate (10%)	Reduces GHG emissions and/or reduces air pollution
Equity (10%)	Benefits transportation disadvantaged



Location Factor (e.g. Fix-It Routes)

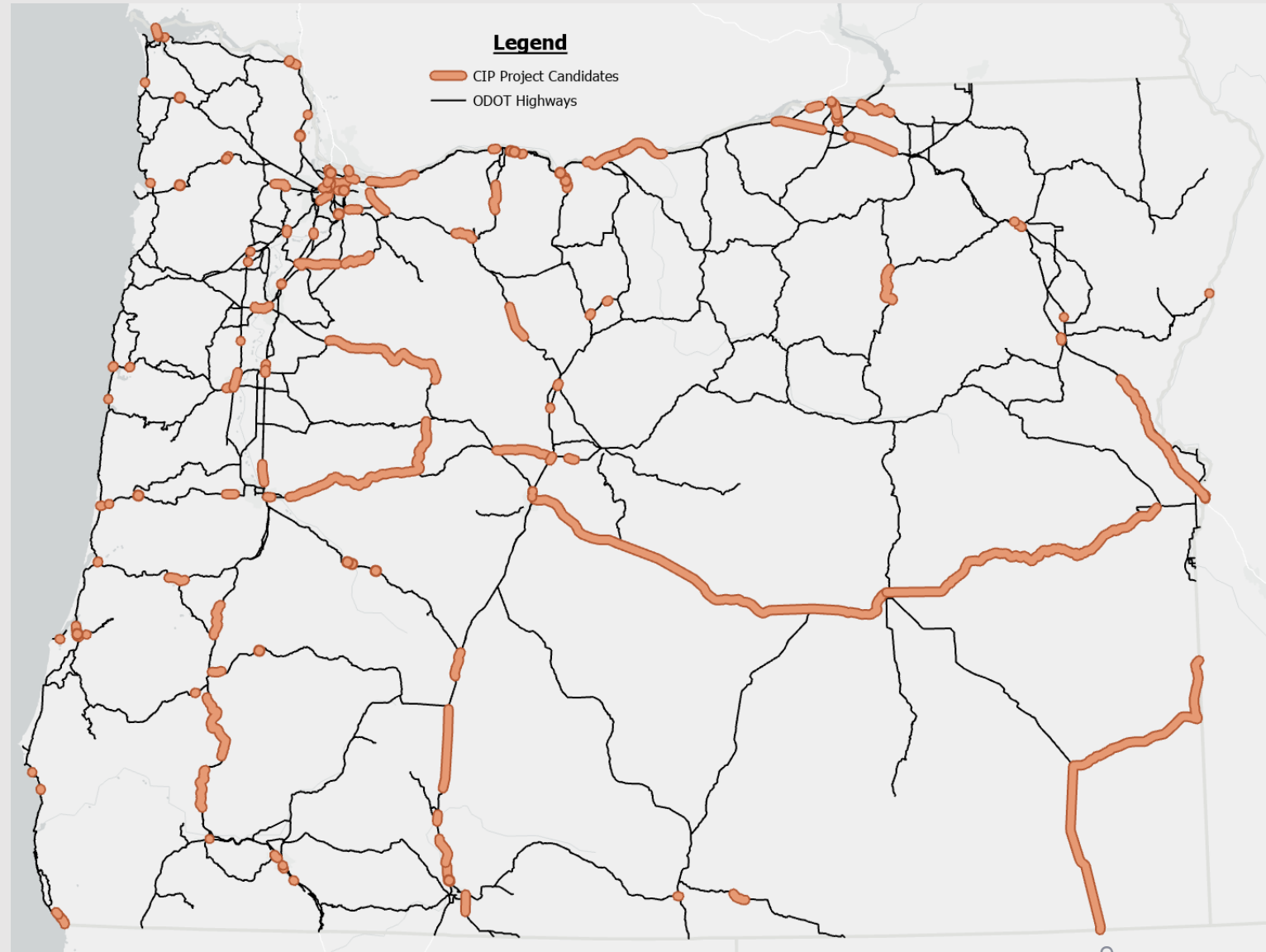


Priority Tiers are based on:

- | | |
|--|--|
| | <ul style="list-style-type: none"> • Functional classifications and designations • Traffic volumes (freight and people) • Community connections and isolation • North-South and East West connectors |
|--|--|

Candidate Projects for Selection

- 126 candidate investments
- 96 listed High urgency
- Mix of rural and urban needs
- Majority supported safety followed by SOGR
 - 97 projects intended to address more than one goal area



CIP Draft Project List

CIP Selection Committee is charged with selecting projects with statewide / system wide viewpoint.

Committee reviewed scoring and harmonized selection with the following considerations:

- Magnitude of cost versus available funds
- Performance measures
- Urban and rural benefits
- People and freight movement

Members:

- ODOT representatives from Maintenance, Project Delivery, Planning and Finance
- Association of Oregon Counties (AOC) representative
- Representative from League of Oregon Cities (LOC) representative
- Oregon MPO Consortium (OMPOC) representative

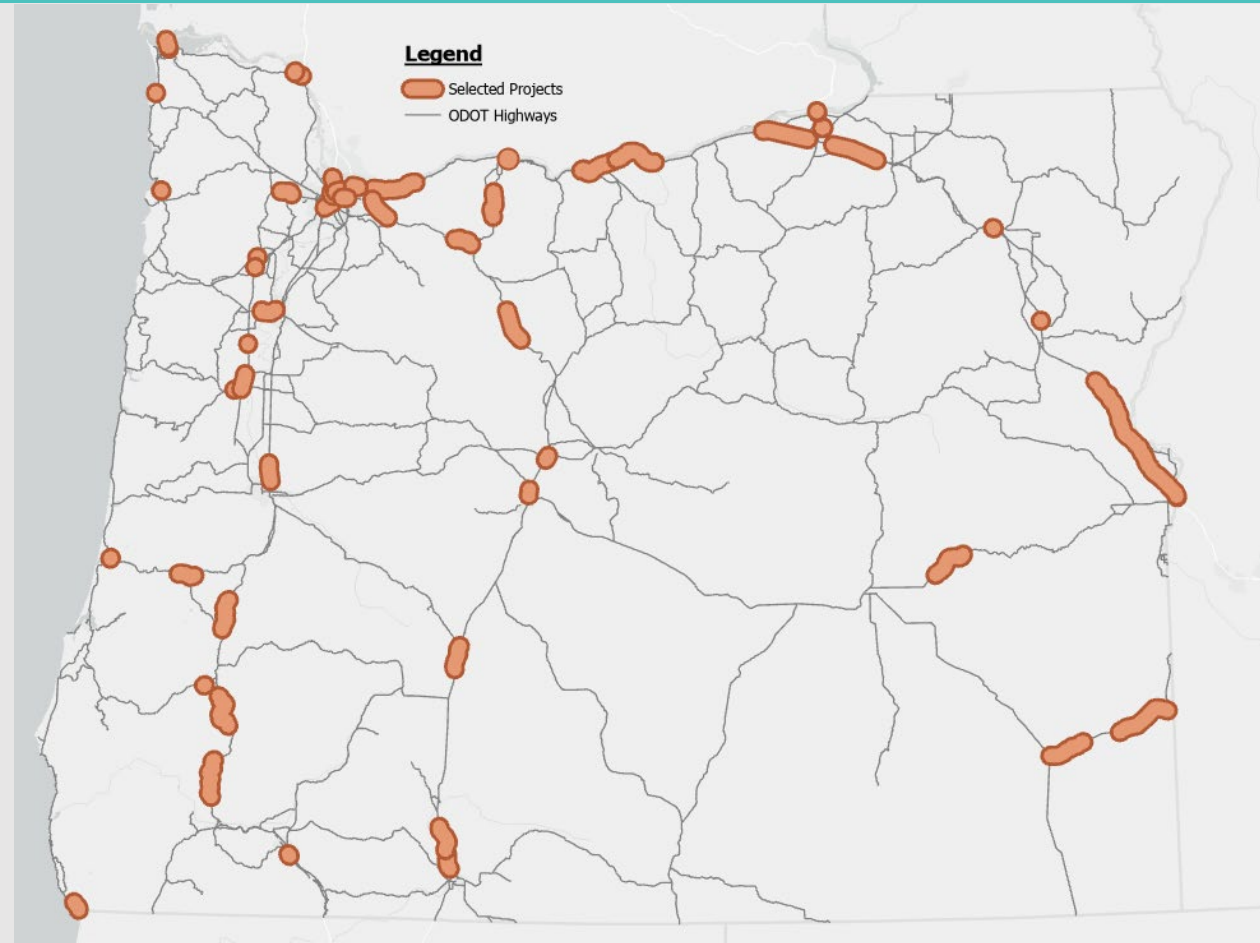


Draft 2031-2037 CIP Investments

Summary of Selected Investments

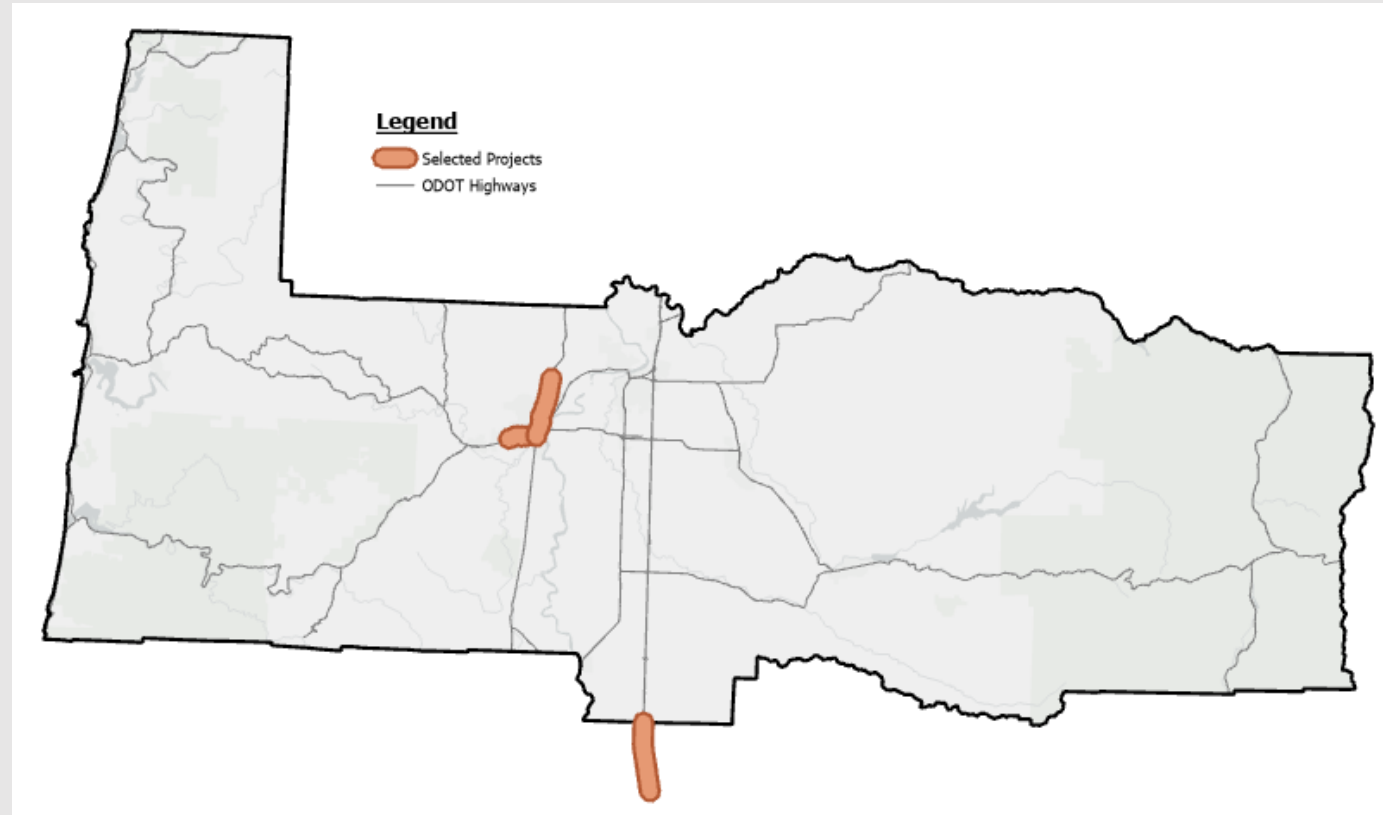
2031 - 2037

Region	Bridge	Culvert	Pavement	Discretionary	Total
1	0	0	5	3	8
2	8	0	4	2	14
3	1	0	5	2	8
4	1	1	7	1	10
5	4	1	8	1	14
	14	2	29	9	54



Selected Projects: CWACT Boundary

Project Name	Funding Category
US20/OR34: 53rd St - 26th St Corridor Improvements (Corvallis)	Discretionary
I-5: Lane County Line - McKenzie River	Pavement
OR99W: NW Lewisburg Ave - NW Fillmore Ave (Corvallis)	Pavement

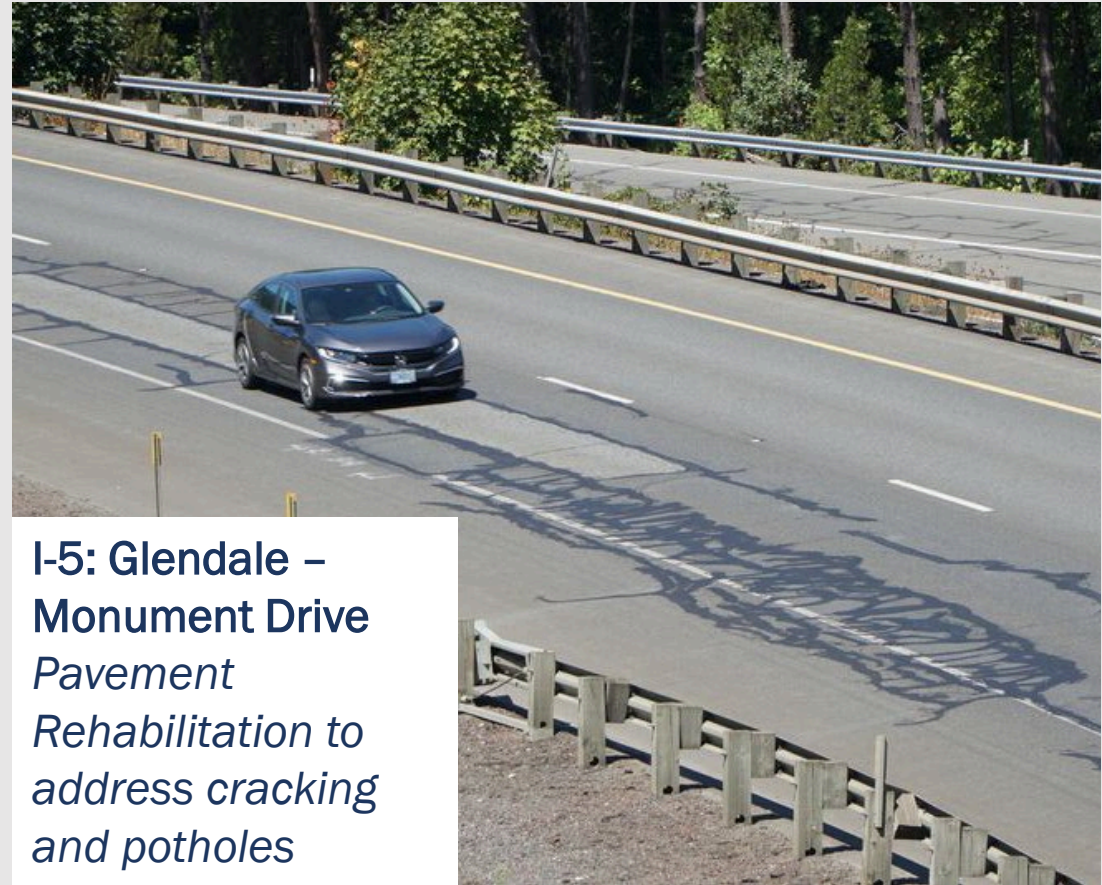


Pavement Category

2031-2037 funding: \$1B

29 projects selected

- Investments on I-5, I-84, U.S. 97, US 20, US 26, OR 38, US 101, US 95, OR 99W, OR 22
- Work types: Reconstruction, rehabilitation & simple preservation
- Primarily on Tier 1 & 2 routes



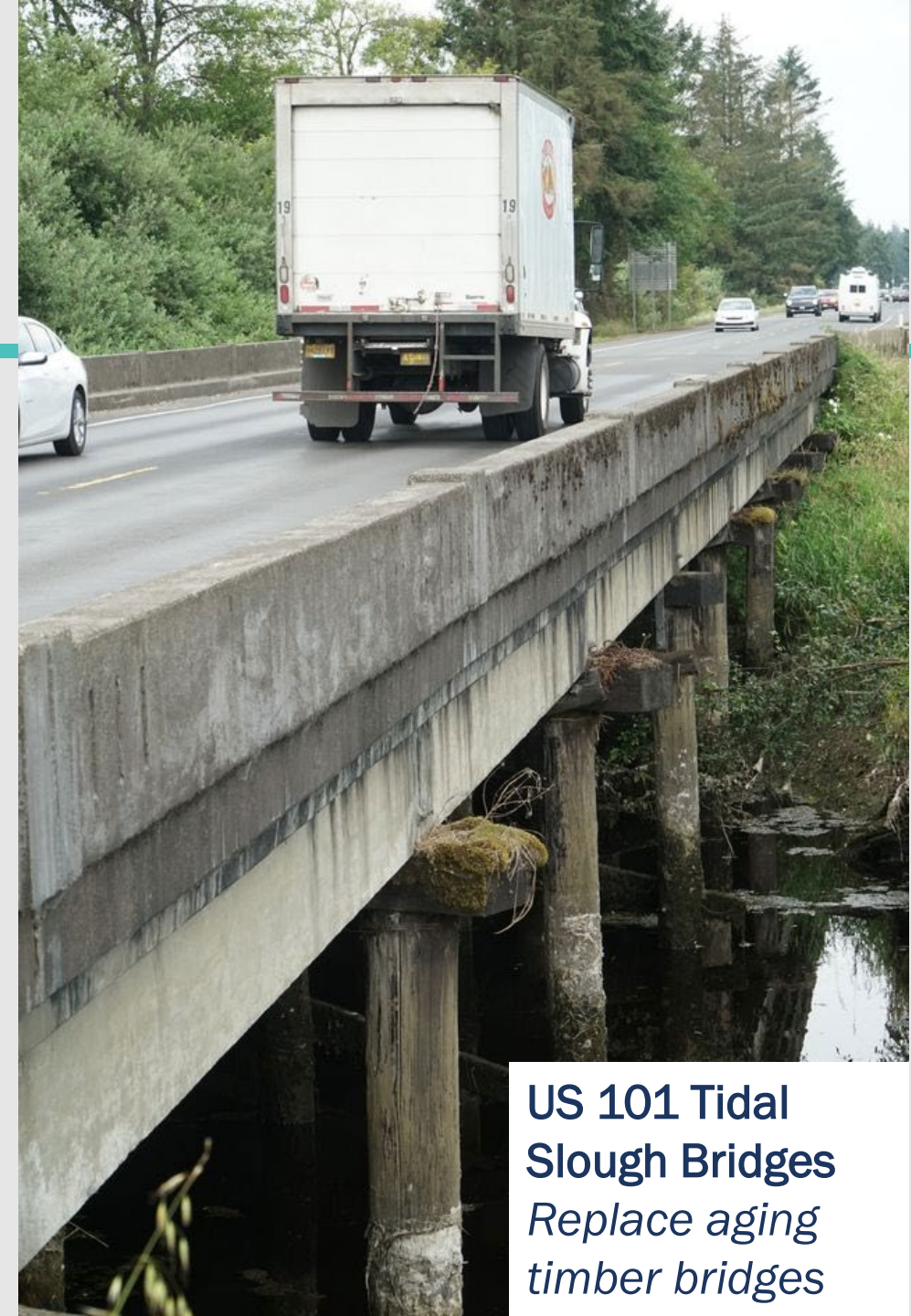
**I-5: Glendale –
Monument Drive
Pavement
Rehabilitation to
address cracking
and potholes**

Bridge Category

2031-2037 funding: \$450M

14 projects selected

- Investments on I-82, I-84, U.S. 97, OR 18, U.S. 101, U.S. 30, OR 99W
- Work Types: Deck rehabilitation, Painting, Replacements, Seismic Resilience (5 projects)
- Primarily on Tier 1 & 2 routes



**US 101 Tidal
Slough Bridges**
*Replace aging
timber bridges*

Culvert Category

2031-2037 funding: \$35M

- 2 investments selected
 - 1 project contains 28 culverts
 - Investments prioritized on I-84



I-84 Culvert
Replacement
*Replace critical
condition culvert*

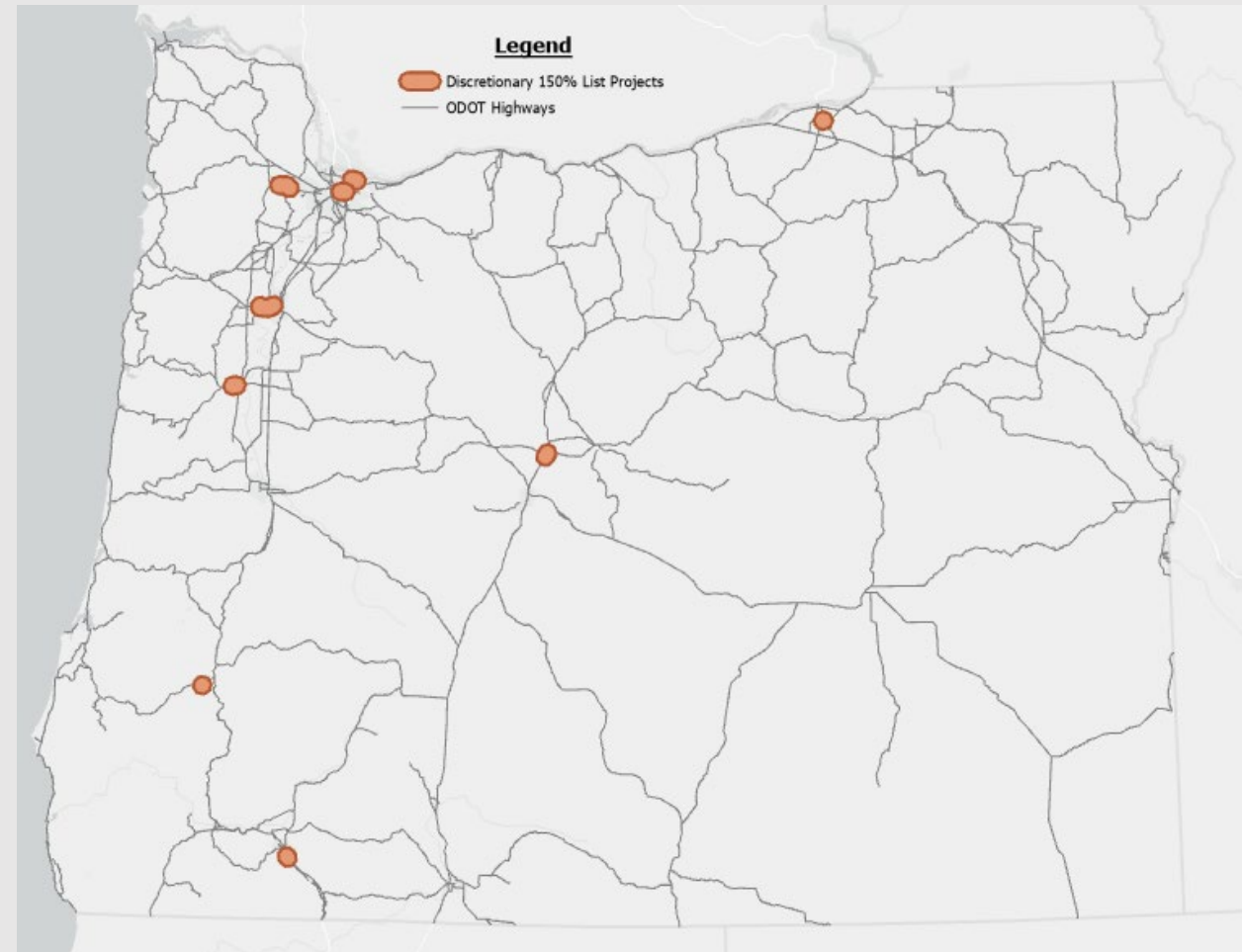
Discretionary Category

2031-2037 funding: \$380M

9 investments selected

Represents about 150% list

- Investments on U.S 97, OR 8, US 30BY, US 395, US 20/OR 34, Powell, Blvd, OR 22/OR 51, I-82
- Safety is primary goal achieved
- High scores in all OTC categories
- Includes projects from 6 ACTS



Discretionary Category Highlights →

US 97: Veterans Way to Yew Ave (Redmond)



Entrant: COACT & Region 4

Issues: Increasing crashes, missing pedestrian & bike facilities, failing pavement, generally poor asset condition, congestion.

Potential solutions:

- New signals
- Traffic separators
- New road connections
- Cycle track
- Pavement reconstruction

Magnitude of Cost: \$50 -\$100M

Discretionary Category Highlights →

US395: Beach Ave – Oregon St and OR 207: NW 2nd –NW 4th



Entrant: NEACT & Region 5

Issues: Safety for all modes, congestion, lack of multi-modal access

Potential solutions:

- Intersection improvements
- Sidewalk infill
- Enhanced Crossings
- Turn lanes
- **Magnitude of Cost:** \$30 -\$50M

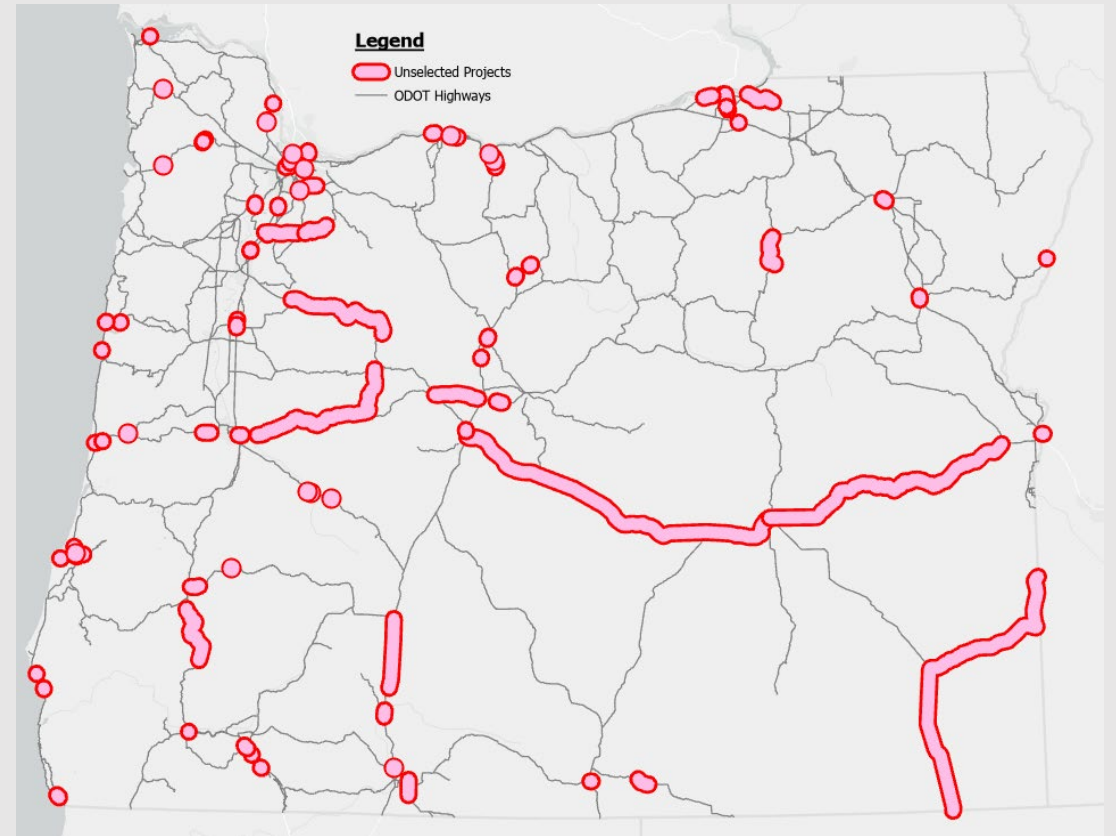
Unmet Needs Across the System

80 candidate projects were not selected.

This includes the 8 projects with cost magnitudes \$100M or greater.

The unselected projects are documented and may be CIP opportunities in the future:

- Grants
- Legislative requests
- Potential increase in funding
- Future cycles



Next Steps



Online Open House

- September 16 through November 2
- Public comment opportunity for:
 - Feedback on Draft CIP
 - Comment on individual projects
- ODOT will review comments and adjust as needed prior to finalizing in December.



**Click to view the
online open house!**

Comment and Questions

Contact:

CIPinfo@odot.oregon.gov

or

Ken Shonkwiler

Capital Investment Plan Project Manager

Kenneth.D.Shonkwiler@odot.oregon.gov

541-815-6877

Learn More here:

[Capital Investment Plan Website](#)

Draft 2031-2037 CIP Selected Projects

CIP Number	Project Name	Responsible Region	County	ACT	Funding Category	Urgency	Magnitude of Cost
2026_00106	US30BY: Sandy Blvd NE 118th Ave - NE 162nd Ave	1	Multnomah	Region 1 ACT	Discretionary	Medium	\$20,000,000 - \$40,000,000
2026_00109	Powell Blvd Safety and JT	1	Multnomah	Region 1 ACT	Discretionary	Medium	\$50,000,000 - \$100,000,000
2026_00105	OR8: Tualatin Valley Hwy Safety and Transit Supportive Investments	1	Washington	Region 1 ACT	Discretionary	High	\$30,000,000 - \$50,000,000
2026_00110	Mt Hood Hwy Pavement Preservation Portfolio	1	Clackamas	Region 1 ACT	Pavement	Medium	\$30,000,000 - \$50,000,000
2026_00002	I-5: Delta Park to Lombard Ave & I-405: Fremont Bridge - SW Water St.	1	Multnomah	Region 1 ACT	Pavement	High	\$10,000,000 - \$20,000,000
2026_00003	I-84: NE Martin Luther King Jr Blvd - I-205	1	Multnomah	Region 1 ACT	Pavement	Medium	\$10,000,000 - \$30,000,000
2026_00001	I-5: Marquam - Capitol	1	Multnomah	Region 1 ACT	Pavement	Medium	\$10,000,000 - \$30,000,000
2026_00004	I-84: Marine Drive - Multnomah Falls	1	Multnomah	Region 1 ACT	Pavement	High	\$30,000,000 - \$50,000,000
2026_00122	US101: Shangri La Creek (Dooley) Bridge	2	Clatsop	North West Oregon ACT	Bridge	High	\$10,000,000 - \$30,000,000
2026_00136	US101: Astoria-Megler (Columbia River) Bridge Substructure	2	Clatsop	North West Oregon ACT	Bridge	High	\$30,000,000 - \$60,000,000
2026_00039	US101: Astoria-Megler (Columbia River) Bridge	2	Clatsop	North West Oregon ACT	Bridge	High	\$40,000,000 - \$70,000,000
2026_00132	US30/SR 433: Columbia River (Lewis and Clark) Bridge Deck	2	Columbia	North West Oregon ACT	Bridge	High	\$10,000,000 - \$20,000,000
2026_00130	OR99W: Luckiamute River Overflow Bridge	2	Polk	Mid-Willamette Valley ACT	Bridge	High	\$30,000,000 - \$40,000,000
2026_00123	US101: Tidal Slough Bridges	2	Tillamook	North West Oregon ACT	Bridge	High	\$30,000,000 - \$60,000,000
2026_00129	OR99W: Whiteson Dip Bridge	2	Yamhill	Mid-Willamette Valley ACT	Bridge	High	\$30,000,000 - \$40,000,000
2026_00121	OR18: Yamhill River Bridge	2	Yamhill	Mid-Willamette Valley ACT	Bridge	High	\$30,000,000 - \$60,000,000
2026_00028	US20/OR34: 53rd St - 26th St Corridor Improvements (Corvallis)	2	Benton	Cascades West ACT	Discretionary	High	\$20,000,000 - \$40,000,000
2026_00070	OR22: OR51 Interchange - Willamette River Br (Salem)	2	Marion	Mid-Willamette Valley ACT	Discretionary	High	\$50,000,000 - \$100,000,000
2026_00069	OR99W: NW Lewisburg Ave - NW Fillmore Ave (Corvallis)	2	Benton	Cascades West ACT	Pavement		\$10,000,000 - \$20,000,000

2026_00032	US30: Rockcrest St - East Rainier (Rainier)	2	Columbia	North West Oregon ACT	Pavement	High	\$7,000,000 - \$12,000,000
2026_00005	I-5: Lane County Line - McKenzie River	2	Lane	Cascades West ACT,Lane ACT	Pavement	High	\$10,000,000 - \$30,000,000
2026_00006	OR22: Independence Hwy. Jct. - Willamette River	2	Polk	Mid-Willamette Valley ACT	Pavement	High	\$10,000,000 - \$30,000,000
2026_00118	US101: Umpqua River & McIntosh Slough Br Lift Span Rehab	3	Douglas	South West ACT	Bridge	High	\$3,000,000 - \$5,000,000
2026_00094	OR42 @ Brockway Roundabout	3	Douglas	South West ACT	Discretionary	High	\$10,000,000 - \$20,000,000
2026_00087	OR99: Matt Loop Street to Garfield	3	Jackson	Rogue Valley ACT	Discretionary	High	\$40,000,000 - \$80,000,000
2026_00096	US101: Robin lane - CA State Line	3	Curry	South West ACT	Pavement	High	\$9,000,000 - \$14,000,000
2026_00099	OR38: Elkton Slide - Hancock Mountain	3	Douglas	South West ACT	Pavement	Medium	\$3,000,000 - \$6,000,000
2026_00009	I-5: Rice Hill - Sutherlin	3	Douglas	South West ACT	Pavement	Medium	\$30,000,000 - \$50,000,000
2026_00008	I-5 Booth Ranch - Canyonville	3	Douglas	South West ACT	Pavement	Medium	\$30,000,000 - \$60,000,000
2026_00007	I-5: Glendale - Monument Dr	3	Josephine	Rogue Valley ACT,South West ACT	Pavement	High	\$40,000,000 - \$60,000,000
2026_00128	US97: Bend Pkwy Deck Preservation	4	Deschutes	Central Oregon ACT	Bridge	Medium	\$4,000,000 - \$7,000,000
2026_00112	I-84 MP 66.15 Culvert Replacement (D034835)	4	Hood River	Region 1 ACT	Culvert	High	\$10,000,000 - \$20,000,000
2026_00082	US97: Veterans Way to Yew Ave (Redmond)	4	Deschutes	Central Oregon ACT	Discretionary	High	\$50,000,000 - \$100,000,000
2026_00011	I-84: Rufus - Swanson Canyon	4	Gilliam	Lower John Day ACT	Pavement	High	\$40,000,000 - \$60,000,000
2026_00012	US97: Willamette Junction - Chemult	4	Klamath	South Central Oregon ACT	Pavement	High	\$10,000,000 - \$20,000,000
2026_00013	US97: Modoc Point - Algoma	4	Klamath	South Central Oregon ACT	Pavement	High	\$10,000,000 - \$20,000,000
2026_00074	U.S. 97: North K-Falls Interchange	4	Klamath	South Central Oregon ACT	Pavement	High	\$10,000,000 - \$30,000,000
2026_00014	US97: Shady Pine Rd - N. K. Falls Intchge	4	Klamath	South Central Oregon ACT	Pavement	High	\$7,000,000 - \$11,000,000
2026_00010	I-84: Celilo - Rufus	4	Sherman	Lower John Day ACT	Pavement	Medium	\$30,000,000 - \$60,000,000
2026_00086	US26: Warm Springs River	4	Wasco	Central Oregon ACT,Lower John Day ACT	Pavement	High	\$20,000,000 - \$40,000,000

2026_00127	I-84: Baldock Slough Bridge Decks	5	Baker	North East ACT	Bridge	High	\$6,000,000 - \$10,000,000
2026_00133	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2	5	Umatilla	North East ACT	Bridge	High	\$40,000,000 - \$50,000,000
2026_00134	I-82: Columbia R (Umatilla) WB Deck Rehab	5	Umatilla	North East ACT	Bridge	High	\$5,000,000 - \$10,000,000
2026_00048	I-84: Grande Ronde River Bridges	5	Union	North East ACT	Bridge	High	\$10,000,000 - \$30,000,000
2026_00120	I-84: Eastern Oregon Culvert Repair, Phase 3	5	Malheur	North East ACT, South East ACT	Culvert	High	\$8,000,000 - \$15,000,000
2026_00047	US395: Beach Ave - Oregon St & OR207: NW 2nd St - NW 4th	5	Umatilla	North East ACT	Discretionary	High	\$30,000,000 - \$50,000,000
2026_00018	I-84: Huntington - Farewell Bend	5	Baker	North East ACT, South East ACT	Pavement	Medium	\$20,000,000 - \$30,000,000
2026_00017	I-84: Nelson Point - Weatherby	5	Baker	North East ACT	Pavement	Medium	\$20,000,000 - \$40,000,000
2026_00020	US20: Pine Creek Rd - Warm Springs Road	5	Harney	South East ACT	Pavement	High	\$20,000,000 - \$40,000,000
2026_00041	US95: Rome Hill - Burns Jct	5	Malheur	South East ACT	Pavement	High	\$10,000,000 - \$20,000,000
2026_00042	US95: Jordan Creek - MP 40	5	Malheur	South East ACT	Pavement	High	\$10,000,000 - \$30,000,000
2026_00019	I-84: N. Fork Jacobsen Gulch - Ontario	5	Malheur	South East ACT	Pavement	Medium	\$20,000,000 - \$40,000,000
2026_00015	I-84: Boardman - I-82 Interchange	5	Morrow	North East ACT	Pavement	High	\$30,000,000 - \$40,000,000
2026_00016	I-84: Stanfield - Pendleton	5	Umatilla	North East ACT	Pavement	High	\$40,000,000 - \$70,000,000

DRAFT CIP Discretionary List															
CIP Number	Project Name	Responsible Region	County	ACT	Urgency	Transportation Plan	Project Initiator	Co-Entrant	Project Score (+5 for co-entrant)	Safety Total	Stewardship Total	Mobility & Accessibility Total	Equity Total	Climate & Sustainability Total	Magnitude of Cost
2026_00082	US97: Veterans Way to Yew Ave (Redmond)	4	Deschutes	Central Oregon ACT	High	South Redmond Corridor Plan, which has been	Central Oregon ACT	Region 4	105	38	27	15	10	10	\$50,000,000 - \$100,000,000
2026_00105	OR8: Tualatin Valley Hwy Safety and Transit Supportive Investments	1	Washington	Region 1 ACT	High	TriMet's BRT project is in Metro's RTP, supporting	Region 1 ACT	Region 1	105	38	27	15	10	10	\$30,000,000 - \$50,000,000
2026_00106	US30BY: Sandy Blvd NE 118th Ave - NE 162nd Ave	1	Multnomah	Region 1 ACT	Medium	Northeast Sandy Boulevard Investment	Region 1 ACT	Region 1	105	38	27	15	10	10	\$20,000,000 - \$40,000,000
2026_00047	US395: Beach Ave - Oregon St & OR207: NW 2nd St - NW 4th	5	Umatilla	North East ACT	High	Project identified in 2026 Hermiston draft TSP at	Region 5	Northeast ACT	104.1	38	27	14.1	10	10	\$30,000,000 - \$50,000,000
2026_00028	US20/OR34: 53rd St - 26th St Corridor Improvements (Corvallis)	2	Benton	Cascades West ACT	High	Corvallis TSP (2018): Various projects include	Cascades West ACT	Region 2	102	38	27	15	7	10	\$20,000,000 - \$40,000,000
2026_00109	Powell Blvd Safety and JT	1	Multnomah	Region 1 ACT	Medium	The Inner Powell Task Force has identified	Region 1 ACT	Region 1	102	38	24	15	10	10	\$50,000,000 - \$100,000,000
2026_00070	OR22: OR51 Interchange - Willamette River Br (Salem)	2	Marion	Mid-Willamette Valley ACT	High	Included in SW Pres CIP list. 2 Traffic's list.	Region 2	Mid-Willamette Valley ACT	100.8	38	27	10.8	10	10	\$50,000,000 - \$100,000,000
2026_00094	OR42 @ Brockway Roundabout	3	Douglas	South West ACT	High	Winston TSP	Region 3	Southwest ACT	99	38	27	12	7	10	\$10,000,000 - \$20,000,000
2026_00087	OR99: Matt Loop Street to Garfield	3	Jackson	Rogue Valley ACT	High	identified in RTP and TSP	Rogue Valley ACT	Region 3	98	38	20	15	10	10	\$40,000,000 - \$80,000,000

DRAFT CIP Pavement List														
CIP Number	Project Name	Responsible Region	County	ACT	Urgency	Project Initiator	Co-Entrant	Project Score (+5 for co-entrant)	Safety Total	Stewardship Total	Mobility & Accessibility Total	Equity Total	Climate & Sustainability Total	Magnitude of Cost
2026_00007	I-5: Glendale - Monument Dr	3	Josephine	Rogue Valley ACT,South West ACT	High	Preservation		53	20	27	0	6	0	\$40,000,000 - \$60,000,000
2026_00015	I-84: Boardman - I-82 Interchange	5	Morrow	North East ACT	High	Preservation		48.9	13.9	27	0	8	0	\$30,000,000 - \$40,000,000
2026_00004	I-84: Marine Drive - Multnomah Falls	1	Multnomah	Region 1 ACT	High	Preservation		64	27	27	0	10	0	\$30,000,000 - \$50,000,000
2026_00011	I-84: Rufus - Swanson Canyon	4	Gilliam	Lower John Day ACT	High	Preservation		60	27	27	0	6	0	\$40,000,000 - \$60,000,000
2026_00010	I-84: Celilo - Rufus	4	Sherman	Lower John Day ACT	Medium	Preservation		60	27	27	0	6	0	\$30,000,000 - \$60,000,000
2026_00019	I-84: N. Fork Jacobsen Gulch - Ontario	5	Malheur	South East ACT	Medium	Preservation		47	10	27	0	10	0	\$20,000,000 - \$40,000,000
2026_00003	I-84: NE Martin Luther King Jr Blvd - I-205	1	Multnomah	Region 1 ACT	Medium	Preservation		63.3	28.3	27	0	8	0	\$10,000,000 - \$30,000,000
2026_00001	I-5: Marquam - Capitol	1	Multnomah	Region 1 ACT	Medium	Preservation		52	25	27	0	0	0	\$10,000,000 - \$30,000,000
2026_00018	I-84: Huntington - Farewell Bend	5	Baker	North East ACT,South East ACT	Medium	Preservation		45	10	27	0	8	0	\$20,000,000 - \$30,000,000
2026_00008	I-5 Booth Ranch - Canyonville	3	Douglas	South West ACT	Medium	Preservation		63	30	27	0	6	0	\$30,000,000 - \$60,000,000
2026_00005	I-5: Lane County Line - McKenzie River	2	Lane	Cascades West ACT,Lane ACT	High	Preservation		52	25	27	0	0	0	\$10,000,000 - \$30,000,000
2026_00017	I-84: Nelson Point - Weatherby	5	Baker	North East ACT	Medium	Preservation		43	10	27	0	6	0	\$20,000,000 - \$40,000,000
2026_00002	I-5: Delta Park to Lombard Ave & I-405: Fremont Bridge - SW Water St.	1	Multnomah	Region 1 ACT	High	Preservation		58.2	24.9	25.3	0	8	0	\$10,000,000 - \$20,000,000
2026_00016	I-84: Stanfield - Pendleton	5	Umatilla	North East ACT	High	Preservation		39	10	23	0	6	0	\$40,000,000 - \$70,000,000
2026_00009	I-5: Rice Hill - Sutherlin	3	Douglas	South West ACT	Medium	Preservation		48	25	23	0	0	0	\$30,000,000 - \$50,000,000
2026_00074	U.S. 97: North K-Falls Interchange	4	Klamath	South Central Oregon ACT	High	Region 4		59	26	27	0	6	0	\$10,000,000 - \$30,000,000
2026_00012	US97: Willamette Junction - Chemult	4	Klamath	South Central Oregon ACT	High	Preservation		61	26	27	0	8	0	\$10,000,000 - \$20,000,000
2026_00013	US97: Modoc Point - Algoma	4	Klamath	South Central Oregon ACT	High	Preservation		59	26	27	0	6	0	\$10,000,000 - \$20,000,000
2026_00014	US97: Shady Pine Rd - N. K. Falls Intchge	4	Klamath	South Central Oregon ACT	High	Preservation		46	26	20	0	0	0	\$7,000,000 - \$11,000,000
2026_00110	Mt Hood Hwy Pavement Preservation Portfolio	1	Clackamas	Region 1 ACT	Medium	Region 1		35	0	27	0	8	0	\$30,000,000 - \$50,000,000
2026_00020	US20: Pine Creek Rd - Warm Springs Road	5	Harney	South East ACT	High	Preservation		65	30	27	0	8	0	\$20,000,000 - \$40,000,000

2026_00086	US26: Warm Springs River	4	Wasco	Central Oregon ACT, Lower John Day ACT	High	Region 4		65	30	27	0	8	0	\$20,000,000 - \$40,000,000
2026_00099	OR38: Elkton Slide - Hancock Mountain	3	Douglas	South West ACT	Medium	Region 3		57	30	27	0	0	0	\$3,000,000 - \$6,000,000
2026_00032	US30: Rockcrest St - East Rainier (Rainier)	2	Columbia	North West Oregon ACT	High	Region 2		73	38	27	0	8	0	\$7,000,000 - \$12,000,000
2026_00096	US101: Robin lane - CA State Line	3	Curry	South West ACT	High	Region 3		63	30	27	0	6	0	\$9,000,000 - \$14,000,000
2026_00042	US95: Jordan Creek - MP 40	5	Malheur	South East ACT	High	Region 5		27	0	27	0	0	0	\$10,000,000 - \$30,000,000
2026_00041	US95: Rome Hill - Burns Jct	5	Malheur	South East ACT	High	Region 5		37	10	27	0	0	0	\$10,000,000 - \$20,000,000
2026_00069	OR99W: NW Lewisburg Ave - NW Fillmore Ave (Corvallis)	2	Benton	Cascades West ACT		Region 2		71	38	27	0	6	0	\$10,000,000 - \$20,000,000
2026_00006	OR22: Independence Hwy. Jct. - Willamette River	2	Polk	Mid-Willamette Valley ACT	High	Preservation		72.1	37.2	26.9	0	8	0	\$10,000,000 - \$30,000,000

DRAFT CIP Bridge List													
CIP Number	Project Name	Responsible Region	County	ACT	Urgency	Project Initiator	Co-Entrant	Project Score (+5 for co-entrant)	Safety Total	Stewardship Total	Equity Total	Climate & Sustainability Total	Magnitude of Cost
2026_00128	US97: Bend Pkwy Deck Preservation	4	Deschutes	Central Oregon ACT	Medium	Bridge		62.3	29.3	27	6	0	\$4,000,000 - \$7,000,000
2026_00133	I-82: Eastbound Umatilla (Columbia River) Bridge Phase	5	Umatilla	North East ACT	High	Bridge		47	10	27	10	0	\$40,000,000 - \$50,000,000
2026_00134	I-82: Columbia R (Umatilla) WB Deck Rehab	5	Umatilla	North East ACT	High	Bridge		47	10	27	10	0	\$5,000,000 - \$10,000,000
2026_00127	I-84: Baldock Slough Bridge Decks	5	Baker	North East ACT	High	Bridge		37	10	27	0	0	\$6,000,000 - \$10,000,000
2026_00048	I-84: Grande Ronde River Bridges	5	Union	North East ACT	High	Bridge & Region 5	Bridge	68	30	27	6	0	\$10,000,000 - \$30,000,000
2026_00121	OR18: Yamhill River Bridge	2	Yamhill	Mid-Willamette Valley ACT	High	Bridge		97	38	27	10	10	\$30,000,000 - \$60,000,000
2026_00122	US101: Shangri La Creek (Dooley) Bridge	2	Clatsop	North West Oregon ACT	High	Bridge		97	38	27	10	10	\$10,000,000 - \$30,000,000
2026_00039	US101: Astoria-Megler (Columbia River) Bridge	2	Clatsop	North West Oregon ACT	High	Bridge		65	38	27	0	0	\$40,000,000 - \$70,000,000
2026_00136	US101: Astoria-Megler (Columbia River) Bridge	2	Clatsop	North West Oregon ACT	High	Bridge		65	38	27	0	0	\$30,000,000 - \$60,000,000
2026_00118	US101: Umpqua River & McIntosh Slough Br Lift Span	3	Douglas	South West ACT	High	Bridge		63	30	27	6	0	\$3,000,000 - \$5,000,000
2026_00123	US101: Tidal Slough Bridges	2	Tillamook	North West Oregon ACT	High	Bridge		97	38	27	10	10	\$30,000,000 - \$60,000,000
2026_00132	US30/SR 433: Columbia River (Lewis and Clark)	2	Columbia	North West Oregon ACT	High	Bridge		43	10	27	6	0	\$10,000,000 - \$20,000,000
2026_00129	OR99W: Whiteson Dip Bridge	2	Yamhill	Mid-Willamette Valley ACT	High	Bridge		90	38	27	7	10	\$30,000,000 - \$40,000,000
2026_00130	OR99W: Luckiamute River Overflow Bridge	2	Polk	Mid-Willamette Valley ACT	High	Bridge		81	38	27	0	10	\$30,000,000 - \$40,000,000

DRAFT CIP Culvert List														
CIP Number	Project Name	Responsible Region	County	ACT	Urgency	Project Initiator	Co-Entrant	Project Score ^(+5 for co-entrant)	Safety Total	Stewardship Total	Mobility & Accessibility Total	Equity Total	Climate & Sustainability Total	Magnitude of Cost
2026_00120	I-84: Eastern Oregon Culvert Repair, Phase 3	5	Malheur	North East ACT,South East ACT	High	Culverts		45	10	27	0	8	0	\$8,000,000 - \$15,000,000
2026_00112	I-84 MP 66.15 Culvert Replacement (D034835)	4	Hood River	Region 1 ACT	High	Culverts		75	38	27	0	10	0	\$10,000,000 - \$20,000,000

Unselected Projects - Unmet Need															
CIP Number	Project Name	Responsible Region	County	ACT	Urgency	Transportation Plan	Project Initiator	Co-Entrant	Project Score (+5 for co-entrant)	Safety Total	Stewardship Total	Mobility & Accessibility Total	Equity Total	Climate & Sustainability Total	Magnitude of Cost
2026_00035	I-82/US730 Umatilla Interchange Improvements (Exit 1)	5	Umatilla	North East ACT	Medium	2023 City of Umatilla TSP identifies	Region 5		100	38	27	15	10	10	\$10,000,000 - \$30,000,000
2026_00104	Arizona North Landslide Repair - continuation	3	Curry	South West ACT	Medium	US101 South Coast Slides Study	Southwest ACT		100	38	27	15	10	10	\$50,000,000 - \$100,000,000
2026_00036	I-5 Rose Quarter: Phase 1C & Phase 2	1	Multnomah	Region 1 ACT	High	HB 2017, Region 1 ACT, Metro RTP, Portland TSP	Region 1 ACT		100	38	27	15	10	10	>\$100,000,000
2026_00098	US101: Commercial Signal Replacement	3	Coos	South West ACT	Medium	N/A	Region 3		97	38	27	15	10	7	\$8,000,000 - \$13,000,000
2026_00139	O.R. 140E: Lakeview Pedestrian Improvements & Streetscape	4	Lake	South Central Oregon ACT	High		South Central Oregon ACT		97	38	27	12	10	10	\$8,000,000 - \$12,000,000
2026_00040	OR212/224 Sunrise Corridor: SE 122nd Ave – SE Tong Rd	1	Clackamas	Region 1 ACT	Medium	Region 1 ACT. Included in Metro's	Region 1 ACT		97	38	27	15	7	10	>\$100,000,000
2026_00091	Portland Metro and Surrounding Areas Arterial Highway Safety	1	Multnomah	Region 1 ACT	High	Explicitly addresses OTP goal of eliminating	Region 1 ACT		94.3	38	21.3	15	10	10	>\$100,000,000
2026_00095	US101: Retz Creek Slide	3	Curry	South West ACT	Medium	US101: South Coast Slides Study	Region 3		94.1	38	27	9.1	10	10	\$10,000,000 - \$20,000,000
2026_00072	OR214/OR211: Highway updates and paving (Marion County)	2	Marion	Mid-Willamette Valley ACT,Region 1	High	Identified in 2017 Ped Safety Study and 2012	Region 2		93.8	38	27	11.8	7	10	\$10,000,000 - \$30,000,000
2026_00021	Clatsop County - 30th and 33rd signal communications	2	Clatsop	North West Oregon ACT	High	Within the Cities' TSP, scoped within ODOT	North West Oregon ACT		93	38	27	8	10	10	\$10,000,000 - \$20,000,000
2026_00107	I-5: Boone Bridge SB Auxiliary Lane	1	Clackamas	Region 1 ACT	High	Metro RTP, I-5 Wilsonville Facility Plan	Region 1		92.1	38	27	10.1	7	10	\$30,000,000 - \$60,000,000
2026_00025	US Highway 30 Scappoose to St. Helens Corridor – Signal Detection Upgrades	2	Columbia	North West Oregon ACT	High	N/A	North West Oregon ACT		90	38	27	8	7	10	\$20,000,000 - \$50,000,000
2026_00108	US26 EB dual lane exit to I-405 SB	1	Multnomah	Region 1 ACT	High	Identified in the CBOS2 Report & Westside Multi	Region 1		90	38	27	15	0	10	\$20,000,000 - \$40,000,000
2026_00103	US101 Harbor - Chetco River Bridge to Benham: Bike/Ped Safety improvements	3	Curry	South West ACT	High	US101: Chetco River to California Corridor Plan	Southwest ACT		89	38	16	15	10	10	\$10,000,000 - \$30,000,000
2026_00083	US20:US97 Empire (Bend)	4	Deschutes	Central Oregon ACT	High	City of Bend Transportation System	Region 4	Central Oregon ACT	84	38	16	15	0	10	\$20,000,000 - \$40,000,000
2026_00064	OR126B (South A St): Mill St to 21st St Roadway Reconfiguration (Springfield)	2	Lane	Lane ACT	Low	This project is identified in the Springfield	Lane ACT		79.8	38	10	14.8	10	7	\$5,000,000 - \$15,000,000
2026_00026	US20: OR229 (Toledo)	2	Lincoln	Cascades West ACT	High	Toledo TSP (2013): Western Junction	Cascades West ACT	Region 2	79.7	38	16.7	0	10	10	\$30,000,000 - \$60,000,000
2026_00092	OR99: Rapp to Valley View sidewalk infill	3	Jackson	Rogue Valley ACT	Medium	identified in RTP and TSP	Rogue Valley ACT		77	38	4	15	10	10	\$6,000,000 - \$9,000,000
2026_00033	US30 at SW Walnut St Intersection Improvements (Scappoose)	2	Columbia	North West Oregon ACT	High	N/A	Region 2		76	38	24	8	6	0	\$10,000,000 - \$30,000,000
2026_00046	US395: Punkin Center to US730 Safety Corridor	5	Umatilla	North East ACT	High	Project is identified in 2026 Umatilla County	Region 5	Northeast ACT	75	38	0	12	10	10	\$20,000,000 - \$40,000,000
2026_00079	US30: Mosier Streetscape Improvements	4	Wasco	Lower John Day ACT	Medium	Mosier TSP	Lower John Day ACT		75	38	8	12	7	10	\$1,000,000 - \$3,000,000
2026_00113	I-84 MP 67.50 Culvert Replacement (D034849)	4	Hood River	Region 1 ACT	High	N/A	Culverts		75	38	27	0	10	0	\$10,000,000 - \$30,000,000
2026_00049	OR207/N 1st Place Intersection Improvements (Hermiston)	5	Umatilla	North East ACT	Medium	This project has been identified in March 2026	Region 5		73	38	0	15	10	10	\$2,000,000 - \$4,000,000
2026_00111	Operations Improvements at Priority Locations	1	Multnomah	Region 1 ACT	Medium	R1 Traffic analysis identified signals with	Region 1		73	38	27	0	8	0	\$20,000,000 - \$40,000,000
2026_00084	OR126: Powell Butte Highway	4	Crook	Central Oregon ACT	High	Crook County TSP	Region 4	Central Oregon ACT	72	38	19	0	0	10	\$9,000,000 - \$20,000,000
2026_00075	US 197: US 30	4	Wasco	Lower John Day ACT	High	The Dalles Transportation System	Region 4	Lower John Day ACT	71	38	0	8	10	10	\$10,000,000 - \$30,000,000
2026_00116	OR138E OLD HATCHERY CREEK (0P465) CULVERT	3	Douglas	South West ACT	High	N/A	Culverts		71	38	27	0	6	0	\$10,000,000 - \$30,000,000
2026_00060	Region 2 Guardrail Upgrades	2	Lane	Cascades West ACT,Lane ACT,Mid-	Medium	NA	Region 2		69.1	38	25.1	0	6	0	\$3,000,000 - \$5,000,000
2026_00065	OR58: Enhanced Crosswalks (Oakridge)	2	Lane	Lane ACT	Medium	These crossings are recommended in the	Lane ACT	Region 2	69	38	0	15	1	10	\$1,000,000 - \$3,000,000
2026_00089	OR99: Beall to Table Rock Road	3	Jackson	Rogue Valley ACT	High	identified in RTP and TSP	Rogue Valley ACT	Region 3	69	38	0	15	1	10	\$30,000,000 - \$60,000,000
2026_00059	Idaho Ave-Ontario Ped Improvements	5	Malheur	South East ACT	Low		South East ACT		68	38	0	15	5	10	\$900,000 - \$2,000,000
2026_00101	US101: North Bend to Bunker Hill	3	Coos	South West ACT	Medium	Planning effort to begin in the next 2-3 years.	Southwest ACT		66.1	38	0	13.1	5	10	\$10,000,000 - \$20,000,000
2026_00045	US395: Hermiston (SE 4th Street to Jennie Avenue)	5	Umatilla	North East ACT	High	Project appears to address March 2026	Region 5		65.6	38	0	14.6	3	10	\$3,000,000 - \$6,000,000
2026_00063	OR126 (West) at MP 3.10 Emergency Bypass (Cushman)	2	Lane	Lane ACT	Medium	This project is not identified in the Lane	Lane ACT		65	30	27	0	8	0	\$8,000,000 - \$13,000,000
2026_00085	OR6 Zigzag Creek Culvert	2	Tillamook	North West Oregon ACT	High	N/A	Culverts		65	38	27	0	0	0	\$20,000,000 - \$35,000,000

2026_00102	OR138E (Roseburg) Bike/Ped Facilities - Stephens to Sunshine Rd	3	Douglas	South West ACT	High	OR138E: Design Concept Corridor Plan	Southwest ACT		64	38	0	15	1	10	\$30,000,000 - \$60,000,000
2026_00071	US 97 Klamath Falls to Chemult Safety Enhancements	4	Klamath	South Central Oregon ACT	High	multiple city and county Safety Improvement	South Central Oregon ACT	Region 4	64	26	27	0	6	0	>\$100,000,000
2026_00077	OR126: Sisters to Redmond	4	Deschutes	Central Oregon ACT	High		Region 4		63	38	25	0	0	0	\$50,000,000 - \$90,000,000
2026_00090	US199: Redwood Spur Hwy - Park/Parkdale SB Dual LTL	3	Josephine	Rogue Valley ACT	Medium	identified in RTP and TSP	Rogue Valley ACT	Region 3	63	38	0	10	10	0	\$7,000,000 - \$12,000,000
2026_00114	US 97: OR 422: OR62 Intersection Safety Improvement	4	Klamath	South Central Oregon ACT	High		Region 4		61	26	27	0	8	0	\$50,000,000 - \$100,000,000
2026_00066	OR58: MP 44.2 Culvert Replacement	2	Lane	Lane ACT	High	N/A	Region 2		59	26	27	0	6	0	\$2,000,000 - \$4,000,000
2026_00088	I-5 Exit 27 (South Medford)	3	Jackson	Rogue Valley ACT	Medium	in TSP and RTP	Rogue Valley ACT	Region 3	59	30	16	0	8	0	\$4,000,000 - \$6,000,000
2026_00138	O.R. 140: Deep Creek - Deep Creek Curves	4	Lake	South Central Oregon ACT	High		South Central Oregon ACT		59	26	27	0	6	0	\$50,000,000 - \$100,000,000
2026_00093	Hwy 211 RSA Implementation	1	Clackamas	Region 1 ACT	High	ODOT undertook a road safety audit (RSA) in	Region 1		58.8	38	10.8	0	0	10	\$20,000,000 - \$50,000,000
2026_00097	South Douglas Culverts	3	Douglas	South West ACT	Medium	N/A	Region 3		58	25	27	0	6	0	\$5,000,000 - \$20,000,000
2026_00137	I- 5 Brooks Interchange Long-term Improvements - New full interchange.	2	Marion	Mid-Willamette Valley ACT	High	I-5: Brooks IAMP, 2022. Project is supported by	Mid-Willamette Valley ACT		58	38	1	2	7	10	\$50,000,000 - \$100,000,000
2026_00131	I-205: Glenn Jackson Bridge (Columbia River) Deck	1	Multnomah	Region 1 ACT	High		Bridge		58	25	27	0	6	0	>\$100,000,000
2026_00022	OR 6 Wilson River Highway Corridor Study (HB 4053)Package F: Unstable	2	Tillamook	North West Oregon ACT	High	Tillamook TSP and Washington County	North West Oregon ACT		57	30	27	0	0	0	\$4,000,000 - \$8,000,000
2026_00023	OR 6 Wilson River Highway Corridor Study (HB 4053)Package F: Unstable	2	Tillamook	North West Oregon ACT	High	Tillamook TSP and Washington County	North West Oregon ACT		57	30	27	0	0	0	\$4,000,000 - \$8,000,000
2026_00024	OR 6 Wilson River Highway Corridor Study (HB 4053)Package F: Unstable	2	Tillamook	North West Oregon ACT	High	Tillamook TSP and Washington County	North West Oregon ACT		57	30	27	0	0	0	\$4,000,000 - \$8,000,000
2026_00038	I-84/US395: Stanfield Interchange EB Improvements (exit 188)	5	Umatilla	North East ACT	High	IAMP from 2005, tech memo to be completed	Region 5	Northeast ACT	57	30	12	0	10	0	\$4,000,000 - \$7,000,000
2026_00119	OR540: South Slough Bridge (#01940G) Lift Span Rehab	3	Coos	South West ACT	High		Bridge		57	26	25	0	6	0	\$3,000,000 - \$6,000,000
2026_00034	US30: Mitchell Point Drive (On Ramp) to Ruthton County Park	1	Hood River	Region 1 ACT	High	Reconnection was directed by federal law	Region 1 ACT	Region 1	57	38	4	0		10	>\$100,000,000
2026_00068	I- 5 Brooks Interchange Interim Improvements	2	Marion	Mid-Willamette Valley ACT	High	I-5: Brooks IAMP, 2022. Project is supported by	Mid-Willamette Valley ACT		56	36	1	2	7	10	\$10,000,000 - \$20,000,000
2026_00061	OR126: Veneta to Eugene Intersection Improvements	2	Lane	Lane ACT	High	This project is identified in the Lane County	Lane ACT		55	38	0	0	7	10	\$40,000,000 - \$60,000,000
2026_00073	US 97: Dan O'Brian Way Round-A-Bout	4	Klamath	South Central Oregon ACT	High	The appropriate studies to identify a roundabout	South Central Oregon ACT		55	38	0	0	7	10	\$10,000,000 - \$30,000,000
2026_00030	I-5: Knox Butte Rd - US20 (Albany)	2	Linn	Cascades West ACT	High	Linn County TSP (2018) describes this in project	Cascades West ACT		53.4	30	15.4	0	8	0	\$50,000,000 - \$100,000,000
2026_00126	US197: Over UPRR Deck Preservation	4	Wasco	Lower John Day ACT	Medium		Bridge		49	26	15	0	8	0	\$2,000,000 - \$4,000,000
2026_00135	OR86: Snake River (Oxbow) Substructure	5	Baker	North East ACT	Medium		Bridge		49	26	17	0	6	0	\$4,000,000 - \$8,000,000
2026_00115	O.R. 39 Intersection Safety Improvements	4	Klamath	South Central Oregon ACT	High	Klamath County TSP	South Central Oregon ACT		48	38	0	0	0	10	\$50,000,000 - \$80,000,000
2026_00080	US97: OR361 Culver Highway (Culver)	4	Jefferson	Central Oregon ACT	High	High Bridge to Madras Plan and Jefferson	Region 4	Central Oregon ACT	43	38	0	0	0	0	\$10,000,000 - \$20,000,000
2026_00054	US730 Umatilla to Irrigon turning refuges	5	Umatilla	North East ACT	High		Northeast ACT	Region 5	39	34	0	0	0	0	\$9,000,000 - \$20,000,000
2026_00057	HWY 395B Curve Improvements	5	Umatilla	North East ACT,South East ACT	Medium		South East ACT	Region 5	39	26	8	0	0	0	\$10,000,000 - \$20,000,000
2026_00062	OR126 (East) Safety Improvements	2	Lane	Cascades West ACT,Lane ACT	High	This package of improvements is not	Lane ACT		38	38	0	0	0	0	\$8,000,000 - \$12,000,000
2026_00076	US197 Five Mile Alternate Access Road Feasibility Study	4	Wasco	Lower John Day ACT	High	Wasco County TSP	Lower John Day ACT		38	38	0	0	0	0	
2026_00081	US97: Colfax Lane - Dover Lane	4	Jefferson	Central Oregon ACT	High	High Bridge to Madras Plan and Jefferson	Central Oregon ACT		38	38	0	0	0	0	\$10,000,000 - \$20,000,000
2026_00053	US30/10th street paving - Baker City	5	Baker	North East ACT	High		Northeast ACT	Region 5	37	0	26	0	6	0	\$3,000,000 - \$5,000,000
2026_00124	I-405: Willamette River (Fremont) Bridge Painting Phase 1	1	Multnomah	Region 1 ACT	Medium		Bridge		37	10	27	0	0	0	>\$100,000,000
2026_00043	US20: Pine Creek Rd - Warm Springs Road	5	Harney	South East ACT	Medium		Region 5		35	0	27	0	8	0	\$9,000,000 - \$14,000,000
2026_00051	OR82 Adams Avenue Paving	5	Union	North East ACT	High		Northeast ACT		35	0	27	0	8	0	\$2,000,000 - \$4,000,000
2026_00027	US101: Abbey St – US20 Urban Upgrades (Newport)	2	Lincoln	Cascades West ACT	High	Newport TSP (2022): Commercial Core	Cascades West ACT		34	20	4	0		10	\$20,000,000 - \$40,000,000
2026_00044	US26: MP 13.2 Bump Slide	2	Washington	North West Oregon ACT	High	N/A	Region 2		33	0	27	0	6	0	\$5,000,000 - \$8,000,000

2026_00055	HWY 20 Passing Lanes-Burns to Bend	5	Harney	Central Oregon ACT,South Central	High		South East ACT		30	30	0	0	0	0	\$20,000,000 - \$40,000,000
2026_00056	HWY 20 Pull-outs	5	Malheur	South East ACT	Medium		South East ACT		30	30	0	0	0	0	\$2,000,000 - \$5,000,000
2026_00029	I-5: Old Salem Rd - Century Dr (Linn County)	2	Linn	Cascades West ACT	High	Linn County TSP (2018) describes	Cascades West ACT		29.3	24.3	5	0	0	0	\$10,000,000 - \$20,000,000
2026_00117	OR241: Chandler (Coos River) Bridge Lift Span Rehab	3	Coos	South West ACT	High		Bridge		18	10	8	0	0	0	\$3,000,000 - \$6,000,000
2026_00052	OR37 Thorne Curve realignment	5	Umatilla	North East ACT	High		Northeast ACT		14	10	4	0	0	0	\$30,000,000 - \$50,000,000
2026_00058	US95 Safety	5	Malheur	South East ACT	High		South East ACT		10	10	0	0	0	0	\$20,000,000 - \$50,000,000
2026_00078	US97 (Shaniko)	4	Wasco	Lower John Day ACT	High	N/A	Lower John Day ACT		10	0	0	0	10	0	\$20,000,000 - \$30,000,000
2026_00067	Newberg Dundee Bypass Completion	2	Yamhill	Mid-Willamette Valley ACT	High	Project is supported by local plans and	Mid-Willamette Valley ACT		6	0	0	0	6	0	>\$100,000,000