

**CWACT Full Commission Meeting**  
**Thursday, April 23rd, 2026**  
**5:00 pm - 7:00 pm**

**HYBRID MEETING**

Benton County Kalapuya Building  
Holmes & Shipley Meeting Room  
4500 SW Research Way, Corvallis, Oregon 97333

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

**AGENDA**

|    |      |  |  |
|----|------|--|--|
| 1) | 5:00 | <b>Welcome and Agenda Review</b>   | <b>Commissioner<br/>Walter Chuck<br/>(Chair)</b> |
| 2) | 5:05 | <b>Public Comments</b><br><i>This time is reserved for members of the public to comment on issues related to the CWACT's activities.</i>   | <b>Chair</b>                                     |
| 3) | 5:10 | <b>Approve Minutes of December 18, 2025, meeting<br/>(Attachment A)</b><br><br><b>No minutes to approve from February 2026 meeting<br/>(no quorum)</b><br><br><b>ACTION: Approval of Minutes</b>   | <b>Chair</b>                                     |
| 4) | 5:10 | <b>ODOT's Capital Investment Plan (CIP)</b><br><br><i>CIP Presentation (Attachment B)</i><br><br><b>ACTION: Information</b>  | <b>ODOT Staff</b>                                |
| 5) | 5:30 | <b>Technical Committee Update &amp; Selection of Regional<br/>Project Priorities</b><br><br><i>Recommended Regional Priorities (Attachment C)</i><br><br><b>ACTION: Information &amp; Decision</b> | <b>ODOT Staff</b>                                |

|    |      |  |                    |
|----|------|--|--------------------|
| 6) | 6:30 | <b>Grant Opportunities</b> <ul style="list-style-type: none"> <li>• <a href="#">Small City Allotment</a> (apply by April 30)</li> <li>• <a href="#">Safe Routes to School</a> education and technical assistance grants (apply by April 27)</li> <li>• Draft grant opportunity for <a href="#">Medium- and Heavy-Duty Zero Emission Infrastructure Programs</a> (comment by May 15)</li> </ul> <p><b>ACTION:</b> Information</p>                                     | ODOT Staff         |
| 7) | 6:45 | <b>Other Business</b> <ul style="list-style-type: none"> <li>• ACT's being asked to update work plans and charter/bylaws</li> <li>• Van Buren Bridge ribbon cutting in Corvallis (May 6, 10-11am)</li> <li>• CWACT Workplan Presentation to OTC (May 6, Luncheon)</li> <li>• ACT/Modal Chair meeting in Corvallis (May 6, 1-5pm)</li> <li>• OTC meeting, Corvallis (May 7)</li> <li>• TSAP Presentation Opportunity</li> <li>• Local jurisdiction updates</li> </ul> | Chair & ODOT Staff |
| 8) | 7:00 | <b>Adjournment</b><br><i>The next CWACT Full Commission Meeting is scheduled for June 25th, 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     |
| Short         | Kathy      | City of Depoe Bay              | Primary     |
| Conti         | Dominic    | City of Lebanon                | Primary     |
| Mark          | Rick       | City of Lincoln City           | Primary     |
| Hickam        | Mike       | City of Millersburg            | Primary     |
| Cuthbertson   | Jeanni     | City of Monroe                 | Primary     |
| Kaplan        | Jan        | City of Newport                | Primary     |
| Saalsaa       | Rich       | City of Philomath              | Primary     |
| Sanchez       | Angelita   | City of Sweet Home             | Primary     |
| Samaniego     | Joe        | City of Tangent                | Primary     |
| Silvia        | Frank      | City of Toledo                 | Primary     |
| Townsend      | Jerry      | City of Waldport               | Primary     |

|                   |                  |                                       |                |
|-------------------|------------------|---------------------------------------|----------------|
| <b>Collins</b>    | <b>Barry</b>     | <b>City of Yachats</b>                | <b>Primary</b> |
| <b>Sylvia</b>     | <b>Gil</b>       | <b>Port of Newport</b>                | <b>Primary</b> |
| <b>Bronstein</b>  | <b>Sarah</b>     | <b>Benton County – Private Sector</b> | <b>Primary</b> |
| <b>Steele</b>     | <b>Janet</b>     | <b>Linn County – Private Sector</b>   | <b>Primary</b> |
| <b>Hildebrant</b> | <b>Christine</b> | <b>ODOT</b>                           | <b>Primary</b> |

**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, December 18th, 2025  
5:00 pm – 7:00 pm**

**Draft Minutes**

| <b>Last Name</b> | <b>First Name</b> | <b>Representing</b>            | <b>Attendance</b> |
|------------------|-------------------|--------------------------------|-------------------|
| Malone           | Pat               | Benton County                  | Yes               |
| Bronstein        | Sarah             | Benton County – Private Sector | No                |
| Van Drimmelen    | Christine         | City of Albany                 | No                |
| 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               |
| Cuthbertson      | Jeanni            | City of Monroe                 | No                |
| Kaplan           | Jan               | City of Newport                | Yes               |
| Sanchez          | Angelita          | City of Sweet Home             | No                |
| Saalsaa          | Rich              | City of Philomath              | Yes               |
| Samaniego        | Joe               | City of Tangent                | No                |
| Silvia           | Frank             | City of Toledo                 | No                |
| Collins          | Barry             | City of Yachats                | Yes               |
| Kennta           | Robert            | Conf. Tribes of Siletz Indians | No                |
| Chuck            | Walter            | Lincoln County                 | Yes               |
| Nyquist          | Roger             | Linn County                    | No                |
| Steele           | Janet             | Linn County – Private Sector   | Yes               |
| Hildebrant       | Christine         | ODOT                           | Yes               |
| Sylvia           | Gil               | Port of Newport                | Yes               |
| Townsend         | Jerry             | City of Waldport               | Yes               |

**Ex-Officio Members:** Corum Ketchum (CAMPO); Justin Peterson; Mathew Lehman;

**Guests:** Dave Thomas (Interested Party); Amanda Pietz (ODOT); Kayla Hootsmans (ODOT); Amy Ramsdale (Linn County)

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

| TOPIC   | DISCUSSION  | DECISION / CONCLUSION   |
|---|---|---|
| <p>1. Welcome and Agenda Review</p>   | <p>The Chair Elect, Commissioner Walter Chuck called the CWACT Full Commission meeting to order and conducted an agenda review at 5:02pm.</p> <p>There were no changes to the meeting agenda.</p>   | <p><b>Meeting called to order at 5:02pm by The Chair, Commissioner Walter Chuck</b></p>   |
| <p>2. Public Comments</p>   | <p>There were no public comments presented to the CWACT Full Commission Members.</p>  | <p><b>There were no public comments.</b></p>  |
| <p>3. Approve Minutes</p> <p><b>Action:</b> Informational</p>   | <p>The October meeting did not have quorum so there are no minutes to approve.</p> <p>James Feldmann noted that the minutes from the June 2025 meeting were never approved. They will be brought to the February 2026 meeting to be approved. Councilor Chuck gave his okay.</p>  | <p><b>Quorum not met for the October 2025 meeting. James Feldman will bring them to the February 2026 meeting to approve. Chair Elect Commissioner Chuck gave his okay.</b></p> |
| <p>4. ODOT's Capital Investment Plan (CIP) Presentation</p> <p>(Attachment A)</p> <p><b>Action:</b> Informational</p> | <p>Chair Elect Commissioner Chuck welcomed ODOT Division Administrator Amanda Pietz, she shared a presentation about ODOT's Capital Investment Plan (CIP).</p> <p>This presentation covered what the CIP is and how it differs from the more familiar Statewide Transportation Improvement Program or STIP.</p> <p>The CIP creates a 10-year plan that will be used to develop projects and program funds when ready. Investments identified in the CIP will come from data and information, as well as ACT lists.</p> <p>The STIP is a four year look at how ODOT is going to spend the dollars it gets from the federal government. The STIP is a transparency tool to show major state investments but it doesn't show everything or all the money that flows through ODOT.</p> <p>The Capitol Investment Plan process will have the transparency to</p> |   |

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|--|--|--|
|  | <p>show what is going through ODOT and how ODOT is spending all of its dollars and how that is advancing key outcomes.</p> <p>ODOT would like each ACT to come up with a list of 3 to 5 projects or improvements that are the highest priority to them.</p> <p>Commissioner Pat Malone asked if the ODOT list of priorities would include what's been recommended in the past to see how that fits into the near term of the CIP cycle.</p> <p>Pietz answered yes, that is correct. What you'll see reflected from the Region's priority list are things that have been talked about or have been on your list of priorities already. The goal is to come up with a list that is updated and relevant to today.</p> <p>Chair Elect Commissioner Chuck asked about the Secure Rural Schools program and if it's not going to have any impact on this as far as government funding goes.</p> <p>Pietz answered that as far as she knows it will not.</p> <p>Counselor Mike Hickam commented that he didn't see any mention of the Governors' recently announced Oregon's Prosperity Road Map.</p> <p>Pietz replied that we do not explicitly talk about economic development or tourism or other kinds of industry development aspects, for what the Commission is ranking.</p> <p>Feldmann brought up the timeline. The goal is to have the priority list complete by April and if need be, by May.</p> |  |
| <p>5. Technical Committee Formation for January Work Session</p> | <p>Feldmann discussed the formation of the Technical Committee, which should meet before the next Full Commission meeting in February.</p> <p>The Technical Committee is supposed to be a standing committee but it has not been used in a number of years and because of this there is</p>  | <p><b>Full Commission members to send recommendations to ODOT staff for individuals from their jurisdictions</b></p> |

|   |  |   |
|---|--|---|
| <p><b>Action:</b> Discussion</p>  | <p>not a ready membership list.</p> <p>Feldmann requested that Full Commission members recommend individuals from their originations or judications for the Technical Committee. If James does not hear back from everyone, he would like permission to reach out to Public Works departments or main offices to assist with developing the list.</p> <p>Chair Elect Commissioner Chuck asked if recommendations right now, or in the chat would be preferred.</p> <p>Feldmann responded that putting recommendations in the chat throughout the meeting is good, or individuals can follow up directly at a later time with ODOT Staff.</p> <p>Chair Elect Commissioner Chuck inquired if anyone present does not want James to directly contact their Public Works Director or the person who will be attending the Tech Committee meeting.</p> <p>Jerry Townsend of Waldport recommended Waldport City Planner Jamie White.</p> | <p><b>who they would like on the Technical Committee.</b></p>   |
| <p>6. CWACT Work Plan<br/>(Attachment B)</p> <p><b>Action:</b> Approval of Workplan</p> | <p>Feldmann shared the draft workplan and inquired if the commission would like to approve it tonight or keep it open as we work through the priority list.</p> <p>Chair Elect Commissioner Chuck asked the commission members if anyone had any opinions or suggestions regarding the workplan.</p> <p>Councilor Rich Saalsaa commented that the commission has seen the workplan multiple times and he is not sure if there's anything new.</p> <p>Feldmann responded that the Workplan could be a working document, it could be approved tonight and then updated in the future if the commission wanted to do so.</p> <p>Commissioner Pat Malone moved to approve the CWACT Workplan</p>   | <p><b>Commissioner Pat Malone moved to approve the CWACT Workplan for 2026-2027. Councilor Saalsaa seconded. The motion passed unanimously.</b></p> |

|   |   |  |
|---|---|--|
|   | for 2026-2027. Councilor Saalsaa seconded. The motion passed unanimously.   |  |
| <p>7. Agency Update</p> <p><b>Action:</b> Informational</p>                                   | <p>Christine Hildebrant shared some key agency updates.</p> <ul style="list-style-type: none"> <li>- ODOT has had a change in leadership, Director Strickler announced that he will step down and the end of 2025.</li> <li>- The OTC will be working with the Governor is identify a successor. Interim Director is Oregon Parks and Recreation Department Director Lisa Sumption.</li> <li>- Portions of House Bill 3991 have been referred to the voters. This delays implementation of several revenue related components, including the increase in the gas tax, DMV fees and the payroll tax increase.</li> <li>- The Governor has directed ODOT to continue hiring for winter maintenance and a small number of other critical roles.</li> <li>- ODOT is looking at two scenarios. One where new funding becomes available and we can sustain priority services, and one where we are looking at reductions including layoffs.</li> <li>- On December 12<sup>th</sup>, 2025, a large landslide on Hwy 229 between Kernville and Siletz occurred which took out part of the roadway. This is going to be a long-term closure and we are not sure of the timeline yet.</li> <li>- In Corvallis the Harrison Blvd safety improvements project was completed last month.</li> <li>- In Corvallis the Van Buren bridge now has both lanes open.</li> <li>- The project is expected to be completed on time.</li> </ul> <p>Mayor Jan Kaplan asked a question regarding the slide on Hwy 229 and if the timeline was defined in day, weeks, months or years?</p> <p>Hildebrant responded that the slide is still moving and the road won't be open in the near future. Once the slide has settled, we hope to get a estimate on the timeline.</p> |  |
| <p>8. Other Business:</p> <ul style="list-style-type: none"> <li>• ACT/Modal Chair</li> </ul> | <p><i>ACT/Modal Chair Meeting (October 28<sup>th</sup>, 2025) recap</i></p> <p>Feldmann asked if any of the members who went to the ACT/Modal</p>   |  |

|  |   |   |
|--|---|---|
| <p>Meeting (October 28<sup>th</sup>, 2025) recap</p> <ul style="list-style-type: none"> <li>• ACT Membership for 2026</li> <li>• Local jurisdiction updates</li> <li>• Rescheduling of the December 2026 CWACT FC Meeting</li> </ul> | <p>Chair meeting had anything they would like to share from the meeting.</p> <p>Chair Elect Commissioner Chuck noted that the meeting was well attended and the ACTs were interested in what is happening regarding Coffin Butte and if that's going to be a transportation hub.</p> <p><i>ACT Membership for 2026</i><br/>Feldmann relayed that Chair and Chair Elect are rotated annually. Currently Commissioner Malone is Chair and Commissioner Chuck is Chair Elect. Starting in January, Commissioner Chuck will be Chair and Linn County Commissioner Roger Nyquist will be Chair Elect. Membership list will be updated to reflect members that have left and any positions that are vacant.</p> <ul style="list-style-type: none"> <li>- Who would the members like to see on the Commission next year? We are looking for recommendations and appointments for the vacant positions.</li> </ul> <p><i>Local jurisdiction updates</i><br/>Chair Elect Commissioner Chuck requested updates or comments on the CIP from the Commission. No comments were made at this time.</p> <p><i>Rescheduling of the December 2026 CWACT FC Meeting</i><br/>The December 2026 Full Commission meeting is scheduled for December 24<sup>th</sup>. The decision to reschedule the meeting to one week earlier was made.</p> |   |
| <p>9. Adjournment</p>  | <p>The next CWACT Full Commission Meeting is scheduled for February 26th, 2026, in Corvallis.</p>   | <p><b>The meeting was adjourned at 6:01pm by the Chair Elect, Commissioner Chuck.</b></p> |

# Informing the Capital Investment Plan

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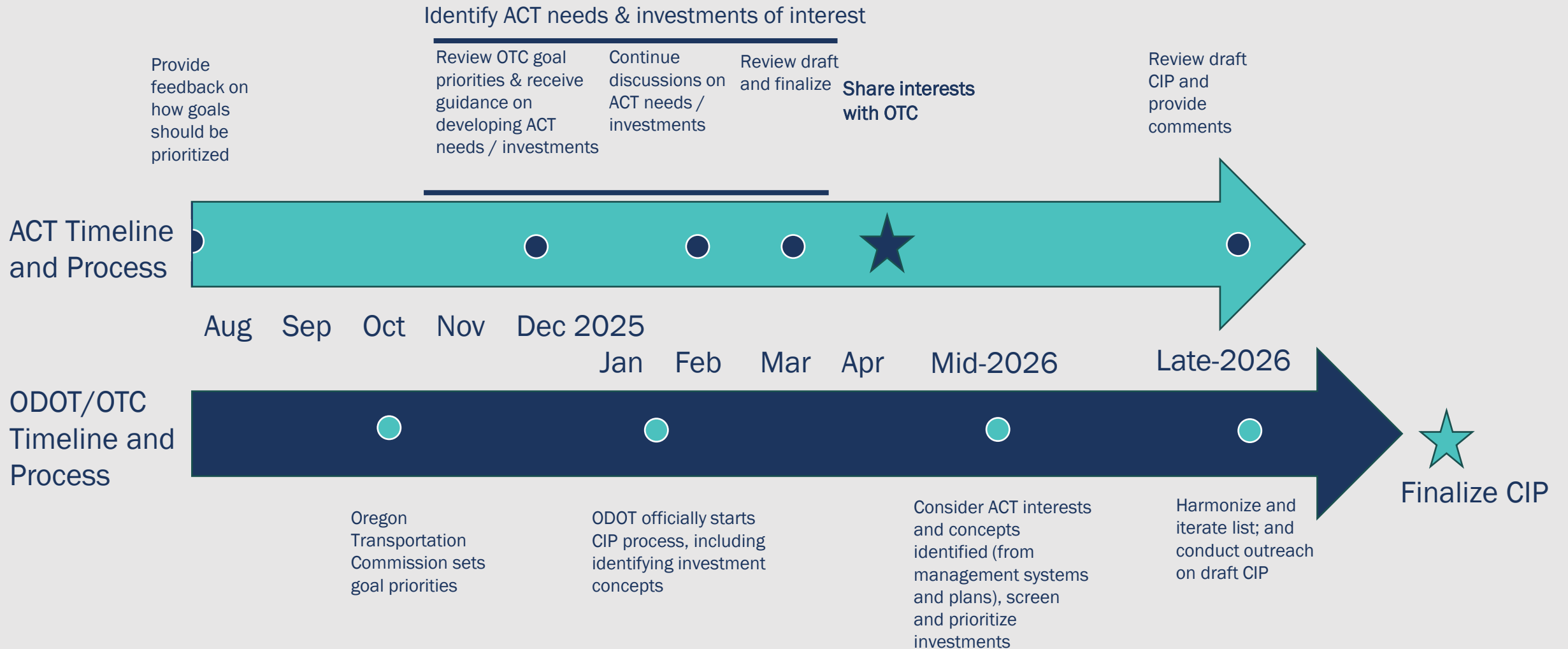
Cascades West Area Commission on Transportation

# 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



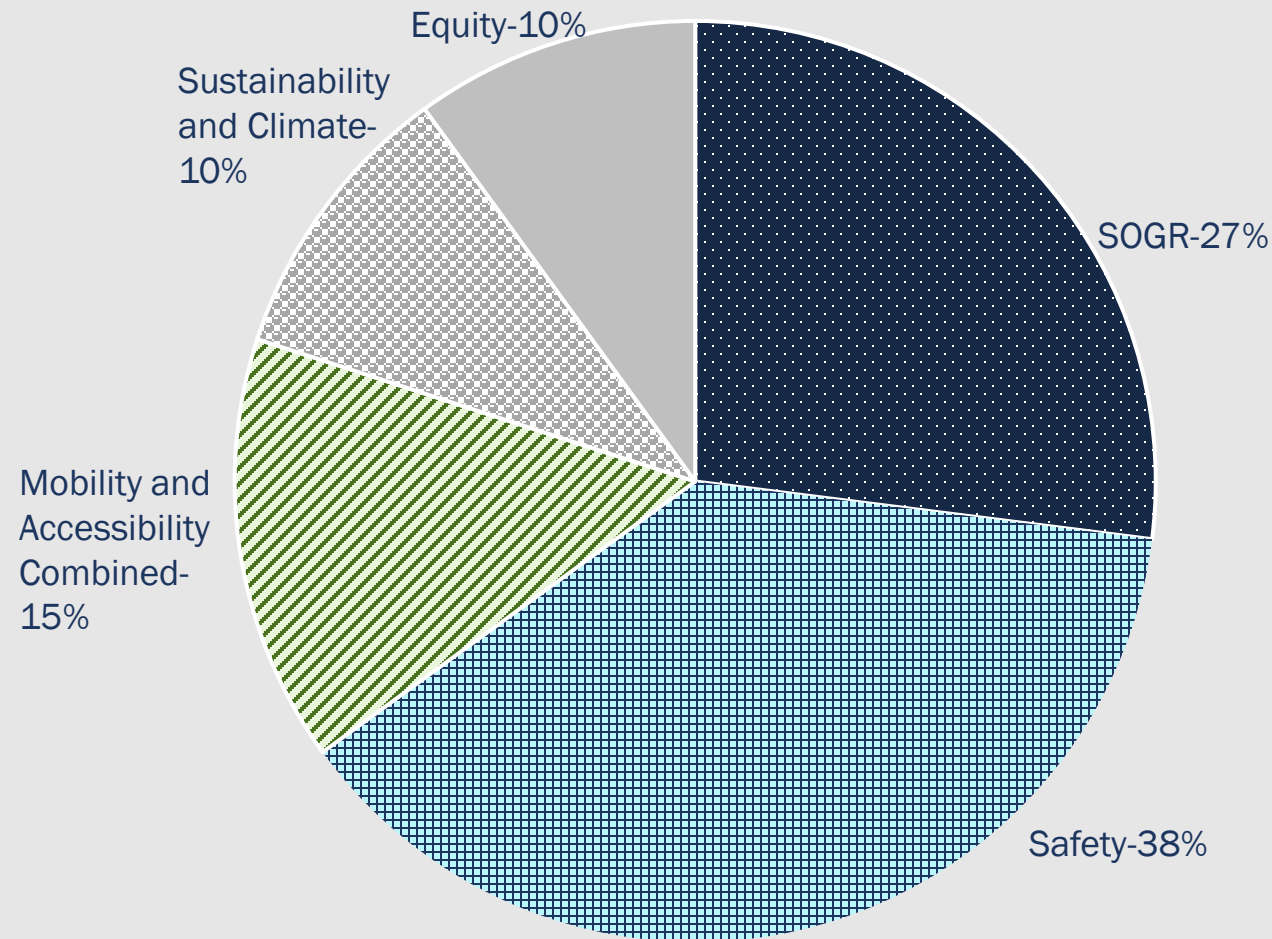
Sustainability and Climate

- Transitions to cleaner vehicles and fuels
- Reduces Vehicle Miles Traveled
- Increase low and no emission modes



Equity

- Expand access to essential services



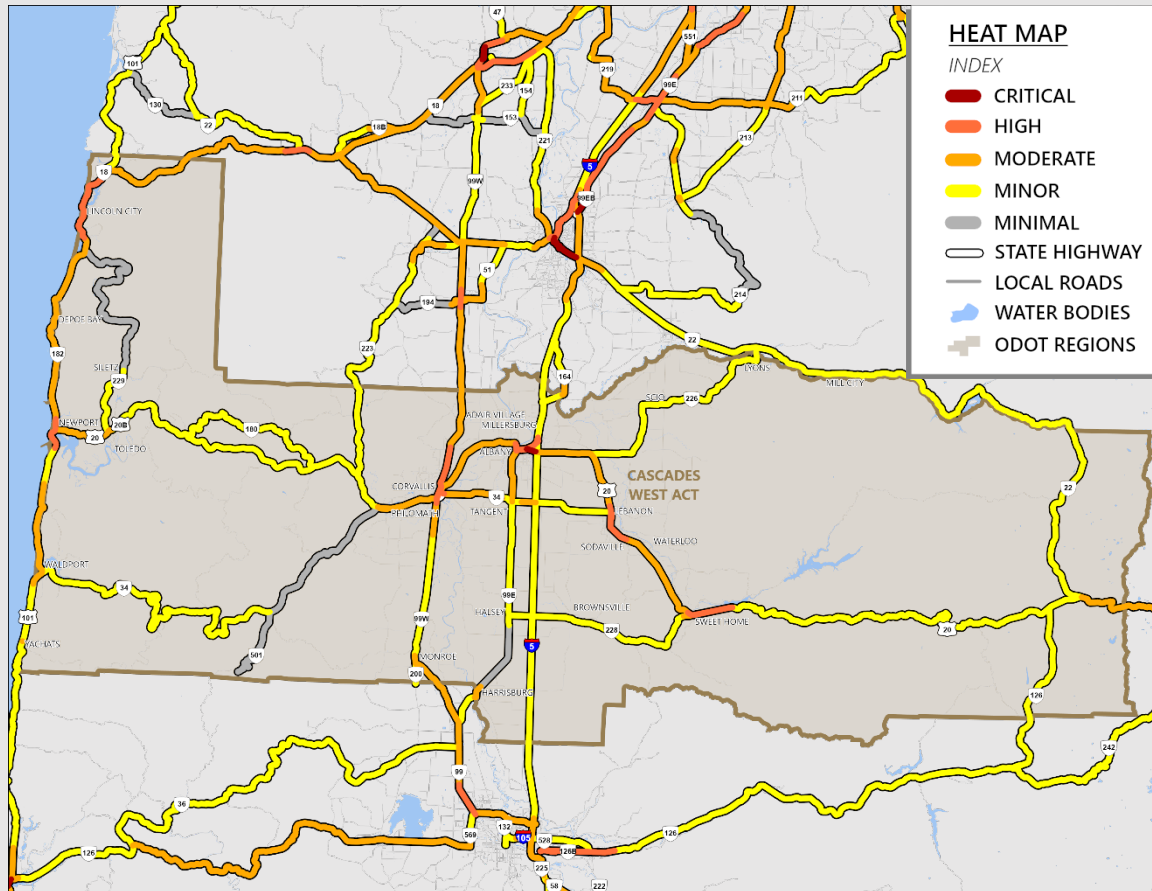
# Identify Needs and Investments of Interest

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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.

# CWACT Priorities: 2024 (bold) & 2021

| Lincoln County   | Benton County   | Linn County   |
|--|---|---|
| Coastal evacuation route improvements, including south of Yaquina Bay to U.S. 20 | U.S. 20/OR 34 Philomath Blvd safety and efficiency improvements                       | I-5 Corridor improvements (Millersburg, Albany at Knox Butte Rd & U.S. 20, I-5 widening)    |
| U.S. 101 Beverly Beach road stabilization  | SW 53rd St railroad underpass (Corvallis)   | U.S. 20 Long Term Improvements (All Counties)   |
| U.S. 101 Yaquina Bay Bridge replacement/study                                    | U.S. 20 Shared use path (Corvallis to Albany, incl. HP to downtown Corvallis segment) | OR 226 Safety improvement at Richardson Gap Rd  |
| U.S. 20 Safety, incl. East Junction (Toledo to Newport)                          | OR 34 Safety improvements (Riverside Dr & Orleans Dr)                                 | OR 226 Safety & ADA improvements (Scio)   |
| U.S. 101 Safety (E Devils Lake Rd to Logan Rd, Lincoln City)                     | OR 99W Intersection safety at Granger Ave   | U.S. 20 Safety improvements at Knox Butte Rd (upcoming TSAP, include operational analysis?) |
| U.S. 101 Sidewalk (NW 25th St to NW 36th St, Newport)                            | U.S. 20 Signal improvements in North Albany   | I-5 Park & Ride improvements at OR 34, Incl. EV charging                                    |
| U.S. 101 Enhanced crossings (Newport)  | OR 99W Signal improvements/added capacity from Circle Blvd to Elks Dr (Corvallis)     | U.S. 20 Shared use path (Riverside Dr to Looney Ln)   |
| U.S. 20 Enhanced crossings (Newport)   | U.S. 20/OR 34 Couplet west segment completion (Philomath)                             | OR 34 Safety improvements (Riverside Dr & Orleans Dr)                                       |
| U.S. 101 Oregon Coast Trail & Oregon Coast Bike Route completion                 | OR 99W Shared use path (Corvallis to Adair Village)                                   | U.S. 20 Signal improvements at 1st Ave & Lyons St (Albany)                                  |
| U.S. 101 Signal at SE 40th St and associated improvements (Newport)              | Bellfountain Rd freight route study   | U.S. 20 Shared use path (60th St to Quartzville Rd, Sweet Home)                             |
| OR 229 Bridge modification (Siletz)  | General bridge/culvert replacement/improvements                                       | OR 164 Shared use path (Millersburg to Jefferson)   |
| General bridge/culvert replacement/improvements                                  | Regional EV charging station plan   | U.S. 20 Railroad bridge replacement near 59th St (Sweet Home)                               |
| Regional EV charging station plan  | U.S. 20 High-capacity transit study   | General bridge/culvert replacement/improvements   |
| U.S. 20 High-capacity transit study  |   | Regional EV charging station plan   |
|  |   | U.S. 20 High-capacity transit study   |
|  |   |   |

# CWACT Technical Committee

February 2, 2026 Meeting

| Member               | Jurisdiction                          | Attendance |
|----------------------|---------------------------------------|------------|
| Gary Stockoff, Chair | Benton County                         | Yes        |
| Mikel Diwan          | Lincoln County                        | Yes        |
| Amy Ramsdell         | Linn County                           | Yes        |
| Rob Emmons           | City of Albany                        | Yes        |
| Rory Rowen           | City of Corvallis                     | Yes        |
| Mike Trippett        | City of Lebanon                       | Yes        |
| Andrew Potts         | City of Millersburg                   | Yes        |
| Derrick Tokos        | City of Newport                       | Yes        |
| Garry Black          | City of Philomath                     | No         |
| Kevin Adams          | City of Siletz                        | No         |
| Brian Lorimor        | City of Toledo                        | Yes        |
| Jaime White          | City of Waldport                      | Yes        |
| Ian Keene            | Confederated Tribes of Siletz Indians | Yes        |

# Technical Committee Priorities: February 2, 2026

| Lincoln County (initial list, goal: 9-12 total)  | Priorities (final list, goal: 3-6 total)  |
|--|---|
| U.S. 101 Beverly Beach road stabilization  | U.S. 101 Beverly Beach road stabilization   |
| U.S. 101 Couplet in Newport  | U.S. 101 Couplet in Newport   |
| U.S. 20 Safety at Toledo (West Junction)   |   |
| U.S. 20 Safety at Toledo (East Junction)   |   |
| Benton County  |   |
| U.S. 20/OR 34 Philomath Blvd safety/efficiency improvements  | U.S. 20/OR 34 Philomath Blvd safety/efficiency improvements (e.g., northbound right turn lane at 35 <sup>th</sup> ) |
| OR 99W South Corvallis Facility Plan improvements (e.g., enhanced crossings)                       | OR 99W South Corvallis Facility Plan improvements (e.g., enhanced crossings)  |
| Corvallis-Albany shared use path   |   |
| U.S. 20 at Springhill safety improvements (correct the superelevation, turning movements)          |   |
| Linn County  |   |
| I-5 at Knox Butte and U.S. 20 safety/efficiency improvements                                       | I-5 at Knox Butte and U.S. 20 safety/efficiency improvements  |
| I-5 Auxiliary lanes at Murder Creek  | I-5 Auxiliary lanes at Murder Creek   |
| OR 34 Safety improvements (Riverside Dr, Orleans Dr., Oakville) – concept design with public input |   |

**Cascades West Area Commission on  
Transportation (CWACT)**

ACT Name:

**Top Priority Investments**

|   | Name  | Description  | Urgency<br>(select from drop down and describe) | Regional Significance<br>(describe)  | OTC Priorities<br>(select from drop down and describe)   | Other Information  |  |
|---|---|--|---|--|--|--|--|
| 1 | U.S. 20 at Toledo West Junction Safety  | Intersection improvement, such as a roundabout, at west junction to Toledo.  | High  | Location is an ongoing safety concern.   | U.S. 20 is a major link between coastal communities, like Newport, and the Willamette Valley.  | Safety<br>High crash history due to high speeds and turn volumes.  | Priority for the Confederated Tribes of Siletz Indians.  |
| 2 | U.S. 101 Couplet in Newport   | Redesign the highway through downtown Newport to incorporate 9th St. for northbound traffic to facilitate safety, mobility, and multi-modal improvements with strong housing and commercial benefits. The additional cross-section width of two one way streets provides the opportunity for complete streets with adequate through lanes, parking, bike lanes, wide sidewalks, and urban amenities to encourage visitation. | High  | Downtown revitalization with the couplet redesign would improve transportation safety, facilitate mobility, and improve multi-modal connections so that recently approved residential and commercial land use updates can be optimized.  | Newport is a major tourism and economic hub on the central Oregon coast with destinations like the Oregon Coast Aquarium, State Parks, and employers like Pacific Seafood, Oregon State University, NOAA, and the Samaritan Pacific Communities hospital.  | Mobility<br>Improves multi-modal mobility through downtown while also addressing state of good repair by upgrading the existing highway alignment and adding the 9th Street alignment. | City of Newport has urban renewal funds of approximately \$15M that may be leveraged with state or federal funds to complete the project.<br><br>ODOT Region 2 Transportation and Growth Management Program in coordination with the City completed a Downtown Revitalization Plan that provides more details. |
| 3 | U.S. 20/OR 34 Philomath Blvd Safety/Efficiency Improvements   | Signal optimization to improve mobility and intersection improvements to improve safety.   | High  | Rapid local growth in SW Corvallis and Philomath in combination with more regional travel between I-5 and Newport due to the newly improved U.S. 20 has resulted in increasingly slow and unreliable travel times on Philomath Blvd, coupled with increased multi-modal safety concerns. | U.S. 20 is a major link between coastal communities, like Newport, and the Willamette Valley. This is also on the Marys Peak to Pacific Scenic Byway.  | Mobility<br>This project would minimize congestion and facilitate freight movement through the corridor while also addressing safety improvements at key intersections.                | ODOT Region 2 unsuccessfully sought Enhance Discretionary and Great Streets funding for this corridor in the 2024-2027 STIP. Phased approach possible.   |
| 4 | OR 99W South Corvallis Facility Plan Improvements   | Intersection, bike/pedestrian, and lane reconfiguration improvements, such as new enhanced crossings and roundabouts at gateway intersections.   | High  | South Corvallis continues to grow at a high rate, especially with affordable housing, but lacks safe multi-modal infrastructure to support that development.   | OR 99W is the primarily north-south highway west of the Willamette River linking Eugene, Junction City, Monroe, and Corvallis to points north like Salem and McMinnville.  | Safety<br>Improvements such as enhanced crossings, roundabouts, and lane reconfigurations would improve safety. Project is also expected to score well as an equity priority.          | ODOT Region 2 completed a facility plan in 2024 that outlines the recommended projects. Phased approach possible.  |
| 5 | I-5 Interchanges: Century Drive/Murder Creek (short-term) and New Millersburg Interchange (long-term) | I-5 interchange improvements at Century Drive/Murder Creek to support the new intermodal center, eventually replaced by a new Millersburg interchange in vicinity of Conser Read.  | High  | The Albany and Millerburg area continues to grow both in commercial/industrial activity and residential housing. Improvements to the I-5 corridor would facilitate that growth while supporting efficient regional and national connectivity through the Willamette Valley.              | I-5 is a regionally, nationally, and internationally important corridor. The interchange serves freight traffic supporting nationally significant supply chains. I-5 is also a key link to the Mid-Willamette Valley Intermodal Center for rail shipments. | Mobility<br>Interchange reconfigurations have both mobility and safety benefits.   | ODOT Region 2 completed an I-5 Reconnaissance Study that provides more details about improvements in this area. Phased approach possible.  |
| 6 | I-5 Interchanges: Knox Butte & U.S. 20 Improvements   | I-5 interchange reconfiguration in vicinity of Knox Butte and U.S. 20 to improve mobility and safety.  | High  | The Albany area continues to grow both in commercial/industrial activity and residential housing. Improvements to the I-5 corridor would facilitate that growth while supporting efficient regional and national connectivity through the Willamette Valley.                             | I-5 is a regionally, nationally, and internationally important corridor. The interchange serves freight traffic supporting nationally significant supply chains.   | Mobility<br>Interchange reconfigurations have both mobility and safety benefits.   | ODOT Region 2 completed an I-5 Reconnaissance Study that provides more details about improvements in this area. Phased approach possible.  |

**Other Priority Investments**

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

|  | Name                                      | Description  | Urgency<br>(select from drop down and describe) | Regional Significance<br>(describe)   | OTC Priorities<br>(select from drop down and describe)  | Other Information  |  |
|--|---|--|---|---|---|--|--|
|  | U.S. 101 Beverly Beach road stabilization | Address the vulnerability of the highway to landslide closure between approximately milepost 132.90 and 136.32.      | High  | Critical slope failures have been a long-standing issue facing U.S. 101 in this area. Additional landslide activity could close the highway with serious transportation consequences for communities along the coast. | U.S. 101 provides regional connectivity between Lincoln City and Newport, as well as national connectivity between Washington and California along the coast. | State of Good Repair<br>Prevents highway closure due to landslide. Note that OR 229 is no longer a detour route for US 101 because of the recent OR 229 slide closure. | ODOT Region 2 currently exploring a Goal 18 exception. Phased approach possible. |
|  | U.S. 20 at Toledo east junction repair    | Address the vulnerability of the highway to subsidence and potential highway closure at the east junction to Toledo. | High  | Severe winter and spring storms could trigger a highway closure.  | U.S. 20 is a major link between coastal communities, like Newport, and the Willamette Valley.   | State of Good Repair<br>Prevents vehicle damage and/or highway closure due to subsidence.  |  |

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|---|--|------|--|--|----------------------|---|--|
| Corvallis-Albany shared use path                                    | Shared use path linking Corvallis and Albany along the U.S. 20 corridor.   | High | Multiple constructed and planned/designed segments, extensive public outreach, momentum is strong for completion.  | Path would link the Corvallis Area Metropolitan Planning Organization (MPO) and Albany Area MPO areas from Philomath to Albany.                                  | Other                | Encouraging more walking and biking addresses Climate priorities.   | The Conifer-Merloy section is complete. The Merloy-Rainwater section is in design. The North Albany section has been awarded for design. CAMPO evaluating improvements between Conifer Blvd. & Circle Blvd. Phased approach possible.                    |
| I-5 Auxiliary lanes at Murder Creek                                 | Auxiliary lanes from approximately U.S. 20 to Murder Creek Drive.  | High | The Albany and Millerburg area continues to grow both in commercial/industrial activity and residential housing. Improvements to the I-5 corridor would facilitate that growth while supporting efficient regional and national connectivity through the Willamette Valley.  | I-5 is a regionally, nationally, and internationally important corridor. The interchange serves freight traffic supporting nationally significant supply chains. | Mobility             | Auxiliary lanes have both mobility and safety benefits.   | ODOT Region 2 completed an I-5 Reconnaissance Study that provides more details about improvements in this area. Phased approach possible.  |
| U.S. 20 at Springhill Dr. safety improvements                       | Correct the superelevation of U.S. 20 at Springhill Drive to prevent trucks from tipping over.   | High | Location is an ongoing safety concern.   | U.S. 20 is a major link between coastal communities, like Newport, and the Willamette Valley.  | Safety               | Project would reduce the probability of crashes related to trucks tipping over on the turn.   |  |
| OR 34 at Riverside Dr./Orleans Dr./Oakville Dr. safety improvements | 1) Close the segment of Riverside Drive between OR 34 and Orleans Drive (except for bikes and local traffic) and use Orleans Road as the connection to Riverside Drive.<br>2) Address intersection safety at OR 34/Oakville Drive. | High | Location is an ongoing safety concern.   | OR 34 is a regionally significant highway linking Waldport to the Willamette Valley and I-5.   | Safety               | 1) Riverside Dr.: Crash history associated with tight turns and intersection with highway. Also improves bike safety from the existing path to Riverside Dr./Albany. 2) Oakville Dr.: High crash history due to high speeds and turn volumes. | Phased approach possible.  |
| OR34 Lint Slough Bridge Replacement (Waldport)                      | Replace cement bridge over Lint Slough on highway OR 34. The current bridge is the only bridge for vehicle traffic from the Willamette Valley that enters Waldport from the east.  | High | This small cement bridge on highway OR 34 at the east entrance to Waldport is narrow, old, deteriorated, and unsafe, particularly for large truck traffic. It is particularly dangerous for average pedestrian use, and impossible for disabled persons. In fact it was dangerously narrow for truck traffic when first built. Only the brave car driver enters the bridge with a large truck approaching. | OR 34 is a major link between Waldport, other coastal communities, and the Willamette valley.  | State of Good Repair | The bridge is narrow, old, deteriorated, and unsafe, particularly for large truck traffic, pedestrians, and not ADA compliant.  | This bridge was in the STIP (2008) for replacement. ODOT management canceled the replacement bridge and repaired the bridge in 2010. Not replacing the Lint Slough Bridge is unacceptable to the City of Waldport, and to the citizens of the community. |
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