

CWACT Full Commission Meeting
Thursday, June 25th, 2026
5:00 pm - 7:00 pm

VIRTUAL ONLY

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	Commissioner Walter Chuck (Chair)
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 April 23, 2026 meeting (Attachment A) <i>ACTION: Approval of Minutes</i>	Chair
5)	5:15	Corvallis & Benton County Transportation Safety Action Plan (TSAP) <i>ACTION: Information</i>	Laurel Byer, Benton County Adam Steele, Corvallis
6)	5:35	Connect Oregon <ul style="list-style-type: none">• Program Overview (Attachment B) Applications available at: https://www.oregon.gov/odot/programs/pages/connectoregon.aspx <ul style="list-style-type: none">• Port of Newport International Terminal Dolphin Installation (Presenting) (Attachment E1)• Port of Newport South Beach Dredging (Presenting) (Attachment E2)	ODOT Staff & Applicants

		<ul style="list-style-type: none"> • Harrisburg 4th Street Corridor Railroad Rehabilitation and Grade Crossing Improvement Project (Presenting) (Attachment E3) • Western University Oregon Railroad Grade-Separated Undercrossing (Presenting) (Attachment E4) • Philomath Planer Mill Ph1 (Presenting) (Attachment E5) • Timberlab Connection to P&WR (Presenting) (Attachment E5) • Corvallis Airport Hangar Taxi Lane Improvement (Presenting) (Attachment E6) <p><i>Ranking Spreadsheet, Conflict of Interest Form, & Applicant Materials (Attachment C, D & E 1-6)</i></p> <p>ACTION: <i>Ranking Decision</i></p>	
7)	6:45	<p>ODOT Update</p> <p>Capital Investment Plan: CWACT Candidate Projects</p> <ul style="list-style-type: none"> • 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) <p>Draft Transportation Safety Action Plan Released for Public Review</p> <ul style="list-style-type: none"> • Draft Transportation Safety Action Plan Web Page <p>2026 Statewide Interactive Construction Map</p> <ul style="list-style-type: none"> • Statewide Interactive Construction Map <p>Carbon Reduction Program Grant Opportunity</p> <ul style="list-style-type: none"> • Closes June 30th, 2026 • Carbon Reduction Program webpage <p>ACTION: <i>Information</i></p>	ODOT Staff
8)	6:50	<p>Other Business</p> <ul style="list-style-type: none"> • Local jurisdiction updates 	Chair
9)	7:00	<p>Adjournment</p> <p><i>The next CWACT Full Commission Meeting is scheduled for August 27th, 2026</i></p>	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
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
 DRAFT MINUTES
 Thursday, April 23, 2026
 5:00 pm – 7:00 pm**

Last Name	First Name	Representing	Attendance
Malone	Pat	Benton County	Yes
Bronstein	Sarah	Benton County – Private Sector	Yes
Van Drimmelen	Chris	City of Albany	Rob Emmons
Olson	Ava	City of Corvallis	No
Short	Kathy	City of Depoe Bay	No
Conti	Dominic	City of Lebanon	No
Mark	Rick	City of Lincoln City	Yes
Hickam	Mike	City of Millersburg	Mark Raum
Vacant	Vacant	City of Monroe	NA
Kaplan	Jan	City of Newport	Derrick Tokos
Saalsaa	Rich	City of Philomath	Yes
Sanchez	Angelita	City of Sweet Home	No
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	Ian Keene
Chuck	Walter	Lincoln County	Yes
Nyquist	Roger	Linn County	Yes
Steele	Janet	Linn County – Private Sector	Yes
Hildebrant	Christine	ODOT	Yes
Sylvia	Gil	Port of Newport	No
Townsend	Jerry	City of Waldport	No

Ex-Officio Members: Matt Lehman (OCWCOG)

Guests: Amy Ramsdell (Linn County Alternate) Ken Shonkwiler (ODOT Planner), Steve Harvey (Member of the Public) Vance (Member of the Public, City of Siletz)

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Welcome and Agenda Review</p>	<p>Chair, Commissioner Walter Chuck called the meeting to order at 5:04pm</p> <p>There were no changes to the meeting agenda.</p>	<p>Chair, Commissioner Walter Chuck called meeting to order at 5:04pm</p>
<p>2. ThePublic Comments</p>	<p>There were no public comments presented to the CWACT Full Commission Members.</p>	<p>There were no public comments.</p>
<p>3. Approve Minutes of December 18, 2025 (Attachment A)</p> <p>February 2026 meeting did not have quorum – No Minutes</p> <p>Action: Approval of minutes</p>	<p>Commissioner Pat Malone moved to approve the Minutes of December 18, 2025, CWACT Full Commission Meeting. Janet Steele, Linn-County Private Sector seconded. The motion carried successfully.</p>	<p>Commissioner Pat Malone moved to approve the Minutes of December 18, 2025, CWACT Full Commission Meeting. Janet Steele, Linn-County Private Sector seconded. The motion carried successfully.</p>
<p>4. ODOT's Capitol Investment Plan (CIP) (Attachment B)</p> <p>Action: Information</p>	<p>James Feldmann gave a presentation on the CIP covering:</p> <ul style="list-style-type: none"> • CIP timeline: ACT involvement began last year when members provided input on the priorities or goals for the CIP. Every two years the ACT will be providing input as the CIP renews. Statewide deadline for Regional Priorities list is the end of May. • Statewide priorities: <ol style="list-style-type: none"> 1. Safety 2. State of Good Repair 3. Mobility & Accessibility 	<p>.</p>

	<p>followed by equity and climate considerations.</p> <ul style="list-style-type: none"> • Project evaluation criteria: Reasonableness, urgency, regional/statewide benefits, alignment with statewide priorities. <p>Ken Shonkwiler shared information on the three primary sources for projects, which are:</p> <ul style="list-style-type: none"> • CIP inputs: <ul style="list-style-type: none"> • ACT-selected projects (3 to 5 that will be submitted for scoring) • ODOT regional submissions (5 to 10 projects for each region) • Asset managers (pavement, bridge, culverts) submissions (20 for both the pavement and bridge programs and 5 for the culvert programs) <p>Ken Shonkwiler explained bonus scoring for projects that are jointly submitted by the ACT and the Region.</p> <p>James Feldmann shared info on the Heat Map Tool.</p> <ul style="list-style-type: none"> • Heat map tool, which takes various needs from safety to infrastructure condition and layers them on top of each other to determine the most critical locations, which are shown with the darker colors, red and orange. The tool will be used to identify high-need corridors. <p>James Feldmann relayed that CWACT can only submit 5 projects so the 6th project that had been discussed will be bumped down to the secondary list.</p>	
5. Selection of Regional	The Full Commission held an extended discussion on narrowing	The Full Commission

<p>Project Priorities</p> <p>Action: Select Regional Project Priorities</p>	<p>the list to five priority projects. Major points included:</p> <ul style="list-style-type: none"> • Toledo West Junction (US-20/OR-229): Strong support from Lincoln County and CTSI due to safety concerns, crash history, and increased traffic caused by the OR-229 landslide detour. • I-5 Improvements – Millersburg & Knox Butte: Linn County emphasized long-standing need for safety and mobility upgrades due to industrial growth and congestion. Project may be phased. • Hwy 20 Mobility Improvements (Corvallis–Albany Corridor): Identified as a mobility and safety priority, particularly at congestion points like 53rd St. and 15th St. • South Corvallis Facility Plan Improvements: City was not present to advocate. Members noted the plan is new and not yet adopted; concerns expressed about lack of specificity. Agreed it could be included in "Other Priority Investments" and revisited in two years. <p>- Final Consensus List – Top 5 CIP Priority Projects After county-by-county input and group discussion, the ACT reached consensus on the following five priority projects:</p> <ol style="list-style-type: none"> 1. US-20 / OR-229 West Junction Safety Improvements (Toledo) 2. I-5 Millersburg Interchange & Murder Creek 	<p>members in attendance finalized the list of the top 5 priority projects by consensus. They are</p> <ol style="list-style-type: none"> 1. US-20 / OR-229 West Junction Safety Improvements (Toledo) 2. I-5 Millersburg Interchange & Murder Creek Improvements (phased) 3. I-5 / US-20 Knox Butte Interchange & Safety Improvements 4. Hwy 20 / OR-34 Corridor Improvements (53rd → 15th, Corvallis) 5. Beverly Beach Roadside Stabilization (US-101)
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	<p>Improvements (phased)</p> <ol style="list-style-type: none"> 3. I-5 / US-20 Knox Butte Interchange & Safety Improvements 4. Hwy 20 / OR-34 Corridor Improvements (53rd → 15th, Corvallis) 5. Beverly Beach Roadside Stabilization (US-101) <p>The South Corvallis Facility Plan improvements were moved to the secondary list (Other Priority Investments). Consensus was confirmed verbally on the record.</p>	
<p>6. Grant Opportunities</p> <ul style="list-style-type: none"> • Small City Allotment (apply by April 30) • Safe Routes to School education and technical assistance grants (apply by April 27) • Draft grant opportunity for Medium- and Heavy-Duty Zero Emission Infrastructure Programs (comment by May 15) 	<p>James Feldmann highlighted a few upcoming grant opportunities including the :</p> <ul style="list-style-type: none"> • Small City Allotment (deadline next week).so not much time on this one. • Safe Routes to School – Education & Technical Assistance grants (construction grants suspended). • Zero-Emission (Medium/Heavy Duty) Infrastructure Program. <p>James Feldmann briefly discussed qualifying vehicle types and local applicability for the Zero-Emissions infrastructure Program.</p> <ul style="list-style-type: none"> • This applies primarily to trucks but also includes things like buses and garbage trucks. • Amy Randsell conveyed that 10,000 and over is medium duty, and 26,000 and over is heavy duty. 	
<p>7. Other Business:</p> <ul style="list-style-type: none"> • ACT's being asked to update work plans and charter/bylaws 	<p>Bylaws & Work Plan Updates</p> <p>Statewide direction requires updating ACT bylaws and work plan, looking for consistency statewide; work expected to be done later in 2026. Bylaws still contain outdated COG references.</p>	

- Van Buren Bridge ribbon cutting in Corvallis (May 6, 10-11am)
- CWACT Workplan Presentation to OTC (May 6, Luncheon)
- ACT/Modal Chair meeting in Corvallis (May 6, 1-5pm)
- OTC meeting, Corvallis (May 7)
- TSAP Presentation Opportunity
- Local jurisdiction updates

Upcoming OTC Engagements

- **May 6:**
 - Van Buren Bridge ribbon-cutting.
 - Lunchtime presentation to OTC by CWACT leadership will be held at the Corvallis ODOT office.
 - ACT Model Meeting at the Marriott in downtown Corvallis by the waterfront.
- **May 7:**
 - OTC regular meeting in Corvallis, being held at the Benton County Kalapuya building.

10. Local Jurisdiction Updates

- **Benton County:**
 - New courthouse building construction underway, scheduled to open in approximately a year and will house the Courthouse, DA's office and Emergency Operations Center. The original Benton County Courthouse was in use for more than 130 years.
- Discussion of future bike/ped connectivity on US-20, between Corvallis and Albany.
- **City of Newport:**
 - Upcoming Safe Routes to School project on Harney; modernization of US-20/Harney signal expected to reduce congestion and improve safety. Construction in 2026–27.

8. Adjournment	The next CWACT Full Commission Meeting is scheduled for June 25, 2026, the location and setting are still being determined. More information will come out from ODOT staff closer to time.	The meeting was adjourned at 6:22 pm by Chair, Commissioner Walter Chuck.
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Connect Oregon

Program Overview

June 25, 2026



Current Funding Cycle

Transportation projects eligible for funding

Rail, marine or aviation
capital improvements

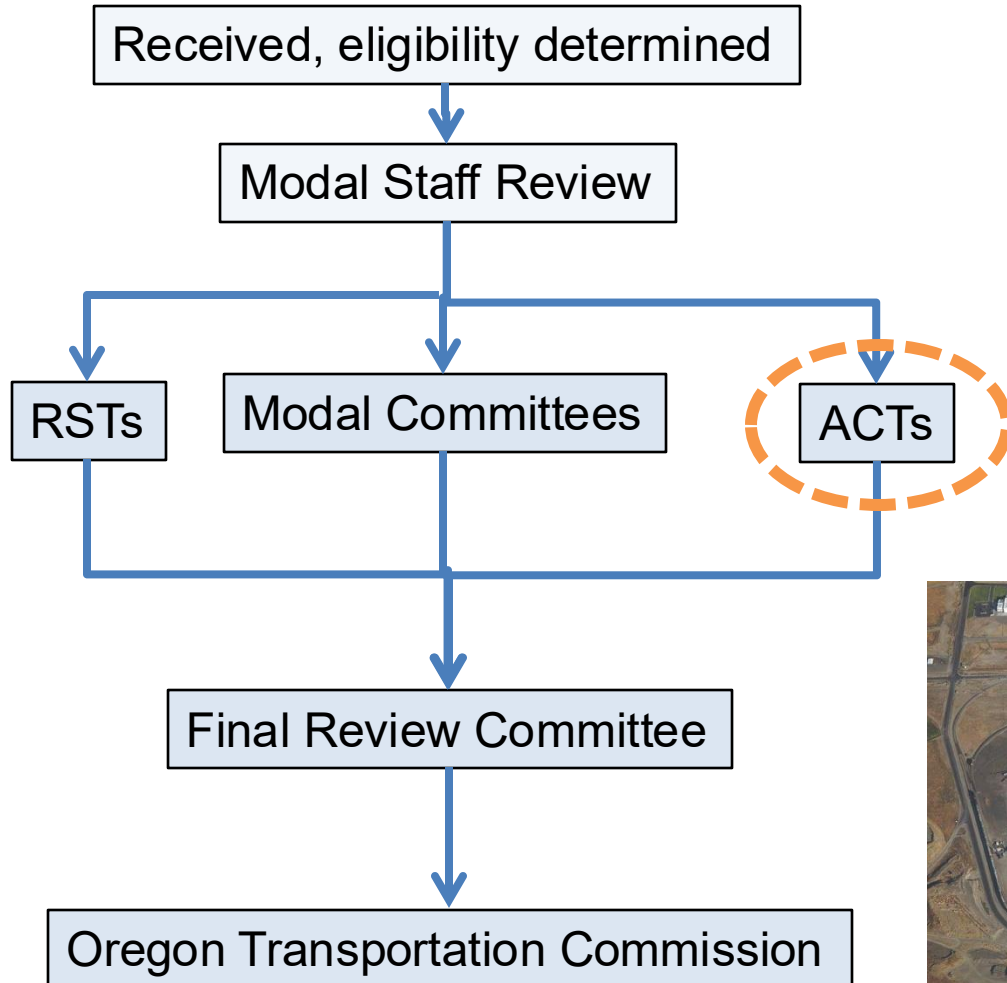
Projects chosen must show
economic benefits to state;
lower transportation costs

~\$30 million available for
funding due to ODOT budget
rebalance

Applications submitted in
March 2026



Review process



OTC anticipated to select projects in December 2026

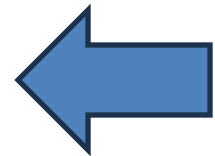


Final Rankings for a Region

- ACTs are asked to submit their ranking priority, accounting for local knowledge as well as equity and climate considerations
- The ACTs rankings can deviate from staff scoring order
- Input from ACTs needed in August

CWACT can change ranking from modal staff scoring:

APPLICANT	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
PHILOMATH SAWMILL, LLC	90	LP	SP	
CLT Lab, LLC	89	SP	SP	
Port of Newport	78	LP	LP	
Port of Newport	67	SP	SP	
City of Corvallis	58	LP	LP	
City of Harrisburg	52	LP	NP	
Western University of Health Sciences	48	NP	NP	



Action: Confirm priority of projects in CWACT Area

Do you want to recommend these projects in the order scored?

Scoring table and info on each project will be provided

MODE	REGION	Public/ Private	County	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
R	2	PR	Benton	PHILOMATH SAWMILL, LLC	PHILOMATH PLANERMILL Ph1.	\$ 236,775.00	\$ 165,743.00	90	LP	SP	
R	2	PR	Linn	CLT Lab, LLC	Timberlab Connection to P&WR	\$ 4,336,074.00	\$ 3,035,252.00	89	SP	SP	
M	2	PU	Lincoln	Port of Newport	Port of Newport International Terminal Dolphin Installation	\$ 1,625,929.00	\$ 1,138,150.00	78	LP	LP	
M	2	PU	Lincoln	Port of Newport	Port of Newport South Beach Dredging	\$ 1,500,000.00	\$ 1,050,000.00	67	SP	SP	
A	2	PU	Benton	City of Corvallis	Corvallis Airport Hangar Taxilane Improvement	\$ 2,620,560.00	\$ 800,000.00	58	LP	LP	
R	2	PU	Linn	City of Harrisburg	Harrisburg 4th Street Corridor Railroad Rehabilitation and Grade Crossing Improvement Project	\$ 4,006,810.00	\$ 2,804,767.00	52	LP	NP	
R	2	PU	Linn	Western University of Health Sciences	WesternU Oregon Railroad Grade-Separated Undercrossing	\$ 5,668,000.00	\$ 3,967,600.00	48	NP	NP	



Final Review Committee

- 1 representative from each Region with one alternate to serve on Final Review Committee
 - 9 total; 5 from Regions, 4 from Modal Committees (Aviation, Marine, Rail and Freight)
 - → **R2 ACTs will need to identify 1 rep and 1 alternate**
- Rankings from the Regions are blended with Modal Committee ranking – must be normalized first
 - E.g. Ranking 4 out of 12 is a higher ranking than 4 of 8.
- Final Review Committee to take inputs from all ACTs/committees, focus on the projects near the “cut line”



Connect Oregon 9 - 2024 Final Review Committee Starting Point

DRAFT

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	CLT Lab, 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	

Connect Oregon Ethics Review

Preface

This document is an ethics review for those who will be involved in the application review process including modal committee members, regional committee members and final review committee members.

Connect Oregon

The Connect Oregon selection process is a rigorous review process that involves review from modal committees, regional committees and a final review committee in addition to staff review.

Public Official

According to ORS 244.020(14), “Public Official” means any person who, when an alleged violation of this chapter occurs, is serving the State of Oregon or any of its political subdivisions or any other public body as defined in ORS 174.109 as an elected official, appointed official, employee or agent, irrespective of whether the person is compensated for the services.

This includes:

- Public Employees
- Elected Officials
- Members of Boards and Commissions
- Volunteers
- Relative:
 - ORS 244.020(15) “Relative” means:
 - (a) The spouse, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the public official or candidate;
 - (b) The parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the spouse of the public official or candidate;
 - (c) Any individual for whom the public official or candidate has a legal support obligation;
 - (d) Any individual for whom the public official provides benefits arising from the public official’s public employment or from whom the public official receives benefits arising from that individual’s employment; or
 - (e) Any individual from whom the candidate receives benefits arising from that individual’s employment.

Safeguard of the Public Trust

“The Legislative Assembly declares that service as a public official is a public trust, and that as one safeguard for that trust, the people require all public officials to comply with the applicable provisions of this chapter.” ORS 244.010 (1)

Conflict of Interest

In brief, a public official is met with a conflict of interest when participating in an official action could result in a financial effect to the public official, a relative of the public official or a business with which either are associated.

Statutory conflicts of interest have three components:

1. An **“action”**, **“decision”**, or **“recommendation”** made in an **“official capacity”**, which causes;
2. A private pecuniary benefit or detriment, for;
3. The **“public official”**, the public officials **“relative”**(s), or a **“business associated with which the person is associated”**, the public official or the public official’s relative.

Types of Conflict of Interest

Oregon Government Ethics law identifies and defines two types of conflicts of interest. An actual conflict of interest is defined in ORS 244.020(1) and a potential conflict of interest is defined in ORS 244.020(12).

Actual Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which would be to the private pecuniary benefit or detriment of the person or the persons relative or any business with which the person or a relative of the person is associated unless the pecuniary benefit or detriment arises out of circumstances described in subsection (12) of this section.
- *If the financial effect of an action is both **specific** and **certain**, then that action presents an actual conflict of interest.*

Potential Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which could be to the private pecuniary benefit or detriment of the person or the persons relative, or a business with which the person or the persons relative is associated, unless the pecuniary benefit or detriment arises out of the following:
 - (a) An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position.
 - (b) Any action in the persons official capacity which would affect to the same degree a class consisting of all inhabitants of the state, or a smaller class consisting of an industry, occupation or other group including one of which or in which the person, or the persons relative or business with which the person or the persons relative is associated, is a member or is engaged.
 - (c) Membership in or membership on the board of directors of a nonprofit corporation that is tax-exempt under section 501(c) of the Internal Revenue Code.

When to Declare a Conflict of Interest

Officials on Boards or Commissions and Elected Officials ORS 244.120(2)

- When any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which **would** be to the private pecuniary benefit or detriment of the person or the person's relative or any business with which the person or the person's relative or any business with which the person or a relative of the person is associated.
- When any action or any decision or recommendation by a person acting in the capacity as a public official, the effect of which **could** be to the private pecuniary benefit or detriment of the person or the person's relative, or a business with which the person or the person's relative is associated
- Disclosure must occur when appointed officials are met with a conflict of interest, regardless whether the conflict is actual or potential.

How to Declare a Conflict of Interest

Officials on Boards or Commissions & Elected Officials ORS 244.120(2)

- Must publicly announce the nature of the conflict of interest on each occasion the conflict arises.
- Must publicly announce **potential** conflicts of interest, on each occasion **before taking action**.
- Must publicly announce **actual** conflicts of interest, on each occasion, and **refrain** from participating in **discussion, debate, or voting** on the issue out of which the actual conflict arises.

For more information

Oregon Government Ethics Commission
<http://www.oregon.gov/OGEC/Pages/generalinfo.aspx>

Port of Newport



Newport International Terminal Proposed Breasting Dolphin

New Breasting Dolphin

Existing Dolphin

Existing Hoist

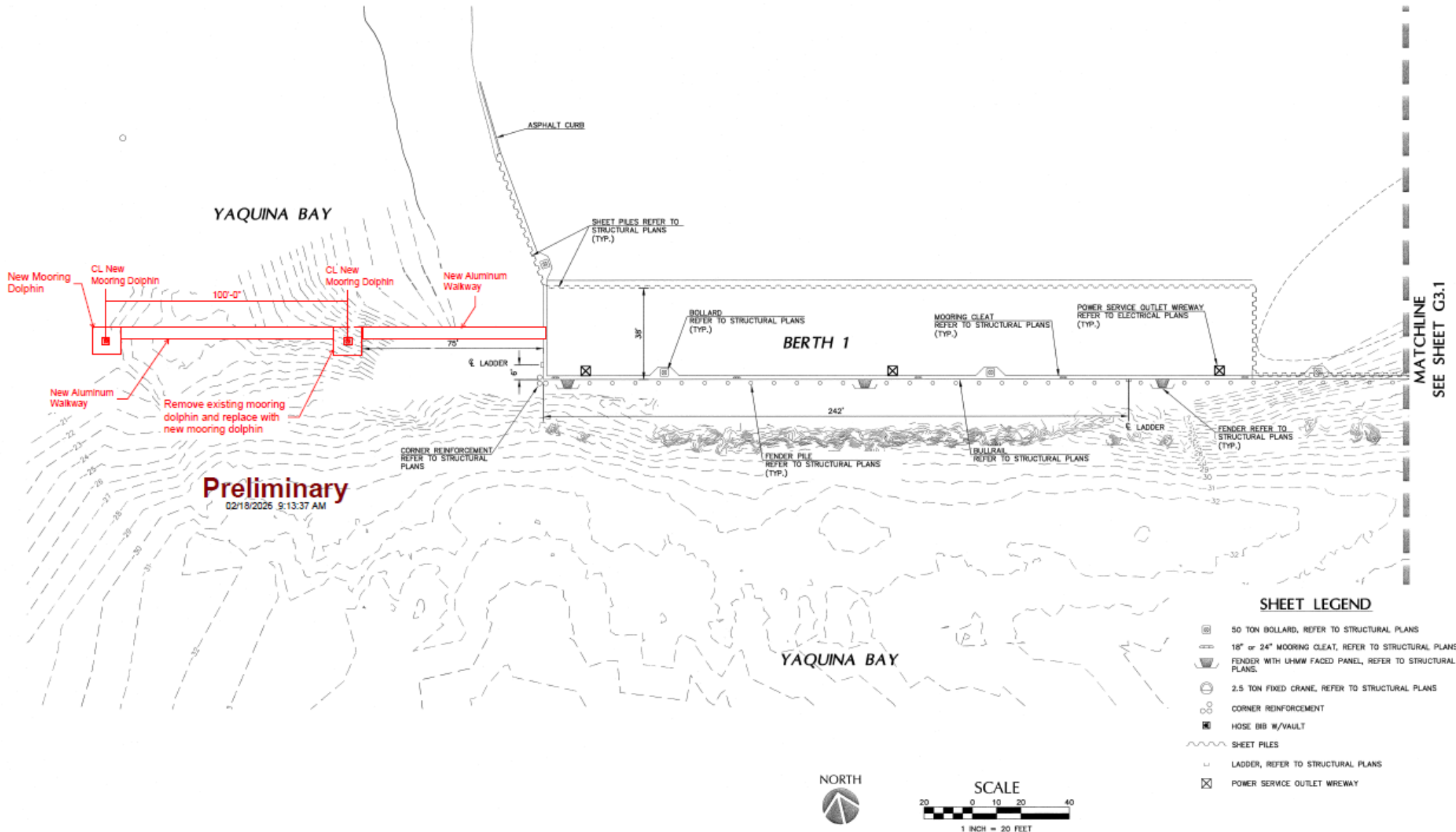
Port of Newport Terminal

- The Port is proposing to build two breasting dolphins and replace the current obsolete mooring dolphin, including an aluminum walkway for easy accessibility.
- That will include the demolition of the existing mooring dolphin, which currently does not provide much benefit to the terminal.
- This dolphin will help move larger vessels away from the hoist, which conflicts with current users.
- It creates an additional 200' of mooring space.
- It will help deconflict future uses, by allowing new customers, including larger vessels to use the terminal

Newport International Terminal

Dolphins Examples





SHEET LEGEND

- ⊗ 50 TON BOLLARD, REFER TO STRUCTURAL PLANS
- 18" or 24" MOORING CLEAT, REFER TO STRUCTURAL PLANS
- ☐ FENDER WITH UHMW FACED PANEL, REFER TO STRUCTURAL PLANS
- ⊙ 2.5 TON FIXED CRANE, REFER TO STRUCTURAL PLANS
- ⊘ CORNER REINFORCEMENT
- ⊞ HOSE BIB W/VAULT
- ~ SHEET PILES
- ⊥ LADDER, REFER TO STRUCTURAL PLANS
- ⊠ POWER SERVICE OUTLET WREWAY

REVISION	DATE	DESCRIPTION	BY



JOB NO.: 307815.10
 DESIGNED BY: EME
 DRAWN BY: EME
 CHECKED BY: MS
 PLOT DATE: 8/12/20 8:54am
 PLOTTED BY: Joshua
 DWG NAME: 7815-003-ga.dwg
 TAB NAME: G3.0

Port of Newport, 800 S.E. Bay Boulevard, Newport, Oregon 97138
 PORT OF NEWPORT
 INTERNATIONAL TERMINAL RENOVATION
 GENERAL ARRANGEMENT

SHEET NO.
G3.0
 SHEET OF
 RECORD NO.
 307815.00

CONSTRUCTION DOCUMENT SET - AUGUST 12, 2010

Questions?

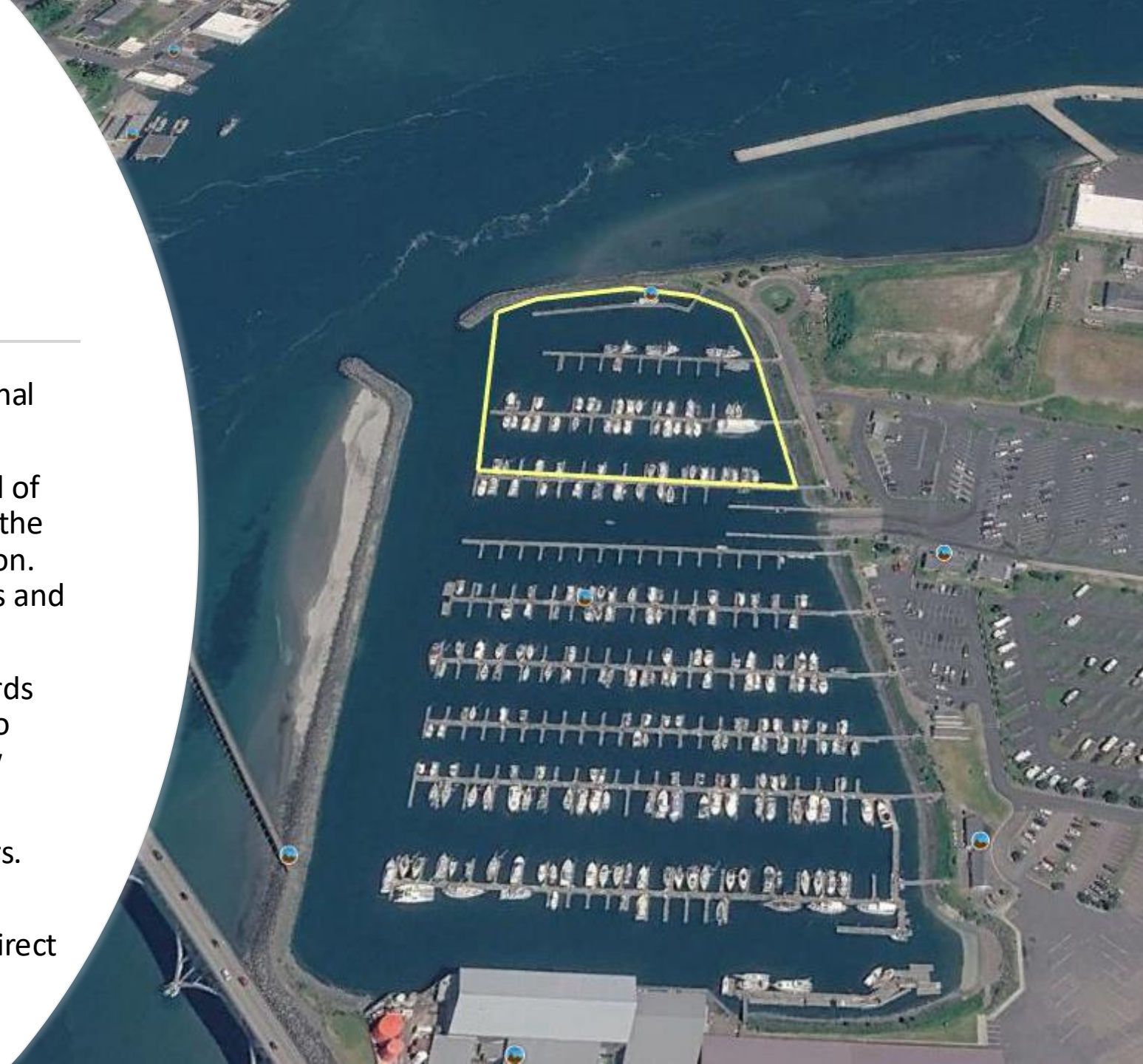


Port of Newport



South Beach Marina Proposed Dredging

- At over 550 slips, SBM is the largest recreational marina on the Oregon Coast.
- The Port is proposing to dredge the north end of the South Beach Marina (SBM) located along the south shore of Yaquina Bay in Newport, Oregon. The area to be dredged includes all the berths and docks north of the boat ramp.
- The project will dredge up to 20,000 cubic yards within approximately 6.88 acres of the SBM to maintain a depth of -10 feet Mean Lower Low Water.
- The Project is estimated at \$1.5 Million Dollars.
- The Port expects to receive 50% of the funds from Congress through the Congressionally Direct Spending



South Beach Marina May 18, 2026


The shoaling seen in
this pictures is why
we need to dredge



Questions?



Paula Miranda
Pmiranda@portofnewport.com
(541) 265-7758



City of Harrisburg 4th St. Corridor Railroad Rehabilitation and Grade Crossing Improvement Project

Michele Eldridge, CMC

Harrisburg City Administrator

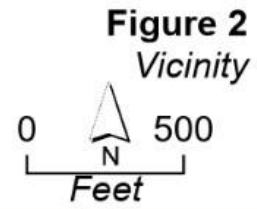
Jeff Schultz, PMP

Senior Transit and Rail Planner, DEA



Harrisburg 4th Street Railroad Grade Crossing Improvements

-  Project Area
-  BNSF Railway Line
-  Congressional District



810P-0194
 Esri, U.S. Department of Commerce, Census Bureau, U.S. Department of Commerce (DOC), National Oceanic and Atmospheric Administration (NOAA), National Ocean Service (NOS), National Geospatial Survey (NGS), National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WFP, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Swirevel P, Corp., U.S. Census Bureau, (DOT) Oregon Legislative Policy and Research Office (OLPO)

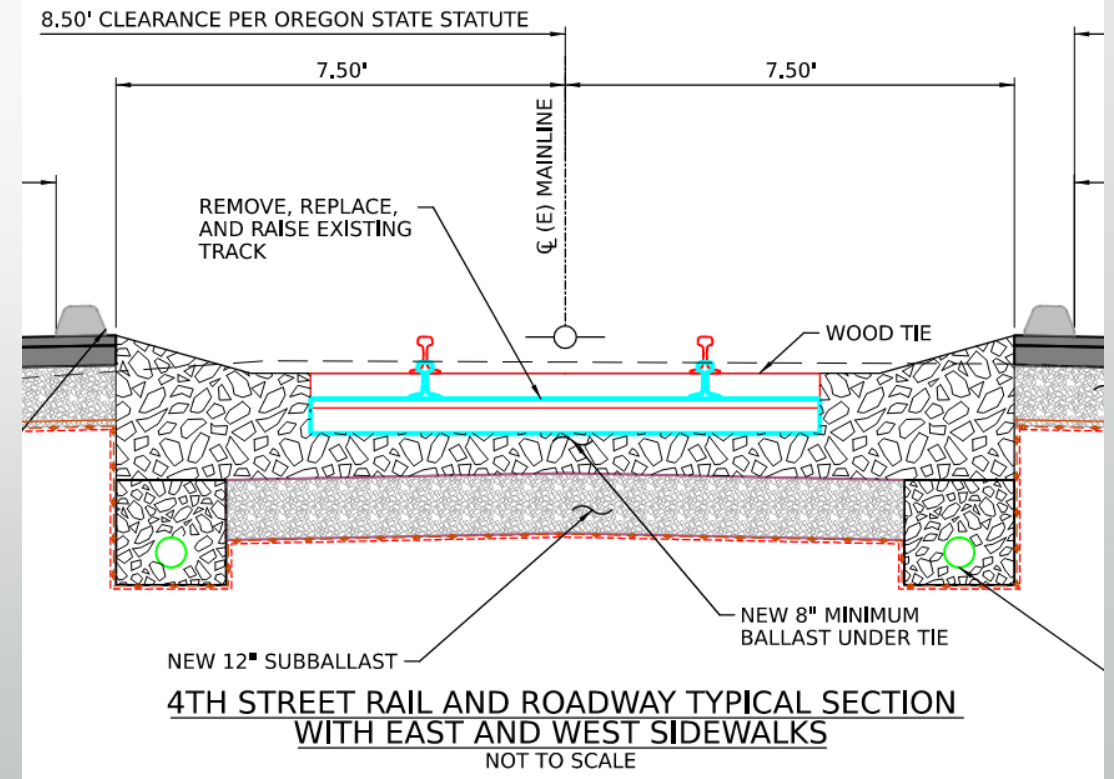
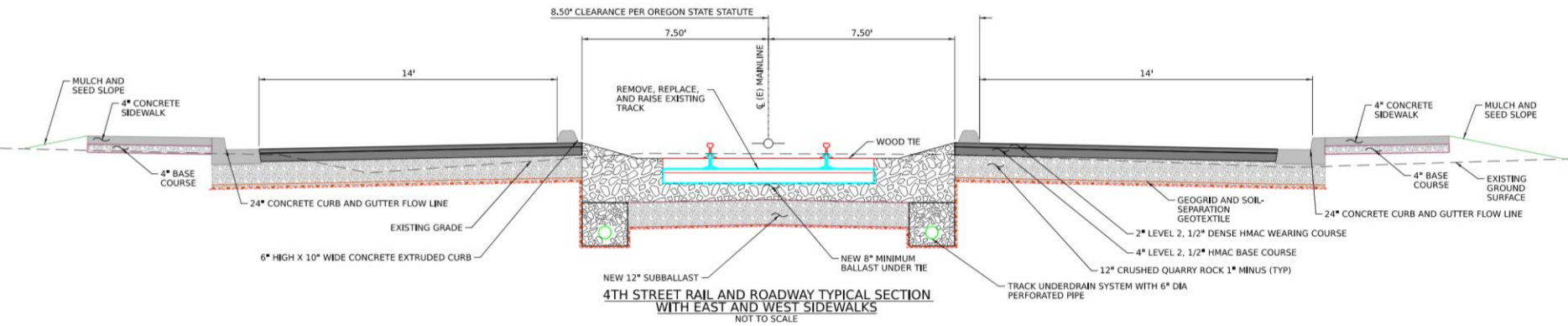
Harrisburg 4th St. Corridor Railroad Rehabilitation and Grade Crossing Improvements

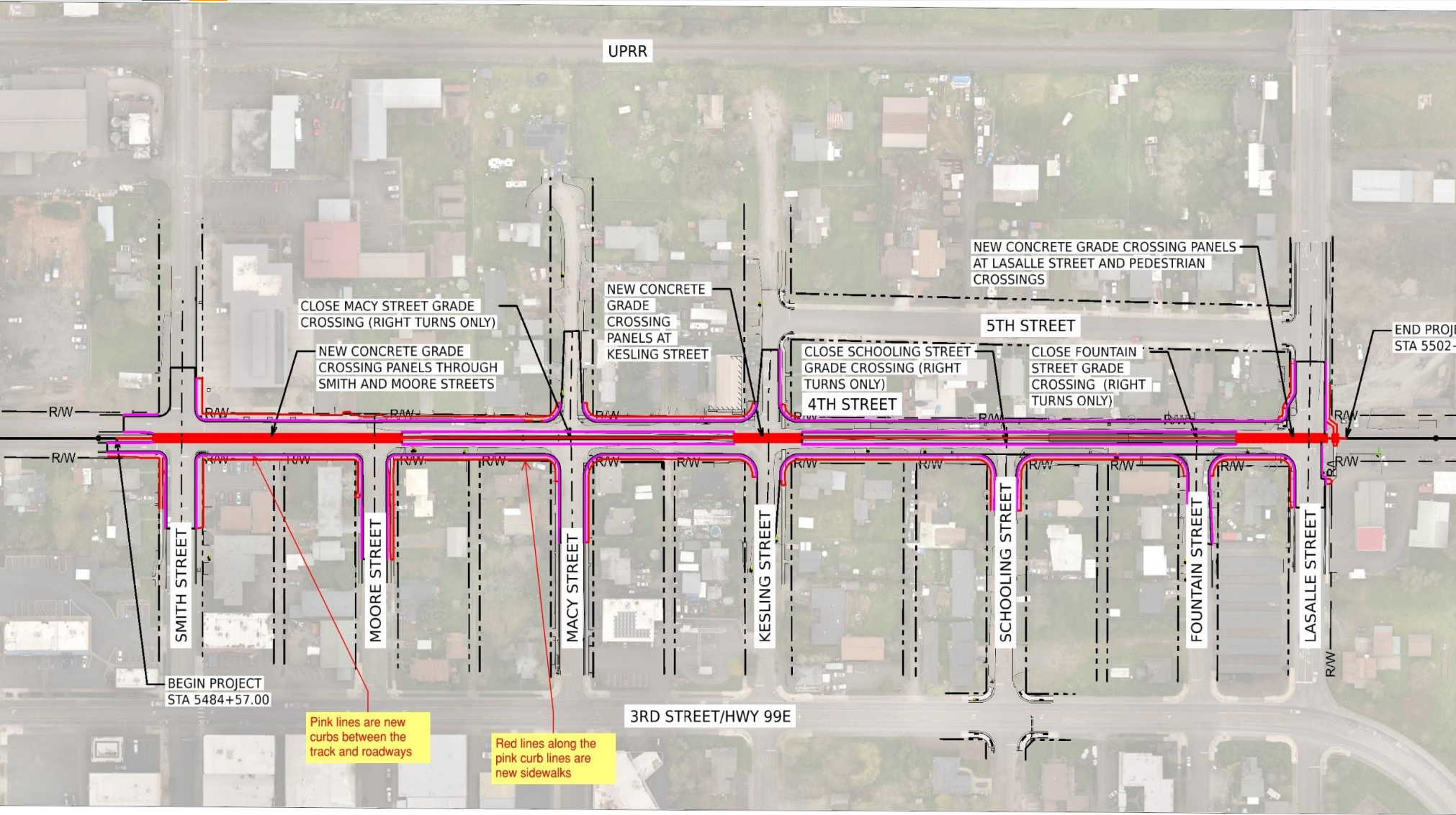
- Closes 3 at grade crossings
- Remove pavement covering track: isolate track from motor vehicles
- Rebuild track structure
 - Ties and Rails
 - Drainage system
 - New ballast
- Raised Curbing
- 24 months



Harrisburg 4th St. Corridor Railroad Rehabilitation and Grade Crossing Improvements

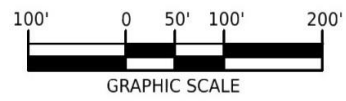
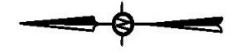






Pink lines are new curbs between the track and roadways

Red lines along the pink curb lines are new sidewalks





Harrisburg 4th St. Corridor Railroad Rehabilitation and Grade Crossing Improvements: Summary

Project Benefits



Safety - Eliminates three crossings



Safety - Improves emergency response times



State of Good Repair - Improves conditions of road and rail infrastructure



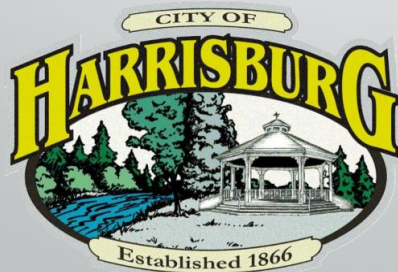
Modernization - Proposed street layout benefits all users



Investment in a rural community



Collaboration - Public-Private Partnership strengthens relationships

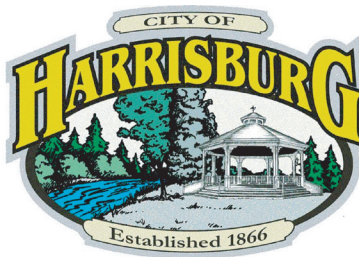


Harrisburg 4th St. Corridor Railroad Rehabilitation and Grade Crossing Improvements

Questions?



Harrisburg Fourth Street Corridor Railroad Rehabilitation & Grade Crossing Improvements Project



The City of Harrisburg, Oregon, in collaboration with BNSF Railway (BNSF) and Portland and Western Railroad, is submitting a Connect Oregon grant request for **\$2.8 million** for the Harrisburg Fourth Street Corridor Railroad Rehabilitation & Crossing Improvements project. The Project will modernize Fourth Street's cross section by placing the railroad in a center median (see images below). Project elements include:

- Rebuilding the tracks and isolating them with raised curbing, paving and striping drive lanes,
- Consolidating driveways on the east side of 4th Street,
- Closing three at-grade crossings,
- Installing six crosswalks,
- Adding sidewalks, shared bike lanes, curbs, and storm drains, and
- Tying drainage into the City stormwater system.

If awarded, this grant would enable the City to **complete environmental review and construction of the project.**



Before



After

Safety Improvement

This multi-modal project will improve safety through the elimination of 3 at-grade crossings and upgrade ride-ability on a city street to improve emergency response times in a rural community. Although 4th Street is the most direct route for the Harrisburg Fire and Rescue Department to access the southern part of the city, crews often take detours around to minimize wear and tear on the equipment due to road conditions. This project will provide safe and independent paths for vehicles, trains, and pedestrians through the community.

Project Benefits



Safety - Eliminates three crossings



Safety - Improves emergency response times



State of Good Repair - Improves conditions of road and rail infrastructure



Modernization - Proposed street layout benefits all users



Investment in a rural community



Collaboration - Public-Private Partnership strengthens relationships

HFRD Station at Fourth and Smith Streets



Connect Oregon 10 Grant Application

Unlocking Oregon's Newest Health Sciences Campus Through Rail
Infrastructure

Western University of Health Sciences & City of Lebanon Partnership

Cascades West Act | June 16, 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

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

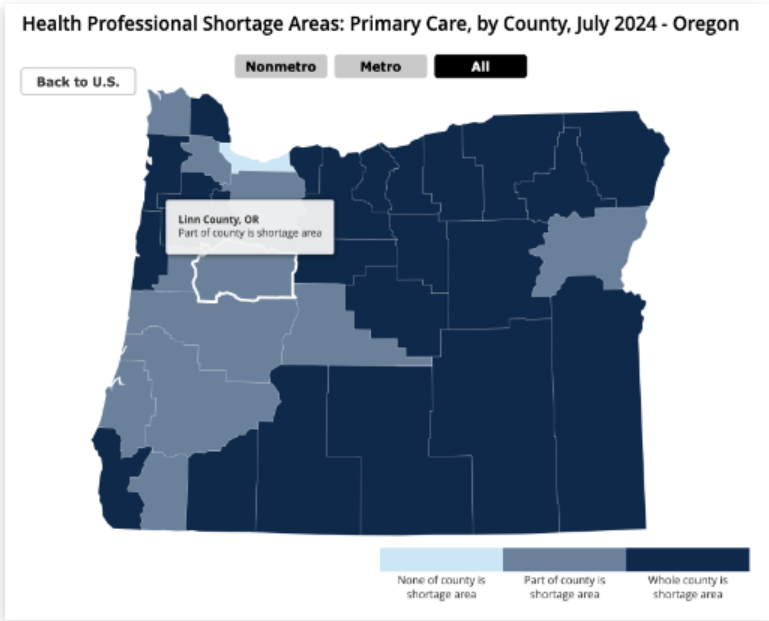
Nursing occupations in Oregon projected to grow 61.3%; physician assistant roles by 39.5%; physical therapy by 23.9%. Rural clinical placements in medically underserved areas across the Mid-Willamette Valley.

Statewide: Oregon

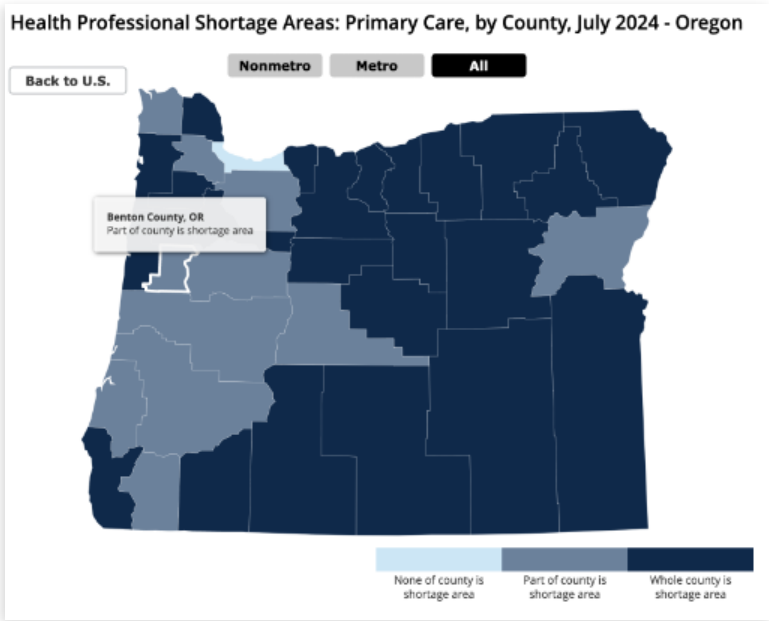
Oregon ranks 47th in the nation for access to care. Only 1.25 behavioral health providers per 1,000 statewide; just 0.56 per 1,000 in rural areas. WesternU programs directly address all three HPSA shortage categories: primary care, dental health, and mental health.

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

Grant Request

\$3,967,600

70%

Applicant Match

\$1,700,400

30%

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

Project Timeline & Readiness

	Planning & Design	Feb 2024 - Dec 2025	Complete
	Engineering & Permitting	Aug 2024 - Jun 2026	In Progress
	UPRR & City Approvals	Mar 2025 - Dec 2026	In Progress
	Bid & Award	Jan 2027 - Feb 2027	Planned
	Construction	Mar 2027 - Oct 2027	Planned

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

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MBA, FACOG**
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Office of the President

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Senior Vice President,
Institutional Shared Services & COO
Office of the COO

Jill Ferreira, MA
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Office of the President

Shana Olson, LSIT
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City of Lebanon

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MCH Project Strategies, LLC

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Institutional Shared Services OR Operations
Office of the COO



TIMBERLAB

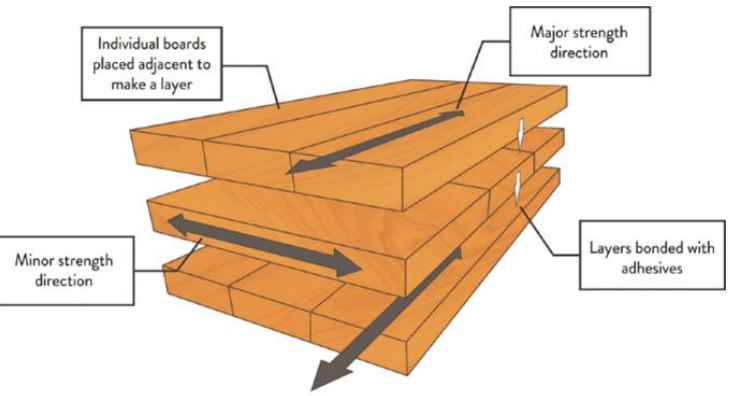
A SWINERTON COMPANY



OUR MISSION

TO ACCELERATE THE
MAINSTREAM ADOPTION OF
MASS TIMBER TO BENEFIT THE
PLANET AND ITS PEOPLE.

WHAT IS CLT & GLULAM



CLT
(CROSS LAMINATED TIMBER)



GLULAM



TWO PROJECTS. ONE INTEGRATED VISION. ONE STRONGER OREGON.

Building an Integrated, Rail-Served
Mass Timber Manufacturing Network



PHILOMATH
Planer Mill
Rail Rehab



MILLERSBURG
CLT Facility
New Rail Spur



SWISSHOME
Glulam Facility
Existing Rail Spur

MILLERSBURG
Independence Hall
CLT Production Facility
New Rail Spur

PHILOMATH
Planer Mill
Existing Rail Spur
Rail Rehab



**MOVING OREGON LUMBER
TO HIGH-VALUE MASS TIMBER PRODUCTS**



LOWER COST.
GREATER CAPACITY.



SAFER ROADS.
FEWER EMISSIONS.



STRONGER COMMUNITIES.
STRONGER ECONOMY.

BUILDING A BETTER FUTURE, TOGETHER.



Swinerton and Timberlab are leading the way in mass timber construction through vertically integrated expertise, innovative building solutions, and a shared commitment to people, communities, and the environment.

100% EMPLOYEE OWNED

BY THE NUMBERS

- 90+** MASS TIMBER PROJECTS DELIVERED SINCE 2017
- 6.5M+** SQUARE FEET OF MASS TIMBER DELIVERED
- 200+** EMPLOYEES STRONG
- SUSTAINABLE BY DESIGN**
Building low-carbon structures for a better future.

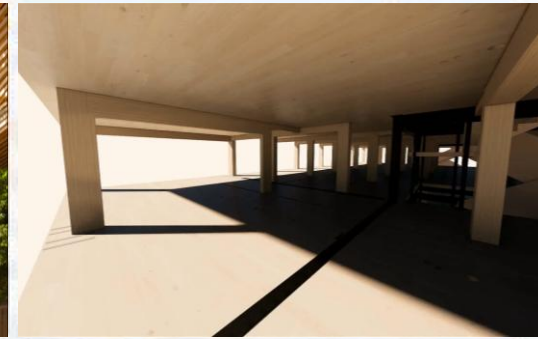
BUILDING ICONIC PROJECTS



FIRST TECH FEDERAL CREDIT UNION
HILLSBORO, OR



PORTLAND INTERNATIONAL AIRPORT
PORTLAND, OR



HEARTWOOD
SEATTLE, WA

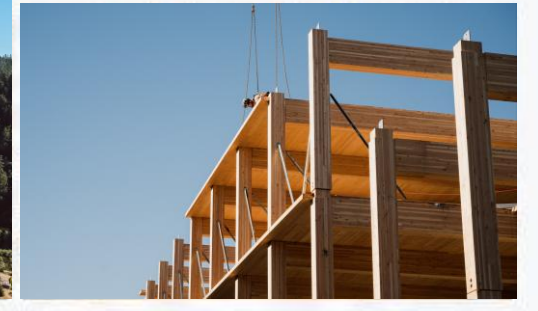
VERTICALLY INTEGRATED FROM FOREST TO BUILDING



FABRICATION
PORTLAND, OR & GREENVILLE, SC



MANUFACTURING
PHILOMATH, OR (SAWMILL & PLANER MILL)
MILLERSBURG, OR (CLT FACILITY)
DRAIN & SWISSHOME, OR (GLULAM FACILITIES)



CONSTRUCTION EXCELLENCE
DELIVERING COMPLEXITY
WITH PRECISION

THE HISTORY & EVOLUTION OF MASS TIMBER: SWINERTON AND TIMBERLAB

1888 Swinerton is established and begins its long history of innovation in the construction industry.	2014 Swinerton emerges as a pioneer in mass timber construction, pushing industry boundaries in structural design and material procurement.	2016 Swinerton designs, permits, and builds the First Tech Federal Credit Union Oregon Campus—largest mass timber office building in the U.S. at the time.	2020 Swinerton opens its first mass timber fabrication facility in Portland, Oregon.	2021 Timberlab is formally launched as a wholly owned, vertically integrated entity of Swinerton to meet the needs of the growing mass timber industry.	2021 Swinerton expands its operations to New York City , positioning mass timber as a key solution for the city's sustainability goals and building codes.	2023 Timberlab expands to the East Coast by opening a second fabrication facility in Greenville, South Carolina, to tap into the regional supply of Southern Yellow Pine.	2024 Timberlab invests toward vertical integration by acquiring a sawmill and planing mill in Philomath, OR to support CLT and glulam operations.	2024 Timberlab Holdings, Inc. acquired the assets of Oregon-based glulam manufacturer American Laminators, assuming operations of their Drain and Swisshome facilities.	2024 Swinerton and Timberlab announce major plans to build a new CLT manufacturing facility and acquire two glulam manufacturing facilities in Oregon.	2025 A milestone "topping out" ceremony is held for Independence Hall in Millersburg, Oregon—one of the largest and most innovative CLT manufacturing sites in the U.S.	2027 (ANTICIPATED) The Independence Hall facility is scheduled for completion, with an expected annual production capacity of 7–9 million square feet of CLT.
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IMPACT AND MILESTONES TO DATE

70+ PROJECTS DELIVERED
Over 6.5 million square feet of mass timber since 2017.

SUSTAINABLE IMPACT
Lower carbon, faster delivery, and better outcomes for people and communities.

ICONIC PROJECT HIGHLIGHTS



PORTLAND INTERNATIONAL AIRPORT
400,000-square-foot mass timber roof



HEARTWOOD SEATTLE, WA
Large-scale mass timber workforce housing

CONNECT OREGON MISSION

Investing in infrastructure that **creates public value.**



CLOSES FIRST & LAST-MILE FREIGHT GAPS

Completing critical connections to move goods more efficiently.



IMPROVES MULTIMODAL FREIGHT MOBILITY

Expanding options and capacity across modes and corridors.



CREATES FAMILY-WAGE JOBS

Investing in projects that build careers and strengthen communities.



SUPPORTS ECONOMIC DEVELOPMENT

Driving business growth and attracting private investment.



LEVERAGES PRIVATE INVESTMENT

Using public funds to attract additional private capital.



REDUCES HIGHWAY CONGESTION & EMISSIONS

Usiftnng freight to rail reduces traffic, wear, and emissions.

These projects deliver every one of these objectives.



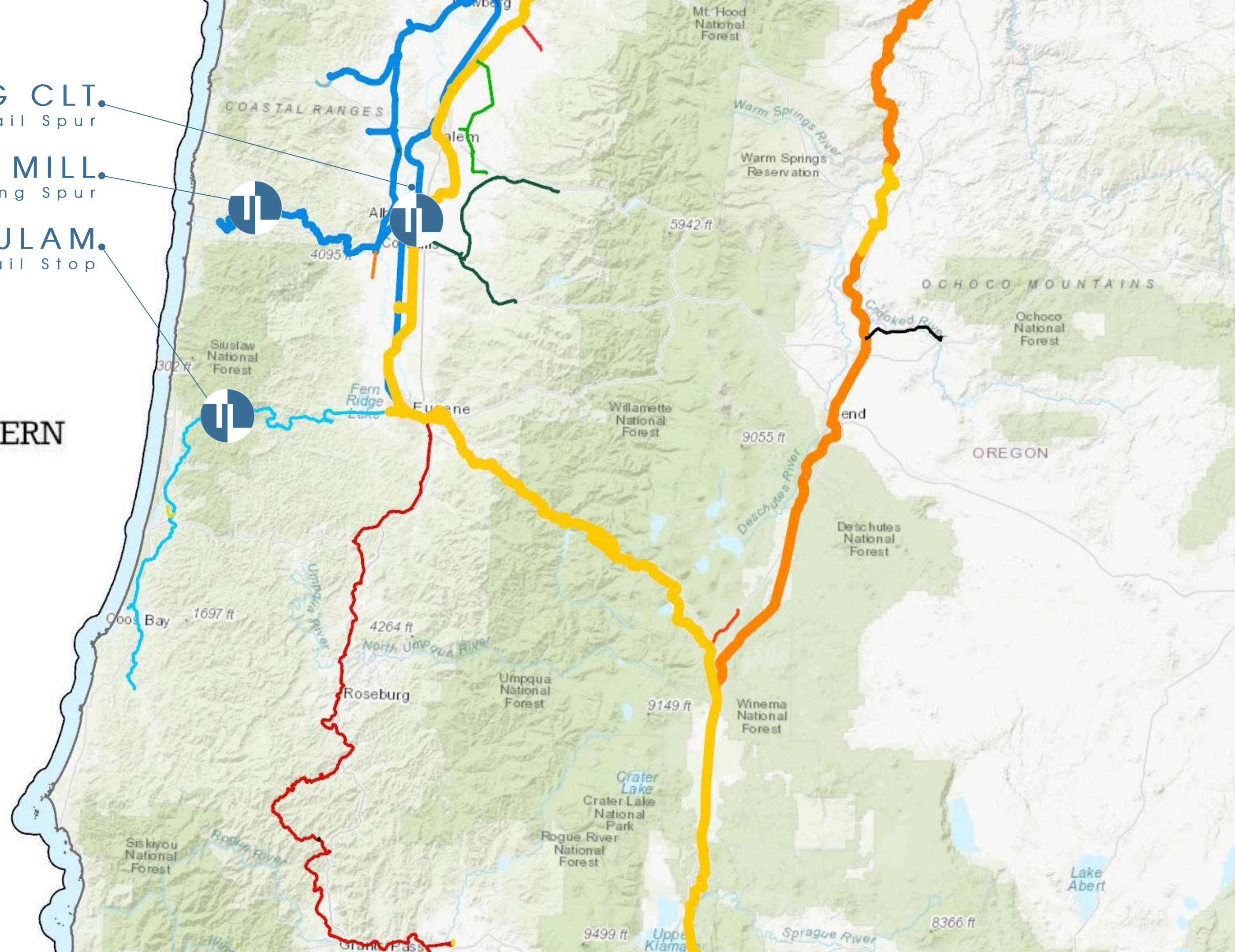
CONNECT OREGON

MILLERSBURG CLT.
New Rail Spur

PHILOMATH PLANER MILL.
Revitalize Existing Spur

SWISSHOME GLULAM.
Existing Active Rail Stop

PORTLAND & WESTERN
COOS BAY RAIL





THE OPPORTUNITY

Keep **More Value** in Oregon. **Build More** in America.

Strengthen Oregon's manufacturing economy by transforming locally sourced timber into high-value products that serve growing U.S. construction demand.



OREGON'S FORESTS

World-class renewable resource

Sustainably managed forests provide the foundation for one of America's strongest wood products industries.



CLT

GLULAM

VALUE-ADDED MANUFACTURING

Keep more value in Oregon

Instead of shipping commodity products, Oregon can manufacture engineered wood products that create greater economic value and strengthen domestic supply chains.



MEET GROWING U.S. DEMAND

Build for America's future

Mass timber adoption continues to grow across commercial, institutional, industrial, and housing markets as builders seek faster, more efficient, and lower-carbon construction.



CREATE FAMILY-WAGE JOBS

Support rural Oregon

Advanced manufacturing supports family-wage employment across forestry, transportation, manufacturing, engineering, and construction while creating new opportunities in rural communities.



STRONGER COMMUNITIES

Connected by rail

Rail infrastructure strengthens freight mobility, improves competitiveness, supports private investment, and helps Oregon manufacturers reach customers across the United States.



Let's build an integrated supply chain that keeps more value in Oregon and delivers more products across America.



BUILT FOR U.S. DEMAND

Growing adoption of mass timber across U.S. construction markets.



VALUE-ADDED MANUFACTURING

Manufacture higher-value engineered wood products in Oregon.



FAMILY-WAGE JOBS

Support jobs across forestry, transportation, manufacturing, and construction.



RAIL-SERVED SUPPLY CHAINS

Improve freight efficiency while reducing highway dependence.



OREGON MADE
Oregon forests.
Oregon manufacturing.
Delivered nationwide.



ONE INTEGRATED SUPPLY CHAIN

Rail connects every step.



OREGON FORESTS

Sustainable forests are the foundation.



PHILOMATH PLANER MILL

Surface • Sort • Grade
Optimize • Consolidate



MILLERSBURG CLT FACILITY

Mass Timber Panels



SWISSHOME GLULAM FACILITY

High-Value Glulam Beams



NATIONAL MARKETS

Delivering Oregon wood products across the country.



OPTIMIZED EFFICIENCY

Coordinated planning reduces waste and cost.



MAXIMIZED VALUE

Move the right product to the right market.



STRONGER COMMUNITIES

Creating family-wage jobs across Oregon.



SUSTAINABLE FUTURE

Responsible forestry. Lower emissions.



CONNECTING TO THE WORLD

Oregon wood products for global markets.

WHY PHILOMATH MATTERS

Revitalizing a community. Rebuilding a foundation.



Philomath is the foundation of a stronger, more resilient supply chain—connecting forest products to markets, creating jobs, and driving long-term community renewal.

BEFORE



EXISTING RAIL SPUR
Single spur enters the mill site from OR-20 (Philomath Blvd)

- ✗ Dormant Facility
- ✗ Underutilized Asset
- ✗ Missed Opportunity

AFTER



- ✓ Reactivated Facility
- ✓ Family-Wage Jobs
- ✓ Community Revitalization

REACTIVATED RAIL SPUR
Existing spur reconnected seamlessly to the PNWR Mainline for efficient, rail-served logistics



A CRITICAL FIRST STEP THAT SUPPORTS THE ENTIRE SUPPLY CHAIN.

Philomath lays the groundwork for economic growth, stronger communities, and a more competitive Oregon.



STRONGER COMMUNITIES



ECONOMIC GROWTH



LASTING IMPACT



PHILOMATH COMMUNITY IMPACT

Reactivating an Industrial Legacy. **Building Oregon's Future.**

The rail rehabilitation project is the critical **first step** toward reactivating the Philomath manufacturing campus—creating a platform for future investment, employment, and long-term economic revitalization.



A STRONGER PHILOMATH

The rehabilitation of the Philomath rail connection is the catalyst for bringing a dormant manufacturing facility back into productive use. As the **first phase** of a long-term revitalization strategy, it enables the restart of planer mill operations while creating the foundation for future expansion—including the potential return of additional manufacturing operations that once served this community.



FIRST STEP TO REACTIVATION

Restore. Restart. Rebuild.

- Restores rail access to an idle industrial facility
- Enables restart of planer mill operations
- Creates the foundation for future site expansion



SUPPORTS OREGON MANUFACTURING

Add Value. Strengthen Supply.

- Provides surfaced and graded lumber to Oregon mass timber manufacturers
- Strengthens domestic wood product supply chains
- Increases value-added manufacturing within Oregon



REVITALIZES THE COMMUNITY

Invest Locally. Create Opportunity.

- Returns productive use to a dormant industrial asset
- Supports local contractors and service businesses
- Creates opportunities for future family-wage employment



LONG-TERM GROWTH PLATFORM

Plan Today. Grow Tomorrow.

- Positions the campus for future manufacturing expansion
- Supports additional private investment
- Creates a pathway toward broader employment growth over time



FAMILY-WAGE JOBS

Creating good jobs for our community.



STRONGER LOCAL ECONOMY

More local spending and new customers for local businesses.



THRIVING COMMUNITY

Support for schools, parks, public services, and community pride.



SUPPORTING LOCAL BUSINESSES

Opportunities for suppliers, contractors, and local partners.



SUSTAINABLE FUTURE

Responsible forestry and long-term stewardship.



One investment. Lasting impact.

Today's rail rehabilitation creates the platform for tomorrow's jobs, manufacturing investment, and long-term economic opportunity.



Benefit for Philomath.
Benefit for Benton County.
Benefit for **all of Oregon.**



WHY MILLERSBURG MATTERS

Connecting Oregon manufacturing to national markets.

The Millersburg Spur Improvements construct approximately 3,000 feet of industrial rail infrastructure, including a new rail spur, two industry loading tracks, turnouts, ballast, drainage improvements, and related rail infrastructure connecting Timberlab's Independence Hall facility directly to the Portland & Northern Western Railroad (PNWR) and the national BNSF freight network.

WHAT WE'RE BUILDING

Millersburg Spur Improvements

- ✓ New rail spur connecting to the Portland & Northern Western Railroad (PNWR) mainline
- ✓ Two industry loading tracks for inbound lumber and outbound CLT shipments
- ✓ Turnouts and railroad operating infrastructure
- ✓ Ballast, drainage, and track structure improvements
- ✓ Rail-served infrastructure designed for safe, efficient industrial operations



Enables efficient freight rail access for Timberlab's world-class CLT manufacturing facility and future expansion.



≈ 3,000 FEET OF NEW INDUSTRIAL RAIL TRACK

Construct approximately 3,000 feet of new industrial rail track including rail spur, two industry tracks, turnouts, ballast, drainage, and related infrastructure.



TURNOUTS & RAILROAD OPERATING INFRASTRUCTURE

Install turnouts, switches, and rail operating infrastructure to ensure safe, streamlined movements and reliable train operations.



TWO INDUSTRY LOADING TRACKS

Build two parallel industry loading tracks to support efficient loading and unloading of inbound lumber and outbound CLT products.



FREIGHT RAIL ACCESS TO INDEPENDENCE HALL

Provide direct freight rail access to Timberlab's Independence Hall facility for safe, efficient operations and higher railcar loads.



BALLAST, DRAINAGE & TRACK STRUCTURE

Upgrade ballast section, install drainage systems, and construct track structure to meet modern railroad standards.



DIRECT CONNECTION TO PNWR & BNSF NETWORK

Connect the new spur directly to the Portland & Northern Western Railroad (PNWR) mainline with access to the national BNSF freight network.



INBOUND LUMBER & OUTBOUND CLT BY RAIL

Enable efficient rail transport of inbound lumber supplies and outbound CLT panels to markets across Oregon and the nation.

THIS INVESTMENT DELIVERS



ECONOMIC GROWTH

Creates high-quality manufacturing jobs and supports Oregon's forestry, construction, and transportation supply chains.



EFFICIENT FREIGHT FLOW

Moves large volumes of lumber and CLT by rail—reducing truck traffic, lowering costs, and improving freight efficiency.



BUILT FOR PERFORMANCE

Purpose-built rail infrastructure designed for safe, reliable, high-capacity industrial operations.



STRENGTHENS OREGON

Expands domestic mass timber manufacturing capacity and drives long-term economic growth for the state.



MILLERSBURG COMMUNITY IMPACT

Investing in **Millersburg**. Strengthening Oregon. Building a better future.

The new rail spurs at Independence Hall create a high-capacity, efficient connection to P&W—unlocking new manufacturing opportunities, good jobs, and long-term growth for Millersburg and Linn County.



A STRONGER MILLERSBURG

These rail improvements are more than tracks—they are a catalyst for economic opportunity. By connecting P&W to the national rail network, we create a platform for growth that supports families, strengthens local businesses, and builds a more vibrant community.



GOOD JOBS. STRONG FAMILIES.

Creating Opportunity

- Supports family-wage jobs during construction and operations
- Creates long-term manufacturing jobs in the community
- Invests in skills training and career pathways for local residents



STRONGER LOCAL ECONOMY.

More Investment. More Value.

- Brings new investment to Millersburg and Linn County
- Increases local spending and household income
- Expands the tax base to support city services and infrastructure



THRIVING COMMUNITY.

A Better Place to Live.

- Supports schools, parks, public safety, and community services
- More opportunities for youth and families
- Strengthens community pride and identity



SUPPORTING LOCAL BUSINESSES.

Growing Together.

- Opportunities for local suppliers, contractors, and service providers
- Long-term partnerships with local businesses
- Builds a stronger, more resilient local supply chain



SUSTAINABLE FUTURE.

Good for People. Good for Oregon.

- Moves more freight by rail, reducing truck traffic and emissions
- Supports sustainable manufacturing and responsible forestry
- Positions Oregon for a stronger, more competitive future



A CONNECTED FUTURE

This investment links Millersburg to opportunity—strengthening our community and connecting Oregon to national markets.



RAIL CONNECTS US TO MARKETS

Efficient access to the Portland & Western Railroad and beyond.



BUILDS ON OUR INDUSTRIAL HERITAGE

Strengthens an existing industrial hub with a bright future.



SUPPORTS OREGON'S FOREST ECONOMY

Creates demand for local timber and value-added wood products.



MADE IN OREGON. SHIPPED NATIONWIDE.

High-quality products, built here, delivered across the country.



BENEFIT FOR ALL OF OREGON

Strong communities today create a stronger Oregon for generations to come.



INVESTING IN MILLERSBURG. INVESTING IN OREGON.

This project delivers lasting benefits for Millersburg, Linn County, and all of Oregon.



CONSTRUCTION JOBS

Local jobs and spending during construction.



LONG-TERM JOBS

Sustainable manufacturing careers in our community.



LONG-TERM IMPACT

Building economic strength for years to come.



WHY RAIL MATTERS

The most **efficient**, **sustainable**, and **reliable** way to move Oregon's timber to the world.



Rail delivers more.
For Oregon. For the planet.
For the future.



BUILT FOR BIG VOLUMES

Rail moves large volumes of timber efficiently and cost-effectively.



LOWER COSTS, HIGHER VALUE

Reduced transportation costs keep our products competitive in global markets.



SUSTAINABLE CHOICE

Rail emits up to 4x less greenhouse gas emissions per ton-mile than trucking.



SAFE BY DESIGN

Fewer accidents, less congestion, and safer communities.



RELIABLE AND RESILIENT

Rail keeps supply chains moving, even when highways are congested or disrupted.



CONNECTING OREGON TO THE WORLD

Direct access to national and global markets through a reliable rail network.



RAIL ADVANTAGE



1 TRAIN
= 150+ TRUCKS



UP TO 4X
LESS EMISSIONS



UP TO 75%
LESS FUEL USED



REMOVES 100K+
TRUCKS FROM ROADS



HIGHWAY LIMITATIONS



MORE
CONGESTION



HIGHER
COSTS



HIGHER
EMISSIONS



GREATER RISK
AND WEAR



RAIL IS NOT JUST A MODE OF TRANSPORTATION—
IT'S A **COMPETITIVE ADVANTAGE** FOR OREGON.



DRIVES
ECONOMIC
GROWTH



SUPPORTS
COMMUNITIES



PROTECTS
OUR FORESTS



BUILDS A
STRONGER
FUTURE



WHY ARE THEY STRONGER TOGETHER?

Philomath and Millersburg—two locations, one integrated advantage.



PHILOMATH
Value-Added Manufacturing
& Distribution Hub



MILLERSBURG
CLT Operations
& Rail Gateway

ONE SUPPLY CHAIN. ENDLESS POSSIBILITIES.

Together, Philomath and Millersburg create a seamless, end-to-end solution that maximizes efficiency, reduces costs, and drives growth.



INTEGRATED SUPPLY CHAIN

From forest to finished product—connected operations for greater efficiency and reliability.



GREATER SCALE, GREATER IMPACT

Combined capacity attracts more customers, more investment, and more opportunity.



COST ADVANTAGE

Streamlined logistics, reduced transportation costs, and operational synergies.



SUSTAINABLE BY DESIGN

Efficient rail use and responsible forestry practices reduce emissions and support a sustainable future.



STRONGER COMMUNITIES

More jobs, more investment, and lasting benefits for communities across Oregon.



NATIONAL REACH, GLOBAL IMPACT

Dual-site advantage provides the capacity and connectivity to compete in global markets.

COMBINED STRENGTHS



RAIL CONNECTIVITY

Both sites are rail-connected, enabling efficient movement of timber in and finished products out.



STRATEGIC LOCATIONS

Optimally positioned to serve regional, national, and international markets.



OPERATIONAL FLEXIBILITY

Two sites provide resilience, scalability, and the ability to adapt to market demand.



WORKFORCE STRENGTH

Broader talent pipeline and more opportunities for career growth across the region.



LONG-TERM GROWTH

A shared vision and commitment to building a stronger future—together.



TWO COMMUNITIES. ONE VISION. A STRONGER OREGON.

Working together, Philomath and Millersburg are building a better future for our communities, our forests, and generations to come.



PEOPLE



PLANET



PROSPERITY

ONE OREGON VISION

Connected communities. Stronger economy. A better future.



An integrated rail network that connects our communities, strengthens our economy, and delivers opportunity **across the nation.**

From Philomath to Millersburg and SWISSHOME—delivering high-value wood products to build stronger, more sustainable communities **across the nation.**

UPSTREAM: HIGH-QUALITY LUMBER SOURCED REGIONALLY AND NATIONALLY



Sourced from sustainable forests across the Pacific Northwest and North America via rail.



PHILOMATH PLANER MILL

Surfacing, sorting, and grading optimizes lumber for manufacturing.



DISTRIBUTION OPTIONS



MILLERSBURG CLT FACILITY



Manufactured into cross-laminated timber (CLT) panels for walls, floors, and roofs.



BUILDINGS ACROSS THE NATION



Mass timber buildings that are stronger, lighter, and more sustainable—built across the U.S.



SWISSHOME
Manufactured into glue-laminated timber (glulam) beams and columns for structural use.



A SEAMLESS RAIL-POWERED SUPPLY CHAIN

REDUCES TRUCK TRAFFIC
Lower emissions, safer roads

STRENGTHENS OREGON'S FOREST PRODUCTS INDUSTRY
Supports jobs and local communities

DRIVES ECONOMIC GROWTH
Attracts investment, creates quality manufacturing jobs

BUILDS A BETTER FUTURE
Sustainable buildings for generations to come



ONE INTEGRATED NETWORK.
ENDLESS OPPORTUNITY.



CONNECTED BY RAIL



POWERED BY OREGON TIMBER



DRIVING ECONOMIC GROWTH



BUILDING STRONGER COMMUNITIES



CONNECTING OREGON ACROSS THE NATION

PROJECT INVESTMENT & FUNDING STRATEGY

Leveraging Public Investment to Deliver Immediate Freight Infrastructure Benefits



Independence Hall CLT Facility
Millersburg, Oregon



Philomath Planer Mill
Philomath, Oregon

	MILLERSBURG RAIL SPUR Millersburg, Oregon	PHILOMATH RAIL REHABILITATION Philomath, Oregon
Total Project Cost	\$4.34 MILLION	\$236,774
Grant Request	\$3.04 MILLION	\$165,742
Timberlab Match (Minimum 30%)	\$1.30 MILLION (30%)	\$71,032 (30%)
Private Investment Leveraged	>\$100 MILLION CLT Manufacturing Facility	Planer Mill Redevelopment
Project Status	SHOVEL READY	SHOVEL READY

Financial values taken directly from Sections 18 and 20 of the Connect Oregon applications.

WHY THIS INVESTMENT MATTERS

STATE INVESTMENT
\$3.20 MILLION
requested through
Connect Oregon



PRIVATE INVESTMENT
OVER \$100 MILLION+
already committed
by Timberlab



RESULT

- Immediate freight rail activation
- Reduced truck traffic
- Expanded Oregon manufacturing
- Strengthened statewide forest products supply chain
- Long-term economic growth through rail-served mass timber production



BOTH PROJECTS ARE CONSTRUCTION-READY

- ✓ Property Acquired
- ✓ Engineering Complete (Millersburg)
- ✓ Scope Defined
- ✓ Railroad Coordination Complete
- ✓ Private Capital Already Invested

Ready to Begin Construction
Immediately Upon Funding

The only remaining barrier to construction is grant funding.

APPLICANT MATCHING FUNDS (SOURCE OF MATCH)

MILLERSBURG RAIL SPUR	PHILOMATH RAIL REHABILITATION
<ul style="list-style-type: none"> ✓ Land acquisition ✓ Engineering & design ✓ Construction administration ✓ Permits ✓ Owner contribution ✓ Contingency 	<ul style="list-style-type: none"> ✓ Engineering ✓ Permits ✓ Construction administration ✓ Contingency ✓ Owner-funded construction costs
APPLICANT MATCH: \$1.30 MILLION (30%)	APPLICANT MATCH: \$71,032 (30%)

Matching funds are identified through land purchase, engineering, permits, construction administration, contingency, and owner-funded costs.



SHOVEL READY. PRIVATELY BACKED. PUBLICLY LEVERAGED. READY TO DELIVER ON DAY ONE.

CONNECT OREGON ALIGNMENT

These projects advance Connect Oregon's strategic priorities.

- ✓ Addresses first/last-mile freight gaps
- ✓ Improves multimodal freight mobility
- ✓ Creates family-wage jobs
- ✓ Supports economic development
- ✓ Leverages significant private investment
- ✓ Reduces highway congestion and emissions



CALL TO ACTION

Invest in Oregon's future.



These projects are more than rail improvements.
They are investments in:

-  Oregon manufacturing
-  Rural communities
-  Family-wage jobs
-  Freight efficiency
-  Sustainable transportation
-  The future of Oregon's forest products industry



TWO PROJECTS. ONE INTEGRATED VISION.
ONE STRONGER OREGON.



INVEST TODAY.
Strengthen our
transportation network.



BUILD TOGETHER.
Create jobs and
stronger communities.



DELIVER TOMORROW.
Drive sustainable
economic growth.



CONNECT EVERYWHERE.
Open doors to national
and global markets.

Together, Philomath and Millersburg advance Connect Oregon goals—building a more resilient, prosperous, and sustainable future for all Oregonians.



THANK YOU

Timberlab Connect Oregon Rail Manufacturing Network

Executive Summary for Cascades West Area Commission on Transportation

One Integrated Vision

Timberlab respectfully submits two complementary rail infrastructure projects to Connect Oregon that together establish an integrated, rail-served manufacturing network supporting Oregon's forest products, manufacturing, construction, and transportation industries while driving rural revitalization and statewide economic development.

1. **The Philomath Project** restores rail access to a dormant industrial campus, enabling the restart of planer mill operations and serving as the critical first step toward reactivating a historic manufacturing asset. The facility will produce surfaced and graded lumber that supports Oregon's expanding value-added wood products industry.
2. **The Millersburg Project** constructs new rail infrastructure serving Timberlab's state of the art Cross-Laminated Timber (CLT) manufacturing facility, providing efficient inbound delivery of dimensional lumber and outbound shipment of finished mass timber products to markets across the United States.

Together with Timberlab's existing rail-served glulam manufacturing operations in Swisshome, OR, these investments create an integrated statewide manufacturing network that transforms Oregon timber into high-value engineered wood products. This coordinated supply chain captures more economic value within Oregon, supports family-wage manufacturing jobs, strengthens domestic supply chains, improves multimodal freight efficiency, and expands the movement of freight by rail.

These projects are more than rail improvements—they are strategic investments in Oregon's long-term manufacturing competitiveness, demonstrating how targeted transportation infrastructure can leverage significant private investment while creating lasting economic benefits for communities throughout the state.



Independence Hall CLT Facility
Millersburg, Oregon



Philomath Planer Mill
Philomath, Oregon

BOTH PROJECTS ARE CONSTRUCTION-READY

- ✓ Property Acquired
- ✓ Engineering Complete (Millersburg)
- ✓ Scope Defined
- ✓ Railroad Coordination Complete
- ✓ Private Capital Already Invested

Ready to Begin Construction Immediately Upon Funding
The only remaining barrier to construction is grant funding.

	MILLERSBURG RAIL SPUR Millersburg, Oregon	PHILOMATH RAIL REHABILITATION Philomath, Oregon
💰 Total Project Cost	\$4.34 MILLION	\$236,774
📄 Grant Request	\$3.04 MILLION	\$165,742
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- 🚛 Reduced truck traffic
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- 🌲 Strengthened statewide forest products supply chain
- 📈 Long-term economic growth through rail-served mass timber production

Public Benefits

- Improves multimodal freight mobility
- Revitalizes rural industrial assets
- Leverages substantial private investment
- Reduces truck trips and highway impacts
- Strengthens Oregon's advanced wood products industry
- Creates long-term economic resilience

Project Investment, Funding Strategy & Shovel Readiness

Investment Strategy

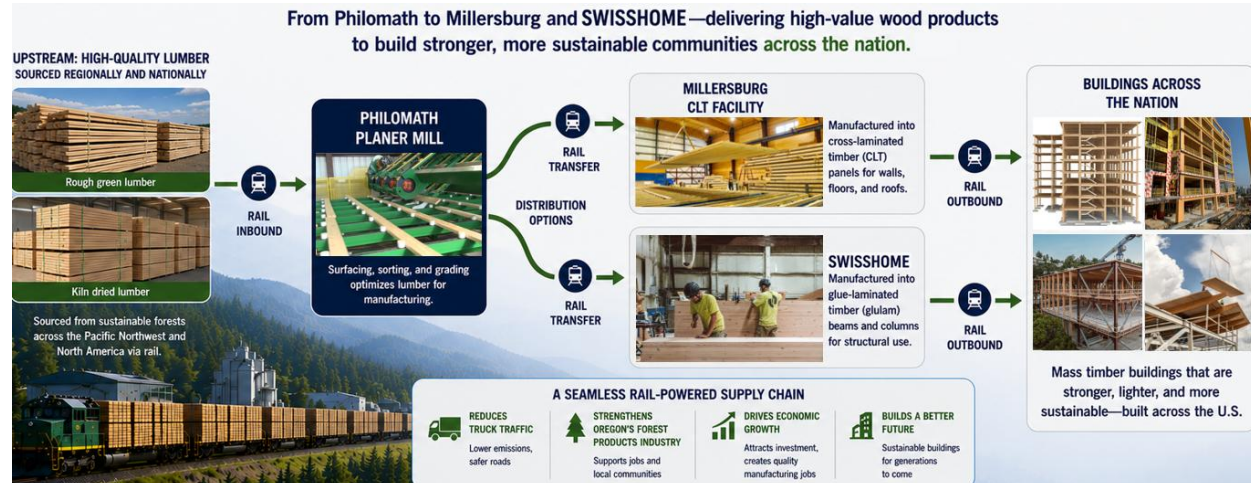
ConnectOregon funding closes critical first/last-mile rail infrastructure gaps while leveraging major private manufacturing investments already committed by Timberlab. The rail improvements create lasting public freight benefits extending beyond individual facilities.

Private Investment	ConnectOregon Investment
Manufacturing facilities Equipment Operations Site development	Rail spurs Turnouts Loading tracks Ballast/drainage Freight infrastructure

Shovel Readiness

- Engineering substantially complete
- Railroad coordination complete
- Site control secured
- Manufacturing facilities existing or under development
- Permitting substantially advanced
- Ready to move into construction upon funding

Integrated Manufacturing Corridor



Key Outcomes

Economic Development	Transportation	Supply Chain	Communities
Value-added Mfg. Private investment Family-wage jobs	More freight by rail Reduced truck traffic Improved mobility	Domestic resilience Integrated Oregon network National reach	Philomath revitalization Millersburg growth Long-term prosperity

These projects are not standalone rail improvements—they are strategic investments in Oregon's long-term manufacturing competitiveness and an integrated statewide supply chain that will create public benefits for decades.



Corvallis Municipal Airport (CVO)

Hangar Taxilane Extension



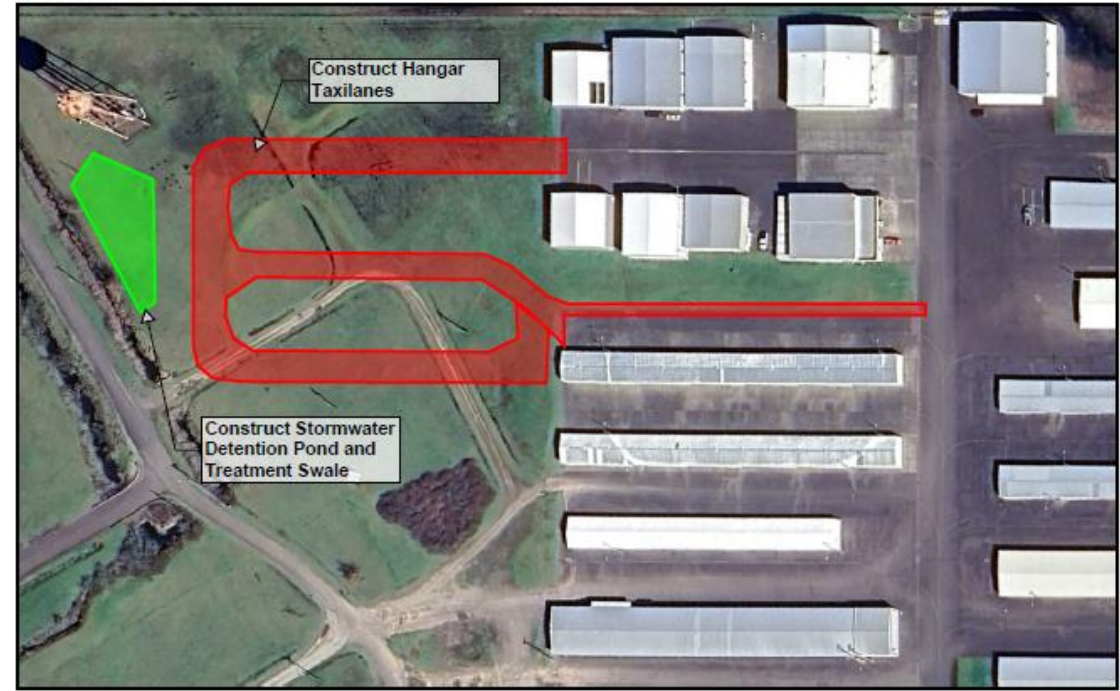
Background

- 121 Based Aircraft
- 5 T-Hangars
- NPIAS
- PU GA Regional Airport

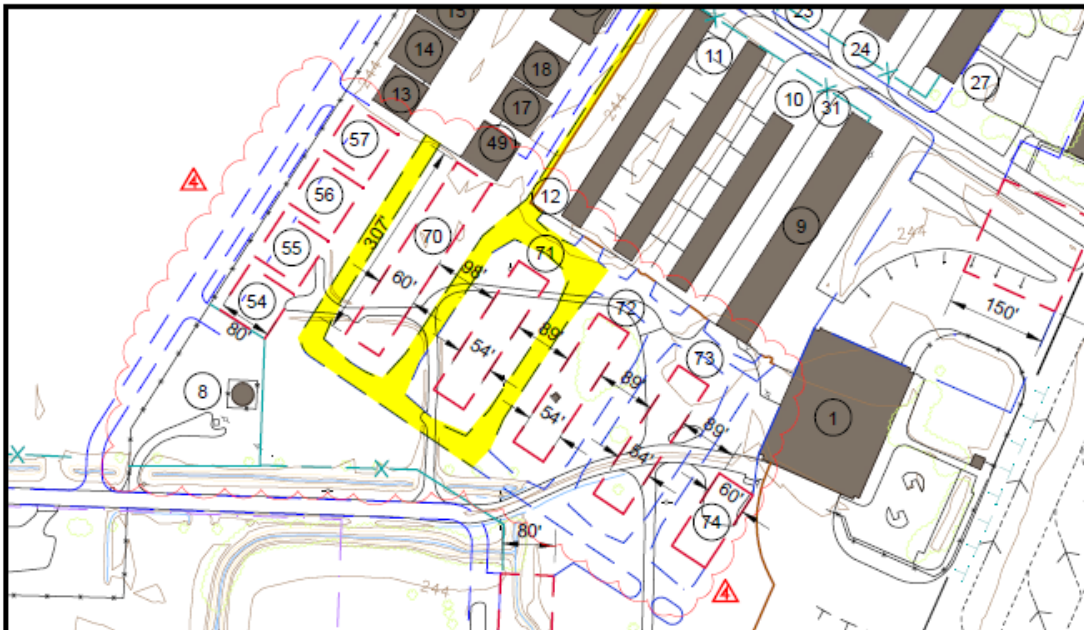
Proposed Project

- 1300 LF
- 25' wide

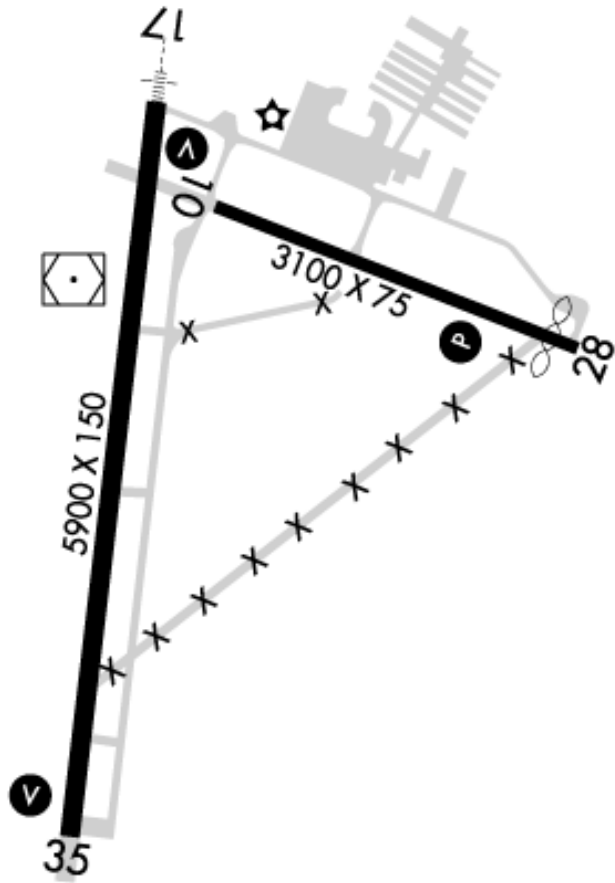
Project Sketch



Project as shown on ALP



- Utilities
- Box Hangars
- T-Hangars



Transportation Impacts

- Future Hangar Development
- Growth of Aviation Businesses
- Land Leases
- Airport Capacity

Project Readiness

Draft Plans

To be submitted to the FAA middle of July

Final Acceptance by FAA

Sometime in early August

Advertise

Middle of August

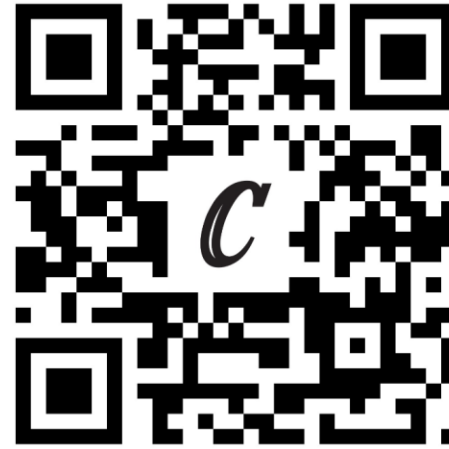
Bid Opening

Early September

Any Questions?
We really like questions.



Contact Us



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Thank You!

_____ from the _____

CITY OF
Corvallis