Lower John Day Area Commission on Transportation (LJDACT)

November 2, 2026 | 9:30-11:30 | Hybrid

In-Person
Sherman County Courthouse, Commissioner's Meeting Room
500 Court Street, Moro, OR. 97039

Microsoft Teams
JOIN THE MEETING NOW
Meeting ID: 280 111 440 405 224 2
Passcode: FG7Fp946

Dial in by phone
+1 971-277-1965,,733992421# United States, Portland
Find a local number
Phone conference ID: 733 992 421#

AGENDA

9:30 **1. Call to Order & Introductions** — Chair/Vice Chair

9:35 **2. Public Comment** — Chair/Vice Chair

9:45 **3. LJDACT Business** — Chair/Vice Chair
ACTION: Approve August Meeting Minutes
Attachment A

10:00 **4. Draft CIP update** — Ken Shonkwiler
Attachment B,C

10:40 **5. Finalize updated ACT Charter/Bylaw** — Vice Chair Justin Miller
Attachment D — Emerald Shirley,

11:00 **5. Transportation priorities/Work Plan 2027** — Emerald Shirley
Immediate concerns — Vice Chair Justin Miller
Long term planning
Attachment E

11:20 **7. Roundtable updates/sharing/requests for future meeting topics**

11:30 **8. Adjourn**

Potential topics for future meetings
Speed cameras

LOWER JOHN DAY AREA COMMISSION ON TRANSPORTATION (LJDACT)
Minutes
August 3, 2026

1. Call to Order, Introductions, Agenda Review

Meeting called to order at 9:40 AM.

Attendees:
- Meghan Blyth (ODOT)
- Jovi Arellano (ODOT)
- Gib Wilkins (City of Condon)
- Arthur Smith (Wasco County)
- Thomas Frank (ODOT)
- David Mills (The Dalles)
- Jeff Renard (Columbia Gorge Regional Airport Manager)
- Andrea Rogers (City of Mosier)
- Justin Miller (Sherman County Commissioner/Vice Chair)
- Dan Shanahan (ODOT)
- Riley Skov (ODOT)
- Emerald Shirley (ODOT)
- Kathy Fitzpatrick (MCCED)
- Victoria McKinney

Public Comment: None.

2. Approve Meeting Minutes

Motion to approve previous minutes was made and passed.

3. Transportation Priorities

Emerald shared the CIP list and requested additional safety or paving concerns.
- Gib Wilkins reported Gilliam County is seeking speed cameras.
- Councilor Andrea Rodgers requested discussion of “No Parking” signs along Hwy 30 for safer access to the Mosier Plateau.
- A request was made for a Farm Machinery sign near Hwy 206/Fairview Farm.

4. Membership Review

Members were asked to consider nominations for Chair and Vice Chair prior to the next meeting. Membership gaps include:
- Sherman County city representative

• Gilliam County county representative
• Wheeler County city representative

Gib Wilkins will assist Sherman County recruitment; Riley Skov will assist Wheeler County.

Motion: Arthur Smith moved to include Active Transportation representatives (transit, port, aviation, active transportation) as voting members.
Motion passed.

Additional recruitment actions:
• Gib Wilkins will seek another port representative.
• Arthur Smith requested identifying a rail representative; Councilor Andrea Rodgers will look for contacts.

5. CIP Selection

Emerald Shirley reported CIP selection has not yet been decided.

Arthur Smith requested members receive the materials prior to the meeting once available; Emerald Shirley will email them out.

6. Round Table

ODOT Updates:
• Riley Skov reported I-84 bridge work is nearly complete with final walk-through pending. Moro to Grass Valley paving expected to finish this week; nightly lane closures may continue through September.
• Dan Shanahan shared that Rowena guardrail work is nearing completion, with highway reopened; painting expected to finish by August 15. Paving in Biggs (Westside) starting soon. Chipseals are nearly complete with minor issues.
• Vice Chair Justin Miller asked about Bonneville lane closures; Riley Skov stated full-time crossovers should be completed before Labor Day.

Other Updates:
• Jovi Arellano presented on Competitive Transportation Grants; Emerald Shirley recommended no ranking of items.
• Emerald Shirley announced local bridge funding applications will be released in May, with $63 million available over three years. Information will be distributed once received. Paul Strausser will serve as ODOT's new local bridge contact.
• Emerald Shirley noted previous ask of the ACT to have more information of speed cameras. Multiple ACT members requested she coordinate a presentation.
• Jeff noted the Columbia Gorge Regional Airport is updating its master plan and may need unsuitable fill material due to a large chasm.

7. Next Meeting

Next regular meeting scheduled for November 2, 2026, 9:30–11:30 AM.

8. Adjourn

Meeting adjourned at 10:35 AM.

Oregon Department of Transportation

Draft Capital Investment Plan
LJDACT Update

November 2nd, 2026

ACT Role in the CIP

- Inform CIP development
  - ✓ Make recommendations for the prioritization and weighting of goals (e.g. State of Good Repair, Safety, Mobility) that will be used to help screen investments
    - ✓ Recommendations shared with OTC in 2025 and used in their final decision
    - Update every 3-5 years
  - ✓ Identify needs and investment opportunities that are high-interest to the ACT
    - ✓ Sent to OTC and ODOT to consider for inclusion in the CIP (is not a guarantee of inclusion or funding)
    - ACTs to update every 2 years
- **Comment on Draft CIP** ← *We are here today*
- Provide feedback & lessons learned



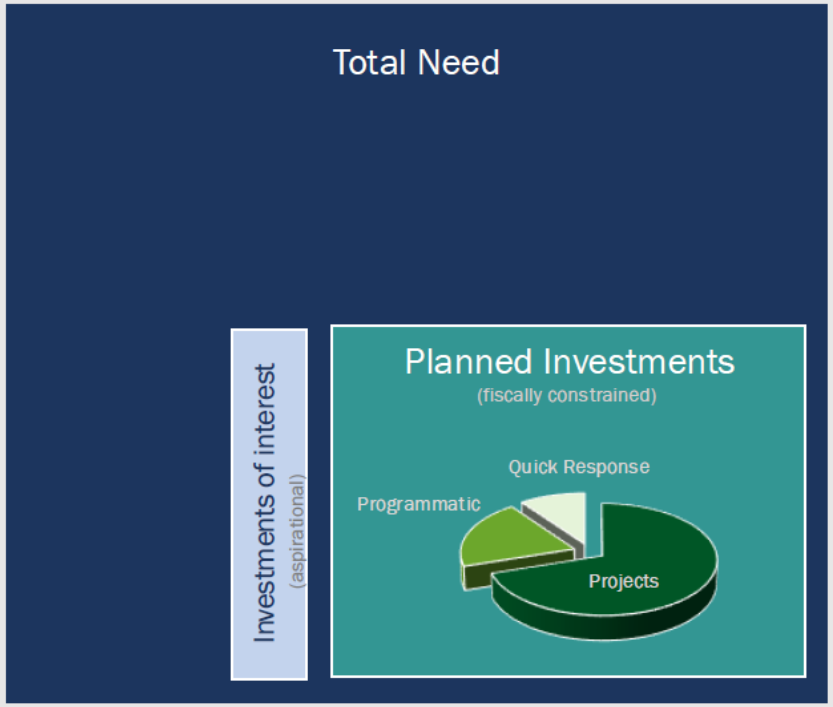
What is the CIP?

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

Key Benefits:

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

Capital Investment Plan

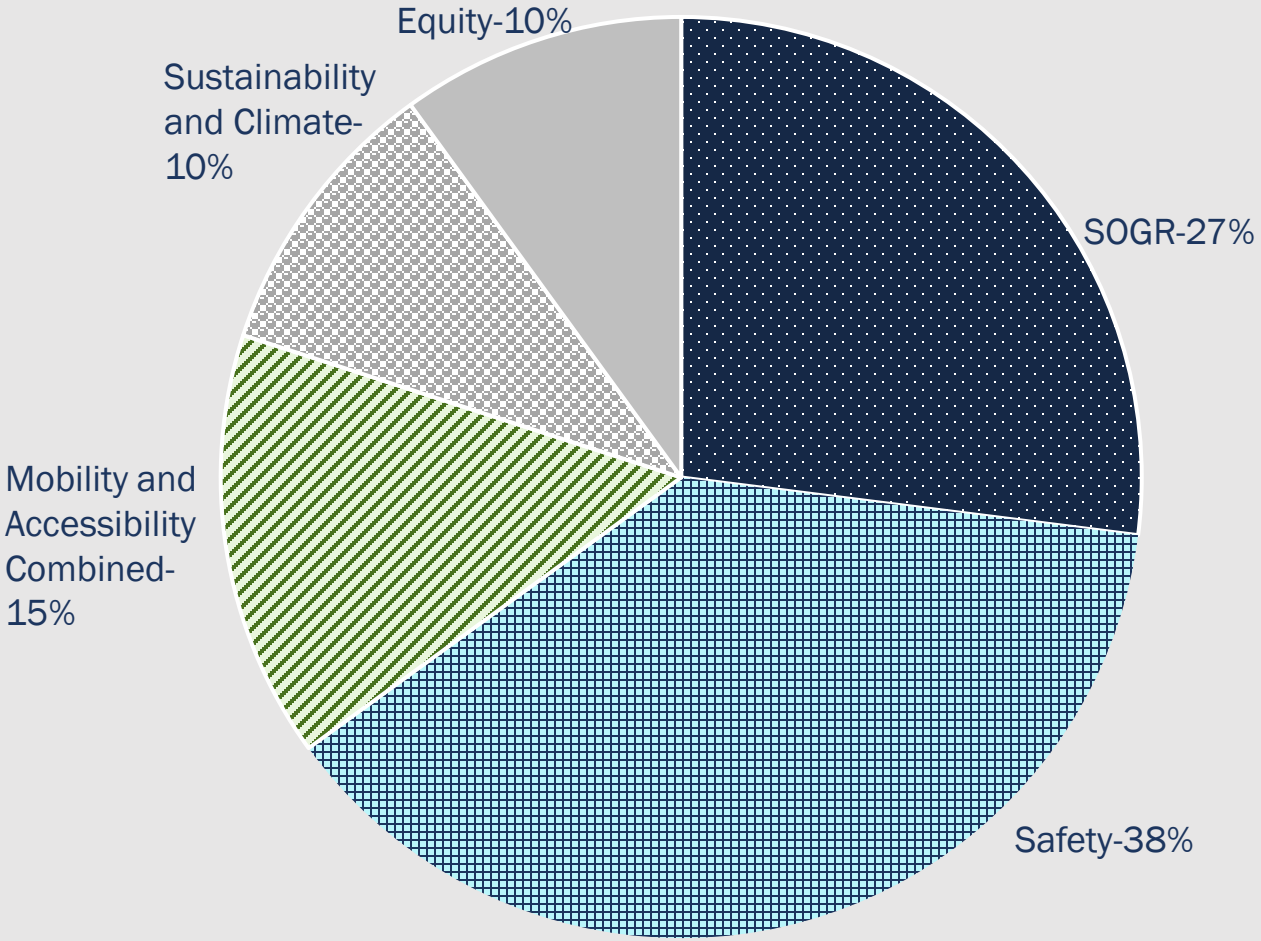


Projects: Preservation, enhance, bike-ped, etc.

Programmatic / Lump Sum: O&M, transit, safety, etc.

Quick Response: Safety, emergency management, etc.

Capital Investment Plan Policy Goal Weights



Goals

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

Estimate Funding Available (2031-2037)

Future funding projections utilized conservative approach, considering:

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

CIP Category Amounts:

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

What is not included in CIP funding currently:

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

Future CIP cycles may incorporate additional programs/funding types

Overview of Candidate Projects

Area Commissions on Transportation

- 3-5 investment ideas
- 10 additional investments of interest

Top investment ideas from each ACT

Investment Ideas from each ODOT Region and Asset Program

Regions

10 Investments per Region

- 2-3 safety focused
- 3-5 preservation focused
- 1-2 multimodal
- 1-2 freight or enhancement

- Must come from plans or studies, or data to identify highest needs and affirm support

Asset Managers

20 for Pavement

20 for Bridge

5 for Culvert

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

Candidate Summary:

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

Candidate Projects with Cost Magnitudes $100M or more

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

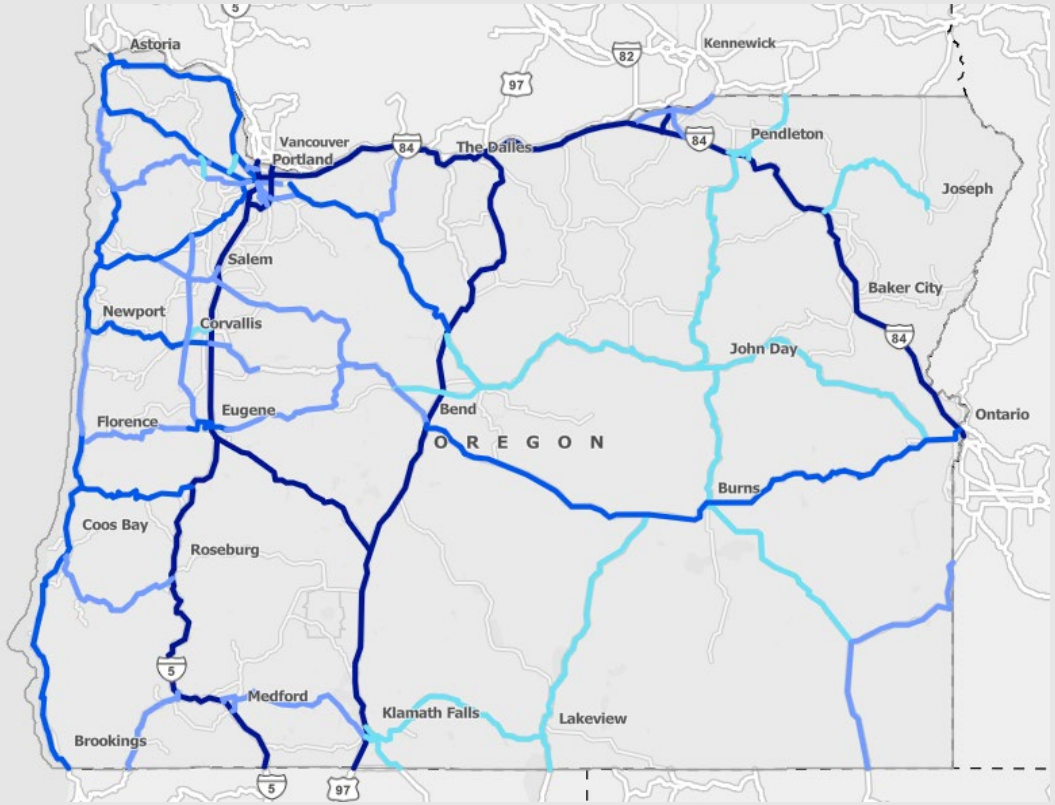
A major projects prioritization framework is in development today:

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

Screen Through Criteria

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

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

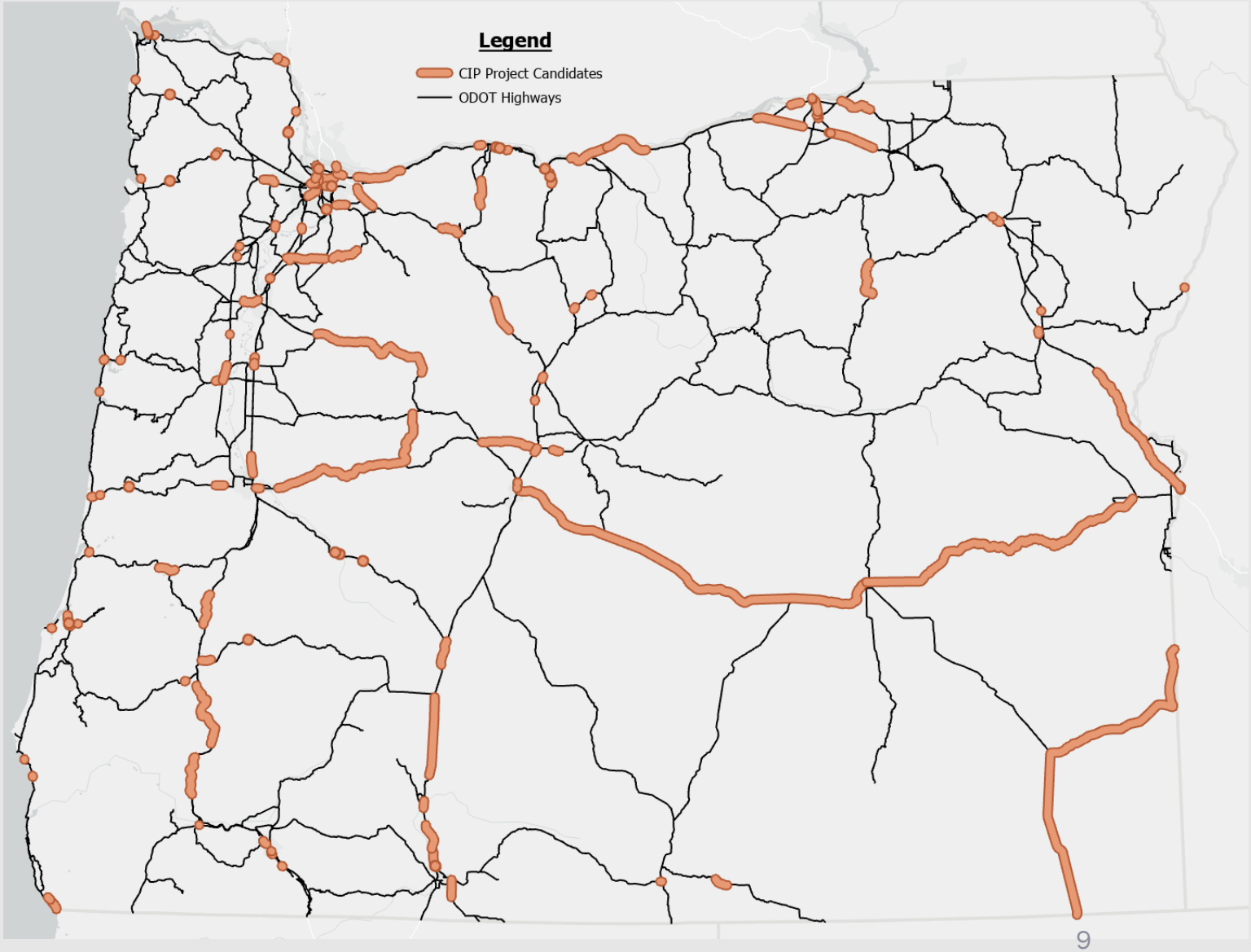


Priority Tiers are based on:

- Functional classifications and designations
- Traffic volumes (freight and people)
- Community connections and isolation
- North-South and East West connectors

Candidate Projects for Selection

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



CIP Draft Project List

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

Committee reviewed scoring and harmonized selection with the following considerations:

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

Members:

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

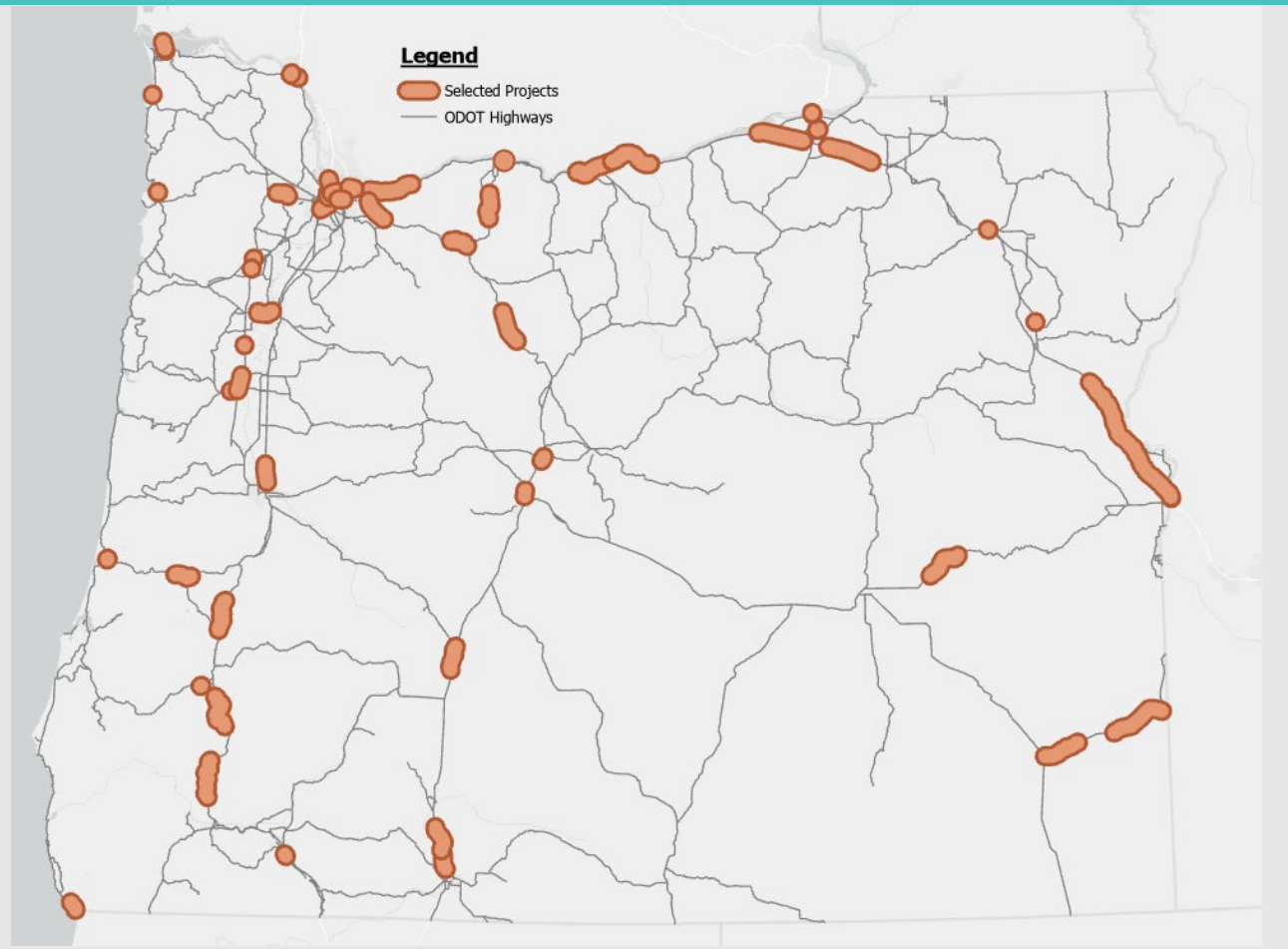


Oregon Department of Transportation

Draft 2031-2037 CIP Investments

Summary of Selected Investments
2031 - 2037

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



Selected Projects: LJDACT Boundary

Project Name	Funding Category
I-84: Rufus - Swanson Canyon	Pavement
I-84: Celilo - Rufus	Pavement
US26: Warm Springs River	Pavement



Pavement Category 2031-2037 funding: $1B

29 projects selected

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



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

Bridge Category
2031-2037 funding: $450M

14 projects selected

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



US 101 Tidal Slough Bridges
Replace aging timber bridges

Culvert Category
2031-2037 funding: $35M

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



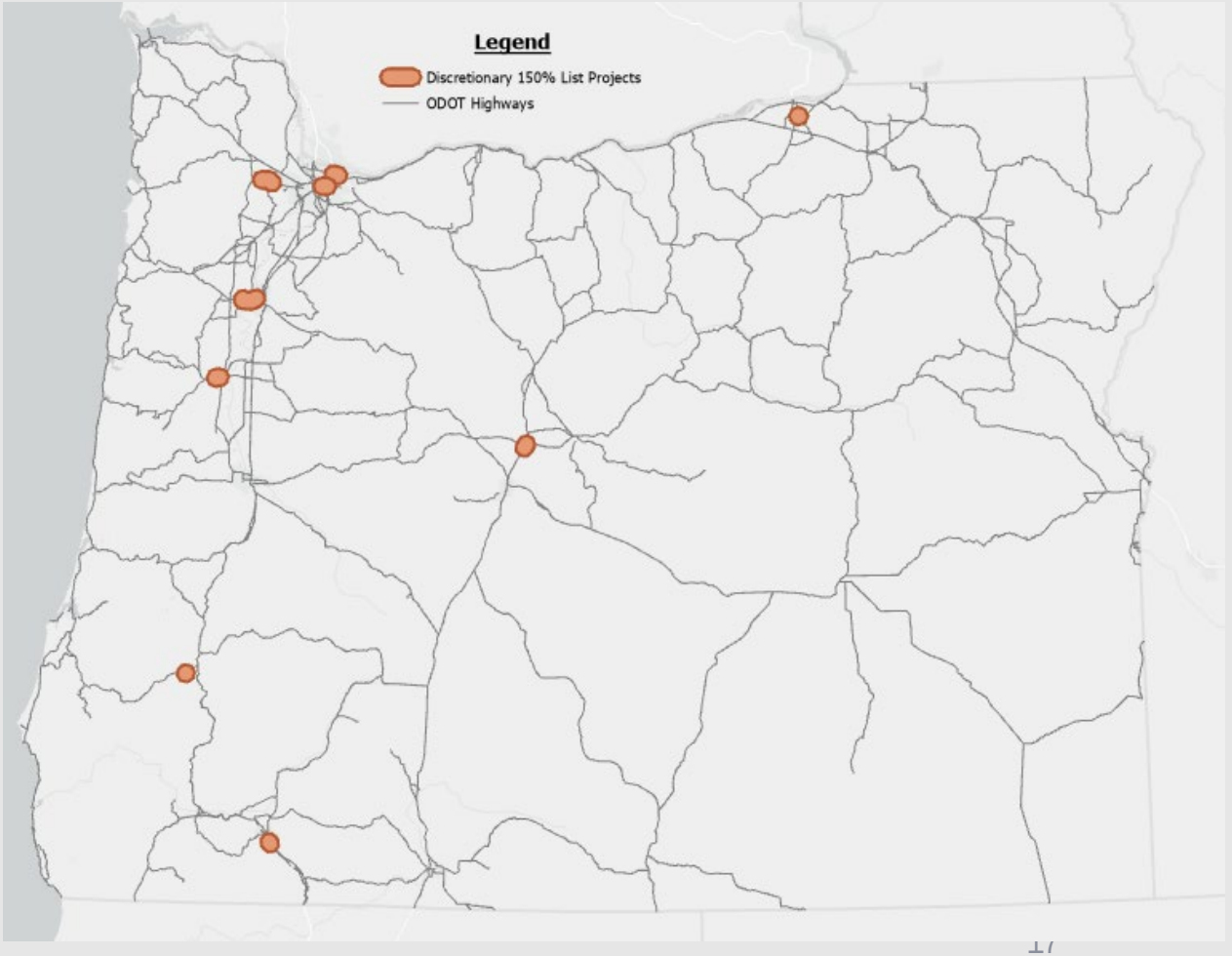
I-84 Culvert Replacement
Replace critical condition culvert

Discretionary Category 2031-2037 funding: $380M

9 investments selected

Represents about 150% list

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



Discretionary Category Highlights →

US 97: Veterans Way to Yew Ave (Redmond)



Entrant: COACT & Region 4

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

Potential solutions:

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

Magnitude of Cost: $50 -$100M

Discretionary Category Highlights →

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



Entrant: NEACT & Region 5

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

Potential solutions:

- Intersection improvements
- Sidewalk infill
- Enhanced Crossings
- Turn lanes

- **Magnitude of Cost:** $30 -$50M

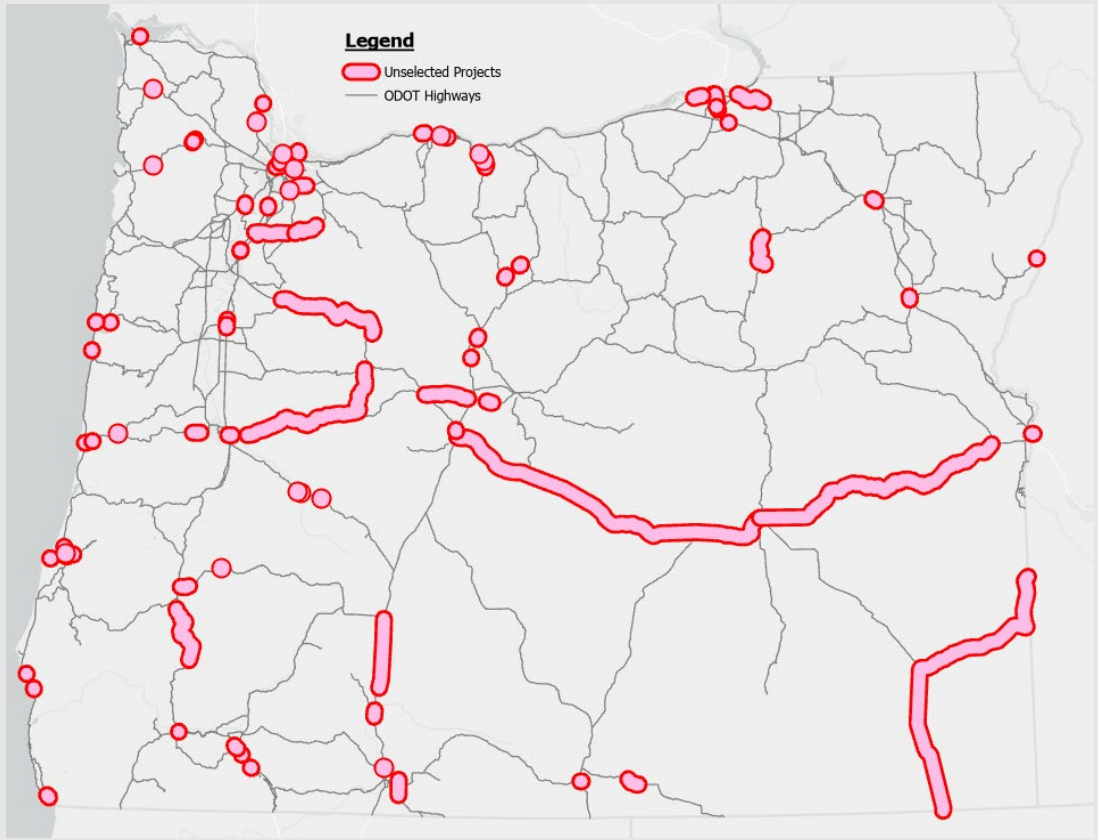
Unmet Needs Across the System

80 candidate projects were not selected.

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

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

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



Next Steps


Review list with ACTs
Review draft prioritized list for feedback
September–November 2026
Public Comment Period
Public comment on Draft 2027-2037 CIP
September 16 – November 2
First CIP
Present first CIP to OTC
December 2026
Document Lessons Learned
Re-visit ACTS, OTC, ODOT Internal Staff
January 2027
Further Development of Selected Projects
Process to scope selected projects for consideration in future STIP cycles
2028-2030

Comment and Questions

Contact:

CIPinfo@odot.oregon.gov

or

Ken Shonkwiler

Capital Investment Plan Project Manager

Kenneth.D.Shonkwiler@odot.oregon.gov

541-815-6877

Learn More here:

Capital Investment Plan Website

Draft 2031-2037 CIP Selected Projects

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

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

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

DRAFT CIP Discretionary List

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

DRAFT CIP Pavement List

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

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

DRAFT CIP Bridge List

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

DRAFT CIP Culvert List

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

Unselected Projects - Unmet Need

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

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

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

Oregon Department of Transportation

Background: The Strategic Review undertaken by ODOT in 2024 recommended the agency review advisory committees' protocols and develop a consistent process of creating, expectation-setting, and supporting advisory committees. The desired outcome is that advisory committees are managed in a consistent and coordinated approach, with clear processes to establish, review, and abolish committees as well as clear expectations and consistent staff support. One of those outcomes is the creation of a charter template.

Directions: Use this template to guide your advisory committee through either the development of an initial charter or the revision of an existing charter. Use the content in the template to guide the development of each section.

Current charter or bylaws documents may already include a lot of this information; if so, this may be a reorganization of those materials. In some cases, the template offers additional opportunities for context to closer align advisory committees.

- After you have created this template document from the 'ODOT – Advisory Committee Workgroup" Teams channel, you need to save it in the location that works best for your advisory committee.

- Black type is template language, often providing explanation, guidance or resources for charter development. This language should not be removed in the interest of context. **Green** type is where you should insert the name of your committee (and, thereafter, the acronym) and provide information specific to your advisory committee.

    - Fill it out with the known information from existing documents and identify any gaps or contradictions. These may be areas of conversation for your committee to consider. We would also appreciate your feedback.

- When your committee has approved its updated charter, please make sure to post a PDF of it on your public-facing website and let the ACAC facilitator know for our records.

Lower John Day ACT Charter

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1. Overview and Background

This Charter lays out the charge, scope, and expectations for the Lower John Day Area Commission on Transportation (LJDACT). It identifies the ways in which the Lower John Day ACT operates, including structure and processes to reach agreement on decisions or recommendations, and meeting protocols. This charter guides the work and conduct of the Lower John Day ACT to create and maintain an authentic, open and equitable deliberation and public engagement process.

The jurisdictions and stakeholders representing Gilliam, Sherman, Wasco and Wheeler County and the Confederated Tribes of Warm Springs Reservation and the respective Cities of Arlington, Condon, Lonerock, Fossil, Grass Valley, Moro, Rufus, Wasco, Antelope, Dufur, Maupin, Mosier, Shaniko, The Dalles, Fossil, Mitchell, Spray were granted a Charter by the Oregon Transportation Commission (OTC), establishing the Lower John Day Area Commission on Transportation (LJDACT) on April 20, 2000.

2. Committee Role: Core Purpose and Function

LJDACT is advisory to the Oregon Transportation Commission and ODOT, providing advice on transportation infrastructure, capital investments, project prioritization, and state and regional policies affecting the Lower John Day Area.

The LJDACT is advisory to the Oregon Department of Transportation and Oregon Transportation Commission on current and future regional transportation issues impacting the state system. The ACT is responsible for seeking public input and making recommendations to the OTC regarding perspectives within their area related to policies, funding, investments, system operations and projects.

. At a minimum, LJDACT shall perform the following:

- Provide a forum for understanding and discussing transportation issues amongst transportation partners.
- Provide opportunities for all members to provide updates on relevant and timely topics, project status, projects likely to be funded, project in design phase and those in construction.
- Establish a public involvement process that is consistent with state and federal laws, regulations, and policies.
- Inform the development and implementation of the Oregon Transportation Plan (OTP) and associated mode and topic plans.
- Identify regional considerations, needs, opportunities, and priorities specific to the geography of the LJDACT and in consideration of locally adopted plans to inform ODOT's Capital Investment Plan.
- Develop, implement and regularly update a two-year Work Plan following the established format including expectations of the OTC and ODOT, with the flexibility

to identify interest areas and priorities specific to the ACT.

- Provide recommendations to the OTC regarding program funding allocations for various investment programs.
- Make recommendations to ODOT regarding special funding opportunities and programs.
- Advance the priorities of the OTC as stated in the Strategic Action Plan, OTP, and other OTC approved strategies and plans.
- Communicate and coordinate Regional priorities with other organizations, including the following:
    - Other ODOT Regions and ACTs
    - Metropolitan Planning Organizations (MPOs)
    - Regional Solutions Teams (RST)
    - Regional Partnerships and Regional Investment Boards
    - ODOT advisory committees
- Consider all modes and aspects of the Transportation System in formulating recommendations, taking into account the provision of elements and connections between air, marine, rail, highway, trucking, transit, bicycle, and pedestrian facilities.
- Consider climate and accessibility implications when making recommendations and balance other objectives such as safety, mobility, accessibility, livability, health, and state of good repair.

Optional Activities of the LJDACT

In addition to the above, LJDACT may choose to provide advice on activities such as:

- ODOT corridor plans or local Transportation System Plans (TSPs) that contain projects of Regional significance (e.g. a new highway bypass).
- OTC and ODOT investment strategies, investments, projects and policies for other programs and categories that have advisory committees or processes in place.
- Special circumstances or opportunities as applicable. Examples include STIP Fix-It, Enhance, Active and Public Transportation, Safe Routes to School or others such as Federal Lands Access Program, and ConnectOregon.
- Describe other transportation related policy or funding issues relevant to the ACT that would benefit from the coordinated committee discussion afforded by the ACT structure.

Roles and Processes between Members, Agencies, ODOT, and the OTC

The LJDACT shall interact with the OTC, ODOT, and other federal, state and local agencies to carry out the specified roles and responsibilities.

- ODOT staff shall provide the ACT with financial assistance, training opportunities, guidance, and technical support.
- ODOT assigns a senior manager as an ODOT representative and a voting member of the ACT who is responsible for conveying information both to and from the ACTs as necessary to complete the feedback loop as described in the OTC Policy on Formation and Operations of the ACTs.

- The OTC will designate two OTC commissioners as liaisons to the ACTs to facilitate communication between the OTC and the ACTs. The OTC will carefully consider recommendations from the ACTs and provide feedback.
- The OTC has responsibility for setting ACT expectations and approving ACT Charters and Work Plans.

For additional information on the OTC and ODOT staff roles and responsibilities, see the ACT Policy on Formation and Operations of the Area Commissions on Transportation.

3. Membership & Structure

3.1 Membership Roles & Responsibilities

- Chairs/Co Chairs/Vice Chair: Provide leadership to the committee, helping to facilitate conversations and ensure committee delivers the requirements captured in its scope and workplan. Works in close coordination with ODOT liaison and facilitates the ACT meetings.
- Executive Committee: Meets prior to ACT meetings to determine agenda.
- Members: Responsible for attending meetings, reviewing materials in advance as appropriate and responding to inquiries from fellow committee members and ODOT liaison. Responsible for bringing forth the perspectives they represent in their committee role, if applicable, not solely personal opinion.
- ODOT Liaison: Member of ODOT staff who is responsible for maintaining the connection between the committee, the agency and the OTC, as outlined in scope above. Coordinates with committee leadership to ensure committee work is focused on mission and agency needs and within committee scope while also enabling the committee to work issues the committee determines are important. Is responsible for ensuring agendas are sent out in advance of ACT meetings and that meeting notes are posted following ACT meetings.

3.2 Terms of Membership

A. Geographic Coverage

LJDACT serves the Gilliam, Sherman, Wasco, Wheeler County and Warm Springs Reservation area of Oregon. These four counties, along with the cities, Confederated Tribes of Warm Springs and other stakeholders in the area, make up a community of interest dealing with similar transportation issues. The region is interconnected by its predominantly agricultural economy and by common transportation facilities and services of highway, rail and river transport. There are approximately 31,000 people in the LJD area, spread across almost 7,000 square miles. This four county area is also generally coincidental with the boundaries of ODOT's Maintenance & Operations District 9 within Region 4. The small population and rural setting pose a unique set of transportation issues for the LJDACT.

B. Membership

LJDCT Membership

Voting Members - (14)

Local General Purpose Government - (8)
Gilliam County Elected Official
Sherman County Elected Ofifiial
Wasco County Elected Official
City in Gilliam County*
City in Sherman County*
City in Wasco County*
City in Wheeler County*
*(City determined by caucus of cities within each county for a two-year term) It is Understood that membership will be filled by Regional Partnership Participants

The Confederated Tribes of Warm Springs - (1)
Elected official or designee

Oregon Department of Transportation - (1)
Area Manager

Private Sector Representatives - (4)
(Business, industry, transportation providers, shippers, & citizens at large)
Gilliam County designee
Sherman County designee
Wasco County designee
Wheeler County designee

Ex-Officio (non-voting) Members

All other members of the Lower John Day Partnership
State Legislators Central Oregon Area Commission on Transportation representative
Eastern Oregon member of the Oregon Transportation Commission
Regional Community Solutions Team Members
Public Works Directors and Road Supervisors from Gilliam, Sherman, Wasco, and Wheeler Counties
All Ports within the Lower John Day Area

Each member must make a good faith effort to prepare for and attend each meeting. If a member is unable to attend a scheduled meeting, the member is responsible for ensuring any assignments are completed and any input on discussion topics is submitted to the facilitator prior to the meeting, to be considered during the meeting.

Members should maintain an ongoing commitment to regularly attending meetings; if a member is unable to maintain attendance, consideration should be given to change in membership (e.g. swap primary and alternate, find new member entirely, etc.).

Committee Appointments

- If not identified in statute, rule or executive order, committee size and representations shall be identified in the charter.
- Committee members shall identify desired perspectives for any vacant member role, beyond minimum statutory requirements.
- When a member role must be filled by a representative from another committee, other agency or jurisdiction, that committee, agency or jurisdiction shall nominate a person for consideration.
- For at-large members or governor-appointed committees, interested people may apply.
- ODOT committee liaison in consultation with the Chair and the Division Administrator/Appointing Authority will review nominations/applications and make recommendations to the Director.
- For Governor-appointed committees, the ODOT Director provides a recommendation to the Governor for final approval.
    - For ODOT committees, the Division Administrator makes the final appointment unless otherwise stated in guiding documents.

3.3 Structure

Recommendations provided to the Oregon Department of Transportation or Oregon Transportation Commission must be majority-based at a minimum and are ideally consensus-based. Dissenting opinions can be noted but must be identified as such.

- **Quorum**

  At least 50% attendance of voting members will constitute a quorum. Any vacant or unfilled voting member positions will not be counted towards determining the quorum.

- **Decision Making**

  The Lower John Day LJDACT will use a consensus decision-making process and will foster a collaborative approach to problem solving. Consensus means that all members agree to support the decision. Members may choose not to block the consensus even though they do not agree with a decision. Members are encouraged to voice and have recorded all viewpoints. Once a consensus decision has been reached, all members agree to support that decision.

  Sufficient time will be provided for members to seek advice from constituents, agencies, or other experts, when desired, before a decision is adopted. All members present at the meeting are included in the consensus process. Any member may abstain from the consensus and may request to be acknowledged as abstaining in

any publication of the consensus. Abstaining is a choice not to block or to support the decision.

If any member feels the need to stand in the way of consensus on a decision, he/she will explain his or her concerns with the proposed decision to the group, and the group will make every attempt to understand the concern and the underlying interests. The group may decide to designate the issue to a working group for further exploration, development or recommendation for the full group.

If the majority is unable to reach consensus with any of the approaches above, and if a majority of the group feels it is important to reach a decision on the issue in controversy, the group will vote and record the majority and minority views. It is the intent of the LJDACT to use the voting system infrequently so as not to turn the work of the LJDACT into one of gathering votes rather than working collaboratively to find solutions.

- **Officers**

  Every two years a Chair and Vice Chair shall be nominated, at any time, among the 4 County representatives, and endorsed by the voting membership. The Chair will work with support staff to prepare LJDACT meeting agendas, and shall preside at all meetings that he / she attends to and shall be responsible for helping the group adhere to operating guidelines. The Chairperson will conduct all meetings in a productive manner, respectful of the need for all interests and concerns to be raised. The Vice Chair shall assume duties of the Chair in his or her absence, and ODOT Area Manager or designee shall assume the duties of the Chair in the absence both the Chair and Vice Chair.

- **Staff Support**

  Staff support will be provided by ODOT and/or staff from one of the four Counties, in any manner acceptable to LJDACT, ODOT, and the currently designate County. ODOT contributes as needed financially in amounts determined by the Region 4 Manager to LJDACT for associated County staff costs, and makes available ODOT staff directly for technical support.

- **Technical Assistance**

  LJDACT may select and make use of technical advisory committee(s) as needed. Existing technical advisory groups are used as much as possible. All Road Masters, Public Works Officials, and appropriate ODOT staff are encouraged to attend all the meetings of the ACT.

3.4 Workgroups, Subcommittees and Technical Teams

Committees may form workgroups, sub-committees, and/or technical teams as necessary to advance topic-specific discussions and recommendations. Sub-groups utilized should be time-bound and follow all standard protocols and practices as the Advisory Committee itself.

3.5 Compensation (EECP, HB2992)

Governor-appointed committees are subject to HB2992 guidelines (daily rate). ODOT-formed committees can utilize the Equitable Engagement Compensation Program (EECP; hourly rate). Note here which, if any, applies to your committee.

For governor-appointed committees:

Members are eligible for compensation for their time serving on the committee, including time spent reviewing agendas and materials provided in advance, time spent outside of meetings conferring with the facilitators, and time spent in the meetings.

For committees that can utilize the Equitable Engagement Compensation Program (EECP):

Committee members are eligible for compensation for their time serving on the committee through an incentive or stipend. However, they are not entitled to compensation for travel, childcare, food, or any other expenses unrelated to their participation in the committee or group.

Stipends are payments to individuals for their participation on formal advisory committees or groups that meet two or more times. Stipends may be used for committees or groups that advise the department on projects, plans, policies, rulemaking, etc.

4. Meetings

4.1 Public Meetings & Notices

Committee meetings are considered public meetings. ODOT ensures that meetings are open to the public and accessible. Notice of the meetings, agendas, and meeting materials will be posted in advance of meetings on the committee website.

4.2 Meeting Cadence, Schedule and Location

All Advisory Committee meetings shall adhere to the provisions of Oregon Public Meetings Law (ORS 192.610-690) and provide notice to the public regarding the dates, times and locations of all meetings.

The LJDACT meets quarterly throughout each year. The meeting schedule for the next year is set at the last meeting of the year. The execute committee meets at least 2 weeks prior each meeting to determine the ACT agenda for the next meeting. Meetings are held in person at the Sherman County Courthouse.

4.3 Code of Conduct

ODOT has developed a Code of Conduct for all advisory committees to use, attached to this charter as an addendum.

5. Conflicts of Interest

Committee members agree to discuss and make recommendations only when they do not have an actual or potential conflict of interest. A “conflict of interest” is defined as:

Any action or any decision or recommendation by a person acting in a capacity as a public official or media representative, the effect of which could be to the private monetary 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.

Members agree that should such a conflict of interest arise, they will immediately notify the facilitator and abstain from recommendations on that agenda item.

6. Work Plan

The committee maintains a work plan that meets the needs of the committee's purpose and scope. The work plan guides agenda development and keeps the overall process on track. The chairs/co-chairs, facilitator and ODOT staff will work collaboratively with the committee to adjust the plan as needed.

7. Communication

7.1 Correspondence

Members are encouraged to share opinions and ask questions during committee meetings to ensure full discussions with multiple viewpoints. Questions between meetings may be submitted to the facilitator, and responses may be sent to the entire Lower John Day ACT membership. Members recognize that all emails sent to ODOT related to this committee are considered public records and may be made available upon an information request.

7.2 Media Interaction

If any committee member receives a request from the media, they should immediately notify the committee chair, ODOT Liaison and the facilitator. The ODOT Liaison will share these with the ODOT Communications manager to handle. These requests are time-sensitive and should be considered a priority. Communications staff will handle all interactions with media personnel. In the event that a response from the committee is appropriate, the Communications staff will:

- Get in contact with the reporter to ask for more information about the subject and intent of the story.
- Identify a timeline in line with reporter's deadline.
- Identify who will manage the agency's response to the request.
- Identify spokespeople who will answer the questions on behalf of the agency.
- Staff the interview, taking notes and ensuring we follow up on any requests or opportunities.

Members may speak with the media directly, but only as an individual and not on behalf of the committee or ODOT, nor should they characterize the points of view of other members.

7.3 Legislative Interaction

- Advisory Committees are extensions of the Oregon Department of Transportation and/or the Oregon Transportation Commission and therefore do not provide recommendations directly to the Legislative body.
- ODOT's Government Relations Section functions as the primary touchpoint for elected tribal leaders, federal and state lawmakers, legislative staff (including professional staff), and lobbyists for the Department.
- If an Advisory Committee desires to engage directly in the legislative process (i.e. take a position on a measure, advocate for specific provisions or language, support or oppose a funding request, etc.), committee members must work with ODOT's Government Relations Section to ensure adherence to agency and enterprise processes and alignment with the Governor's agenda. For purposes of this process, ODOT advisory committees are an extension of ODOT.
    - Except for bills introduced by an executive branch agency and items included in the Governor's Budget, executive branch agencies have "no position" on measures and budget requests unless express approval is granted.
    - The Governor's Office has a defined process for seeking express approval to take a position (of support or opposition) on a measure or budget request.
    - If an Advisory Committee wishes to take a position, please submit that request through ODOT Government Relations.
    - If an Advisory Committee wishes to engage the legislative process without taking a position, please work with ODOT Government Relations.
- Be careful not to represent yourself as a spokesperson for the Advisory Committee without the Department's and the Governor's prior consent and approval.
- If taking a *personal* position on a measure being considered by the legislature, you may not indicate the position is on behalf of the Advisory Committee, ODOT, or the Governor. You may note your membership on the Advisory Committee and clarify you are speaking on behalf of yourself and not on behalf of the Advisory Committee, ODOT, or the Governor.

For example, if you were testifying in committee on a bill you may say: *For the record, my name is Jane Doe and I serve as a member of ODOT's Public Transportation Advisory Committee. I am speaking on behalf of myself and my community and am I not representing the views of the Advisory Committee or the agency.*

7.4 Photography and Recording

Committee meetings are open to the public. Members may be video recorded, audio recorded, live-streamed, and/or photographed during the committee meetings. Zoom meetings are recorded and posted on the project homepage as official records of the meetings. Photographic images from committee meetings may be used by ODOT in outreach materials provided to the public. Any member with specific concerns about this should notify the facilitator.

7.5 Public Meetings and Records

ODOT will conduct committee meetings under the provisions of Oregon Public Meetings Law (ORS 192.610-690) and provide notice to the public regarding the dates, times and locations of all meetings.

All records of the committee, including formal documents, discussion drafts, meeting summaries and exhibits, are public records. Communications among members related to the subject matter of the committee should not be treated as confidential and may be subject to public records requests. "Communications" refers to all statements and statements made during meetings, memoranda, work projects, records, documents or materials developed to fulfill the charge, including electronic mail correspondence by and among the members. The personal private notes of individual members taken at public meetings might be considered public to the extent they "relate to the conduct of the public's business" (ORS 192.41 0(4)).

8. Agreement and Adoption

By their signature, the parties below adopt and agree to abide by this Charter.

Members

Name	Organization/Affiliation	Signature
Example 1	Example	
Example 2	Example	

*Denotes Interim

ODOT Staff & Consultants

Name	Organization/Affiliation	Signature
Example 1	Example	
Example 2	Example	

Appendix A: ODOT Advisory Committee Code of Conduct

Purpose:
To achieve their mission, each advisory committee meeting should be an open forum where members feel safe sharing their values and viewpoints and all opinions are respected.

This Code of Conduct policy sets expectations to guide advisory committee members in their actions during and outside of advisory committee meetings. This policy establishes options for managing conflict and a process for addressing unacceptable behavior.

Code of Conduct:

During Advisory Committee Meetings

- Communicate in a respectful and professional manner
- Be present and stay engaged; hold oneself accountable
- Respect physical and verbal boundaries
- Build positive relationships; assume best intentions
- Respect and share time (be conscious of time: help stick to it or negotiate for more)
- Act in the best interest of the advisory committee's agreed-upon purpose
- Create opportunities for everyone to speak – "Step In, Step Out"
- Everyone's voice is equal and matters: speak your truth, honor courage and vulnerability
- Exercise tolerance of the perspectives and opinions of others (Avoid personal comments that are intended to, or could reasonably be construed to, offend others)

Outside of Advisory Committee Meetings

- Communicate in a respectful manner
- Limit discourse outside of meetings
- Discuss topic areas thoughtfully rather than attacking individual behaviors (deal with issues, not people)
- Be aware of the public nature of written notes, calendars, voicemail messages, and e-mail – advisory committee work (in and out of meetings) is part of public record
- Make no promises on behalf of the advisory committee in unofficial settings

Managing Meetings:
Advisory committee Chairs play an important role in ensuring these public meetings are open to all those who wish to participate in a respectful and constructive manner.
ODOT advisory committee staff, whether a member of the advisory committee, should encourage members to participate by establishing and maintaining open and constructive meetings and partner with the advisory committee Chair.

To encourage respectful dialogue and meeting efficiency, ODOT advisory committee staff and advisory committee Chair should ensure meetings be conducted with the following actions:

Maintain control	Set clear expectations of time allotment and goals.
Keep to the agenda	Note when discussion has wandered away from the agenda topic and get back to the agenda item when necessary.
Encourage full participation	Ensure a respectful and safe environment for everyone to participate; free of insults, disrespect, yelling or other inappropriate behavior.
Discourage time monopolizing	Some members may monopolize time and discourage others from participation. The Chair should discourage this behavior and encourage quieter members to participate by allotting them time to speak.
Weigh all contributions and summarize discussion points	It is important to recognize all participation and consider all contributions. The Chair should note all the viewpoints and summarize impartially before any decisions are made.
Keep calm with strong leadership	Advisory committee Chairs are considered leaders and others look to them to stay calm and provide fairness to all members.

Addressing Unacceptable Behavior:

During Advisory Committee Meetings

Advisory committee Chairs and ODOT advisory committee staff should follow the steps below when addressing unacceptable behavior during advisory committee meetings. Advisory committee members may also assume this responsibility:

1	**Redirect**	Redirecting discussions back to the agenda topic may prevent escalated behavior and language.
2	**Verbal warning**	Any member or attendee acting inappropriately will be notified by the ODOT advisory committee staff or advisory committee Chair of such with a verbal warning.
3	**Asked to leave meeting**	Following a verbal warning, anyone who continues acting inappropriately will be asked by ODOT advisory committee staff or advisory committee Chair to leave the meeting for the remainder of the meeting.
4	**Written warning**	A written warning from ODOT advisory committee staff or advisory committee Chair will be issued to anyone who is asked to leave a meeting or is found to behave inappropriately toward an advisory committee member or other participant(s).
5	**Warning of removal from advisory committee**	ODOT advisory committee staff or advisory committee Chair may issue a warning of advisory committee termination to any member who continuously behaves inappropriately during or outside of meetings resulting in more than two written warnings in a span of 12 months.
6	**Removal from advisory committee**	The ODOT advisory committee staff and the advisory committee Chair should consult regarding removal of any advisory committee member who behaves inappropriately. This decision will be based on the severity and/or frequency of behavior resulting in written warnings.

Outside of Advisory Committee Meetings

In instances where inappropriate behavior associated with the advisory committee has occurred to anyone affiliated with the advisory committee (members, staff, the public, presenters), the following steps should be taken to address this behavior:

1	**Verbal warning**	Any member or attendee acting inappropriately will be notified by ODOT advisory committee staff or advisory committee Chair with a verbal warning that their behavior is offensive or inappropriate.
2	**Warning of removal from advisory committee**	A written warning from ODOT advisory committee staff or advisory committee Chair will be issued to anyone who has engaged in unacceptable behavior toward an advisory committee member or advisory committee meeting participants outside of the meeting whether in person, via email or other methods.
3	**Written warning**	The ODOT advisory committee staff or advisory committee Chair will issue a warning of advisory committee termination to any member who continues behavior after initial warning.
4	**Removal from advisory committee**	The ODOT advisory committee staff and the advisory committee Chair should consult regarding removal of any advisory committee member who behaves inappropriately. This decision will be based on the severity and/or frequency of behavior resulting in written warnings.

Reporting:

Anyone witnessing or experiencing inappropriate behavior related to advisory committee activities may wish to discuss informally with advisory committee Chair or ODOT advisory committee staff and may wish to resolve the issue personally. Advisory committee Chairs and ODOT advisory committee staff should be available to anyone wishing to discuss concerning behavior.

Advisory committee Chairs should make themselves easily approachable and available for anyone who wishes to discuss concerning behavior or incidents. Advisory committee Chairs will determine if and when inappropriate behavior has occurred and work closely with advisory committee staff to determine appropriate next steps and communicate with those parties involved. It is understandable that some actions or behavior may need additional exploration for determining if action is needed and advisory committee Chairs will work closely with ODOT advisory committee staff to make the most informed decision.

Behavior that is considered unacceptable toward anyone associated with advisory committees should be reported as soon as possible to the designated individual(s) such as ODOT advisory committee staff or advisory committee Chair. Any member of the advisory committee, public, staff, or presenters should report inappropriate or offensive behavior as soon as possible.

Reporting Inappropriate Behavior

Reports of inappropriate behavior can be made by phone, email, or in person (and can be made into formal record or not) to ODOT advisory committee staff or advisory committee Chair. If individuals feel comfortable doing so, it is recommended to document as many details as

possible including related statements, physical actions, or other details as soon as possible after the incident. Reports of such behavior should be made to the ODOT advisory committee staff and include the advisory committee Chair and staff if they are not involved in the incident. Any incidents that involved the ODOT advisory committee staff, advisory committee Chair and other staff should be reported to the ODOT appointing authority(ies) related to the advisory committee.

The report should contain the following:

- Names of all parties involved, including witnesses.
- Date(s), time(s), and locations of occurrence(s).
- Specific and detailed account of conduct that is believed to be inappropriate or offensive.
- Related screenshots, recordings, or other documents.

Responding to a Report of Inappropriate Behavior

The following steps should be completed when responding to a report or following an event:

- Provide specific information to facilitate understanding of what actions were deemed inappropriate.
- Offer resources or training to support the individual in addressing inappropriate behavior.
- Provide information on next steps if the actions occur again.
- Be made aware of any retaliation that occurs.
- Dismiss member, if necessary, by following the process described in the advisory committee's charter, bylaws or other guiding documents.
- Report back to those who filed the initial report or to the group if deemed appropriate.



Work Plan for the *Lower John Day ACT*

Dates Covered: 2027-2029

This template includes sample language. This language is provided to support ACTs in completing the necessary documentation. Each ACT should feel free to add its own language.

Introduction – Purpose

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

ACT Chair

Commissioner Lynn Morley

Commissioner Justin Miller

Areas of Interest and Priorities

(Include and describe a list of ACT interest areas and priorities specific to your ACT and those listed in the ACT Charter. This is the space to detail the priorities as discussed and agreed upon by the individual ACT. This can include a range of topics such as improving economic vitality, decreasing crashes, supporting climate change actions, improving public transportation connections and accessibility, etc. with a nexus to how the ACT can support such outcomes.)

Two-Year Goals and Initiatives

(Identifying goals and related initiatives for this two-year period that relate to the interest areas and priorities and further regional conversations or provide input to the OTC.)

Use this space to provide the ACT two-year goals and initiatives. Be specific. These goals should relate to the ACT priorities articulated above and have related outcomes and/or strategies. Examples: learn more about growing industries and related regional transportation needs, engage more members of the public, seek understanding of connection between housing and transportation, etc. tied to tangible desired outcomes of how the ACT will engage in, advance, inform, or learn about different topics to advance transportation goals.

Goal 1

Desired outcomes and strategies

Goal 2

Desired outcomes and strategies

Goal 3

Desired outcomes and strategies

Meeting Topic Plan

Each ACT should identify a two-year meeting plan with dates/timing and discussion topics.

(All ACTs have a minimum list of topics (provided by OTC staff). This section should include that minimum list and others selected to support and inform the ACT members. Examples of required topics include Federal Infrastructure Bill presentations, CIP-STIP process, Connect Oregon review, Oregon Transportation Plan and other modal plan updates. Optional topic examples include regional priorities, Strategic Action Plan Implementation, Oregon State Rail Plan Implementation, etc.)

- Capital Investment Plan development
  - Monthly: Review list of priority projects for the ACT and update as necessary.
  - 2028: Select priority projects to submit to the OTC for inclusion in the CIP, following deadlines set by ODOT CIP process.

Other Topics:

- Climate Resilience Executive Order 25-26
  - Directs state agencies to take action to promote the resilience of our communities and natural and working lands and waters.
- Oregon Rail Plan
  - Summer 2026 - Public Review
  - Mid Fall 2026 – Adoption
- Oregon Freight Plan
  - Development underway

(Use this space to provide a meeting plan to achieve ACT Goals and Key Topics coverage.)

Meeting Public Involvement Requirements

Per the OTC Policy on Formation and Operation of ACTs, each ACT is expected to describe how it will meet public involvement requirements and follow all relevant federal laws, regulations and policies for public involvement. To meet this requirement, the *Lower John Day ACT* intends to do the following.

ODOT will support the ACT webpage, keeping it up to date. The webpage will include the ACT meeting schedule and location, agendas with links to TEAMS call in information for the public, and meeting minutes. The website will also keep up to date links to the ACT charter and contact information for the Chair and Vice Chair.

ACT Membership

Considering all modes and aspects of the transportation system is central to the ACT's purpose. The OTC Policy on Formation and Operation of ACTs provides a framework for membership considerations to achieve a voting membership that is reflective of it socio-demographic population, represents the geographic diversity of each ACT representation and seeks modal balance. This policy also highlights the importance of engaging tribal partners in transportation. Specifically, the OTC ACT Policy states:

> At a minimum, ACT representation will include at least 50% elected or appointed officials from the Area. Representation shall include City, County, and MPO officials within the ACT boundaries. Representatives of the nine federally recognized Tribal Governments in Oregon named in ORS 172.110, Port officials, and Transit officials shall also be invited to participate as voting members and will count toward the requirement of at least 50% elected or appointed officials. The remainder of the representation should be from interested stakeholders which should represent, but are not limited to: trucking, air, rail bicycle, pedestrian, public transportation, public interest advocacy groups, environmental or climate, land use, local citizens, business, education, public safety providers or organization, non-profit organizations, etc. ODOT will be a voting member on each ACT. Members should be carefully selected so that transportation recommendations are coordinated with other local and Regional community development activities, creating consensus within the Area on transportation issues and priorities.

Every two years, each ACT should evaluate current membership and establish membership goals.

The Lower John Day ACT recognizes the importance of each member and the perspective each member brings to discussions and decisions.

The current membership is:

LJDACT Voting Members			
VOTING MEMBER	**REPRESENTATIVE**	**EMAIL**	**Executive Committee**
CTWS	Lonny Macy	lonny.macy@wstribes.org	yes
Gilliam County	Cris Patnode	cris.patnode@gilliamcountyor.gov	
Gilliam County City	Gibb Wilkins	gwilkins@cityofcondon.com	
Gilliam County Private Sector	VACANT		
Sheman County Private Sector	VACANT		
Sherman County	Justin Miller	jmiller@co.sherman.or.us	yes
Sherman County City	VACANT		
Wasco County	VACANT		
Wasco County City Rep	Andrea Rogers	manager@cityofmosier.gov	yes
Wasco County Private Sector			
Wheeler County	Lynn Morley	lmorley@co.wheeler.or.us	yes
Wheeler County City	VACANT		

Wheeler County Private Sector	VACANT		
ODOT Area Manager	Emerald Shirley	emerald.shirley@odot.oregon.gov	coordinates but does not vote

The Lower John Day ACT is committed to adding the following ~~representatives/~~perspectives to the current ACT membership by filling the vacant private sector positions:

ACT Charter

Each ACT maintains a charter or operational guidelines.

{It is recommended that ACTs include the Code of Conduct in their Work Plan or Charter}

(Use this space to insert ACT Charter or Operating Guidelines. ACTs may use this space to provide information on Charter or Operating Guidelines updates and information about changes that aid in achieving defined Goals and Outcomes.)

Reference: OTC ACT Formation Policy

A link will be provided once the updated ACT Formation Policy is posted.