

Meeting Agenda

October 14, 2026

5:30 – 7:30 PM

This meeting will be conducted by video conference only
(there is no in-person option)

To join the meeting from your computer, tablet or smartphone

[click here to join the meeting](#)

Meeting ID: 248 054 201 449 8 Passcode: C42dS73e [Download Teams](#) | [Join on the web](#)

To call in (audio only): +1 (971) 277-1965 (Portland) Phone conference ID: 179 289 681#

Meeting highlights

- **ODOT Capital Investment Plan**
- **LTD long-range mobility plan**
- **Committee appointments**

***Note:** The times listed for each topic are approximate. The Chair may change the order of the topics if necessary to conduct the meeting more efficiently. Individuals interested in a particular item are advised to arrive at the start of the meeting.*

- 1. Call to order** – Jennifer Yeh, LaneACT Chair (5 minutes) 5:30
Meeting attendance will be taken prior to the first action item (Item 5), to determine whether a quorum of members is present.
- 2. Review and approve agenda** (5 minutes) 5:35
- 3. Comments from the audience** (5 minutes) 5:40
The LaneACT Chair will ask if there are any comments. Please state your name and address.
- 4. Announcements and information sharing** (15 minutes) 5:45
 - a. Announcements from the Chair – Jennifer Yeh
 - b. ODOT update – Ian Roholt
 - c. Central Lane MPO update – Paul Thompson
 - d. Member updates – all (please be brief)

5. **Consent items** (a quorum [12] is required for this action item) (5 minutes) 6:00
Action required: Approved in one action, by consensus, the routine items listed below. If a member would like to discuss an item, that item will be removed from the consent agenda and considered separately.
Presenter: Jennifer Yeh – LaneACT Chair
Items to approve: (page 4)
 - a. Minutes from August 12 meeting
 - b. Member appointment– Peter Simmeth, alternate environmental representative
6. **Aviation Review Committee appointment** (quorum required, 10 minutes) 6:05
Action requested: Appoint a LaneACT member to serve on the Aviation Review Committee. This is a limited duration committee convened by the Oregon Department of Aviation for the purpose of reviewing Critical Oregon Airport Relief (COAR) grant applications.
Presenter: Jennifer Yeh – LaneACT Chair
Attachment: Summary memo (page 10)
7. **LaneACT Officer Nominating Committee** (quorum required, 10 minutes) 6:15
Action requested: Establish a committee to identify candidates to serve as officers for 2027. An election will be held at the December meeting.
Presenter: Jennifer Yeh – LaneACT Chair
Attachment: Summary memo (page 11)
8. **LTD long-range mobility plan** (30 min.) 6:25
Summary: The Lane Transit District is updating their long-range mobility plan. The updated plan is referred to as *Connect 2045*. LTD staff will provide an update on the status of this effort.
Presenter: Dave Roth, Senior Director of Mobility Planning and Policy
Attachment: topic summary, slide presentation (page 12)
9. **ODOT Capital Investment Plan – update** (30 minutes) 6:55
Summary: LaneACT previously approved a list of recommended projects to include in ODOT's new Capital Investment Plan (CIP). ODOT staff will provide an update on the status of the project selection process.
Presenter: Ken Shonkwiler – ODOT Capital Investment Plan Project Manager
Attachments: topic summary, slide presentation, project lists (page 23)
10. **Future meetings and topics** (5 minutes) 7:25
Summary: Refer to the list of future meetings and topics (attached).
Presenter: Bill Johnston – LaneACT staff
11. **Adjourn** (meetings may end early) 7:30

(continued)

Additional attachments (for information only)

- Future meetings and topics (page 50)
- LaneACT member roster (page 51)

Upcoming meetings

- No LaneACT meeting in November
- November 18 (Wed) – Steering Committee (11:00–noon)
- December 9 (Wed) – LaneACT (5:30–7:30)
- No LaneACT meeting in January

Notes

1. This meeting packet was prepared by Bill Johnston, LaneACT staff.
2. The packet is posted on the LaneACT website prior to each meeting. [[link](#)]
3. To be included on the email notification list, contact Bill Johnston at:
bill.w.johnston@odot.oregon.gov
4. People with disabilities may request special accommodation. Upon request, meeting materials can be made available in alternative formats. Please call 503-986-2600 or the statewide relay at 7-1-1 at least 48 hours prior to the meeting, or send an email request to: ODOTeeo@odot.oregon.gov

Agenda Item 5

Consent items

Presenter

Jennifer Yeh, LaneACT Chair

Action requested

Approve the following items, in one action, by consensus. If a member would like to discuss an item, that item will be removed from the consent agenda and considered separately.

Items (see attached)

- a. Minutes from August 12 meeting (4 pages)
- b. Member appointment – Peter Simmeth, environmental representative, alternate (1 page)

Lane Area Commission on Transportation

August 12, 2026 meeting minutes

Format – this meeting was conducted by video conference

Present – members eligible to vote at this meeting, alphabetical by last name
(13 members present; 12 members required for quorum)

Jameson Auten (LTD)

Doug Barrett – Confederated Tribes

Robert Carp – Florence

David Loveall – Lane County

Bryan Cutchen – Oakridge

Cathy Engebretson – Coburg

Ian Roholt – ODOT

Shelley Humble – special interest (airports)

Ken Kohl – Lane County Transportation Advisory Committee (LC TrAC)

Maureen Wright – Veneta

Pete Petty – OR 126 East

Paul Thompson – Central Lane MPO

Jennifer Yeh – Eugene (LaneACT Chair)

Present – alternate members; not eligible to vote because primary member is present

Vidal Francis (ODOT), Garret Grey (Confederated Tribes), Bill Johnston (ODOT), Matt Michael (Veneta), August Murphy (Florence)

Absent – primary voting members not represented by an alternate

Clark Kent (Creswell), Tiffany Edwards (economic development), Brodie Hylton (micro-mobility), Kori Rodley (Springfield), Megan Shull (micro-mobility), Rob Zako (environmental & land use), vacant (Port of Siuslaw)

Other members – non-participating jurisdictions; not included in quorum calculation

Cottage Grove, Dunes City, Junction City, Lowell, Westfir

Other attendees

John Ahlen (LTD), Brandon Melton (LTD), Ian Roholt (ODOT), Kate Wilson (LCOG)

1. Call to order

Jennifer Yeh (Chair) called the meeting to order at 5:31 p.m.

2. Review and approve agenda

Bill Johnston (LaneACT staff) noted one minor correction to the agenda. Paul Thompson (LCOG) contacted him before the meeting asking him to delete the Central Lane MPO update from Item 4 (Announcements and Information Sharing). The Metropolitan Policy Committee did not meet in either July or August.

3. Comments from the audience

There were no comments from the audience.

4. Announcements and information sharing

ODOT update – Ian Roholt (1) provided an update on the budget proposal developed by ODOT and the OTC that will be forwarded to the Governor’s office. The Governor will release her proposed budget in December, for the Legislature to consider during the 2027 session. (2) He provided an update on the Statewide Improvement Plan (STIP). He noted that some projects included in the new 2027-2030 STIP have been advanced into the current fiscal year. This will help ODOT meet its funding obligation requirement, which will qualify ODOT to receive redistributed unused funds from other states. (3) He provided an update on current and planned construction projects.

Shelley Humble noted that the Creswell Airport would be hosting a national competition for “short takeoffs and landings” (STOLS) on August 28 and 29.

Jameson Auten provided an update on LTD activities. (1) LTD has reduced fares for the slower summer months to encourage ridership, and to provide some economic relief to the community during this period of high gas prices. They call this program “Dollar Days of Summer.” (2) The Governor appointed Mr. Auten to serve on her transportation taskforce. He will be chairing a subcommittee on passenger rail and transit.

5. Consent items (action item)

There was one item on the consent agenda. The members were asked to review and approve the minutes from the June 10 meeting.

Shelley Humble noted a correction on the bottom of page 6. During the announcements portion of the meeting (Item 10), Ms. Humble noted that the Creswell Airport would be hosting a special event on July 4. The minutes incorrectly indicate that children between the age of 18 and 17 can get a free airplane ride. The correct age range is 8 to 17.

Ken Kohl noted a correction to the summary of the ACT & Modal Committee Chairs meeting (Item 7). The ACTs were asked to respond to three questions. The third question was “What is your greatest need you that the OTC should know about?” The minutes incorrectly describe the LaneACT’s response as “The ACTs can provide useful input to ODOT and the OTC.” This is the same response shown for question 2. The response provided at the chairs meeting was “The members want meaningful engagement. Funding !!!”

Bill Johnston explained that these corrections will be noted in the minutes for this (August 12) meeting (these minutes). The minutes from the June 10 meeting will not be revised.

The LaneACT approved (by consensus) the minutes from the June 10 meeting as corrected.

6. STIF grant applications (action item)

Note: Bill Johnston sent an addendum to the meeting packet to the members on August 11 (the day before the meeting) by email. The addendum consisted of a revised version of Attachment B to this agenda item (project summaries). The original version did not accurately describe the three LCOG funding requests. The addendum provided correct descriptions.

Bill Johnston presented this topic. He provided an overview of the Statewide Transportation Improvement Fund (STIF) and the Competitive Transit (CT) grant program. He explained that the ODOT Public Transportation Division (PTD) asked the LaneACT to review and comment on 13 applications in the LaneACT area. (Project summaries were included in the meeting packet.) He summarized the applications and invited the members to provide comments. Some of the applicants attended the meeting and were able to respond to questions.

Paul Thompson suggested that providing continued funding for existing services should be prioritized over funding new services. This includes grant requests to replace buses that are used for existing services. There was a consensus among the members that existing services should be prioritized. The members also agreed that there was no need to prioritize projects within the two categories of applications (existing services vs new services).

Paul Thompson also noted that comments from the members on individual projects do not necessarily represent the opinions of all the members. He suggested that the comment forms Bill Johnston would be submitting to PTD not include these comments. The comment forms should only indicate that the LaneACT recommends funding the projects (all the projects) and that existing services have a higher priority than new services. The members agreed with this approach.

Bill Johnston explained that individual members could submit comments on individual projects if they wanted to. They could either send their comments to him in an email or submit them directly to PTD.

7. Driver education in Lane County

Heidi Shayla from the Lane Council of Governments provided a presentation describing her research on driver education programs, both in the State of Oregon and in Lane County. (The presentation was included in the meeting packet.) None of the members had any questions.

8. LaneACT work plan

Bill Johnston reviewed the LaneACT 2026-2027 Work Plan developed by the Steering Committee with input from the LaneACT members. (The document was included in the meeting packet.) None of the members suggested any additional refinements.

11. Adjourn

Chair Yeh adjourned the meeting at 7:13 p.m.

Notes

1. This meeting was recorded in video format using Microsoft Teams. A verbatim transcript was generated automatically. A copy of the transcript is available upon request.
2. These minutes were prepared by Bill Johnston (staff) based on the meeting transcript, the recording, and informal notes taken at the meeting.
3. This document was finalized (as a draft) on October 5 for the LaneACT to review and approve at the October 14 meeting.
4. Corrections, if any, will be noted in the minutes from the October 14 meeting (or the following meeting, if there is not a quorum of members present to approve the minutes).

Agenda Item 5.b

LaneACT member appointment

Presenter (if this consent item is pulled for discussion)

Bill Johnston, LaneACT staff

Action requested

Appoint Peter Simmeth to serve as the alternate environmental representative.

Summary

The LaneACT Bylaws specify the members that comprise the LaneACT. There are different categories of members. Section 4.B.7 specifies the “Designated Stakeholders.” One of the four Designated Stakeholder positions is referred to in the bylaws as “Environmental Land Use.” For short, LaneACT staff refers to this position as the “environmental representative.” (ODOT no longer uses the term stakeholder.)

Rob Zako has served as the LaneACT environmental representative for more than 10 years. He has asked the LaneACT to appoint Peter Simmeth to serve as his alternate. The bylaws authorize the LaneACT to appoint alternates for the Designated and Other Stakeholder positions.

Rob Zako is the Executive Director of Better Eugene-Springfield Transportation (BEST), a non-profit organization that “promotes transportation options, safe streets, and walkable neighborhoods.” Peter Simmeth is the Policy Coordinator for BEST.

Recommendation

LaneACT staff recommends appointing Peter Simmeth to serve as the alternate environmental representative. The environmental representative provides an important perspective on transportation issues in the LaneACT area. Appointing an alternate ensures this perspective will be represented at meetings the primary representative cannot attend.

Attachments

(none)

Agenda Item 6

Appoint representative to Aviation Review Committee

Presenter

Jennifer Yeh – LaneACT Chair

Action requested *(quorum required)*

Appoint a LaneACT member to serve on the Aviation Review Committee.

Summary

The Oregon Department of Aviation administers the Critical Oregon Airport Relief (COAR) grant program. The is one of two airport improvement programs funded through the Aviation System Action Program (ASAP), which was established by the Legislature in 2015.

The 2026-2027 funding cycle for the COAR program begins this fall. The application period is October 12-30. Airport owners and operators from across the state will be submitting applications for consideration.

As in previous years, the State Aviation Board is asking each ACT to appoint a representative to serve as a member of the Aviation Review Committee (ARC). The LaneACT needs to confirm their appointment by October 23.

The ARC is a limited duration committee convened for the purpose of reviewing grant applications. It is described in Oregon Revised Statute (ORS) 319.023, which establishes the requirements for distributing revenues from the aircraft fuel tax, which funds the program.

The ARC members are required to review and score the applications on their own by the end of the year. They will then convene at least once as a group in early 2027 to compile the scores and make a recommendation to the State Aviation Board. The Board will decide which proposals to fund.

At the October 14 LaneACT meeting, the Chair will ask if any of the members are interested in serving on the Aviation Review Committee.

Additional information

Oregon Aviation System Action Program (ASAP) [[link](#)]

Critical Oregon Airport Relief (COAR) grant program [[link](#)]

Agenda Item 7

LaneACT Officer Nominating Committee

Presenter

Jennifer Yeh – LaneACT Chair

Action requested *(quorum required)*

Establish an ad hoc committee to identify candidates to serve as officers for 2027.

Summary

The one-year terms of the LaneACT Chair (Jennifer Yeh) and Vice Chair (Ryan Ceniga) expire at the end of the year. (Jennifer Yeh has served two terms as chair.)

The LaneACT usually forms a nominating committee several months in advance of elections to identify candidates to serve as officers. The bylaws specify that elections are to be held in December, and that the terms of the new officers begin the first meeting of the calendar year.

The responsibilities of the committee are as follows:

1. Identify candidates to serve as Chair and Vice Chair.
2. Consider whether to recommend a candidate to serve as Ambassador. This position is described in the bylaws but has not been filled consistently over the years.
3. Provide a recommendation to the LaneACT at the December meeting. Include some rationale for the recommendation.

The committee's recommendations will be considered at the December meeting. Nominations "from the floor" will also be recognized. If there is more than one candidate for any one position, an election (vote) will be held (for that position).

Attachments

none

Agenda Item 8

LTD long-range mobility plan

Presenter

Dave Roth, Senior Director of Mobility Planning and Policy

Action required

No action required. For information and discussion only.

Summary

The Lane Transit District is updating their long-range mobility plan. The updated plan is titled *Connect 2045*.

As described by LTD staff, the plan will “set a bold vision for sustainable, equitable, and accessible public transportation for Lane County and lay out the policies and investments needed to get there.”

At the LaneACT meeting on October 14, LTD staff will describe the plan and the process they are following to develop the plan. They are also asking the LaneACT members to help promote their public engagement efforts.

Attachment

Slide presentation (10 pages)



1



2

What is Connect 2045?

- **A Community-Driven Vision for Mobility**
 - Connect 2045 is LTD's long-range mobility plan, created with community input to ensure everyone has safe, reliable, and convenient ways to travel.
- **Guiding Public Transit Investments Through 2045**
 - The plan will provide a 20-year roadmap for investing in mobility improvements that better connect people to jobs, schools, healthcare, shopping, and recreation.
- **Improving Access and Quality of Life**
 - Connect 2045 will focus on expanding transportation choices and enhancing mobility across the region so residents can more easily reach places they need & want to go.

3

Why make a plan?

- **Revisit and confirm overarching goals and policies**
 - Help guide LTD's work at all levels and investments for years to come
- **Set expectations with LTD's partners and the public**
 - Shared understanding of LTD's role and actions to support community mobility
- **Recommend new approaches to implementation and funding**
 - Investment roadmap
- **Synthesize policy, guidance, and direction from other plans**
 - Helps to implement other LTD plans, including the Strategic Business Plan, system reviews, and other local and regional partner plans.



4

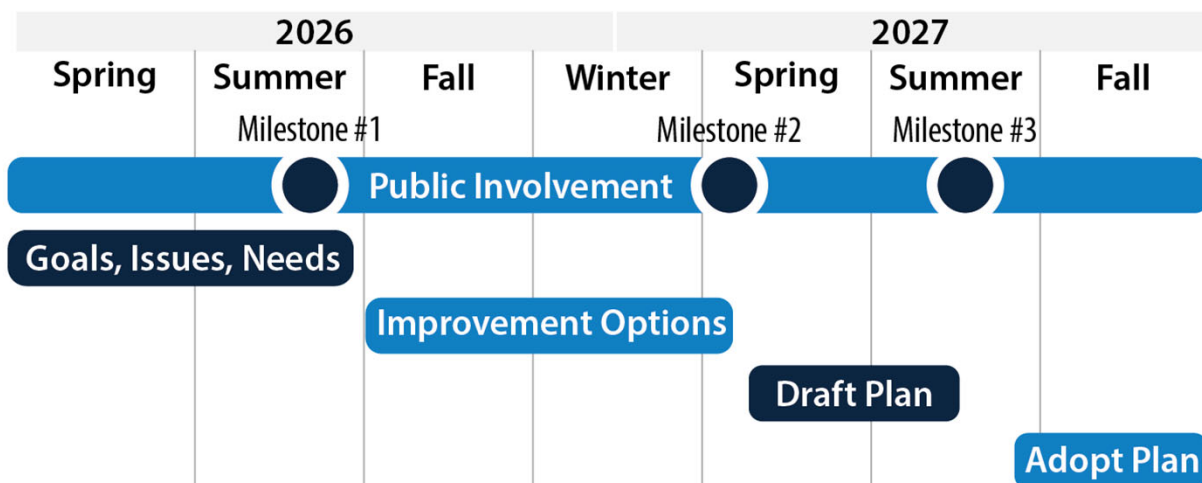
What Will Be in Connect 2045?

	Included	Not Included
Goals	- Updating overarching goals - Defining a future vision	Updating local agency partner' goals
Fixed-route service	- Areas for potential service expansion - Goals for and approach to expanding frequent transit - Understanding current/future market - Capital improvement priorities	Comprehensive changes to existing routes or service frequencies
Land use	- Approaches for zoning/land use to best support transit - Understanding planned land use changes (CFEC/TPR) and impact on future of transit	Specific local code changes
New services	- Explore where new service models would provide benefit (e.g., microtransit) - LTD's role in new services	Specific service implementation concepts
Funding	Funding options and recommendations	Implementing new funding options

5

5

Schedule



6

Plan Process: Goals, Issues, Needs

Review plans and policies

- What plans affect LTD's work?
- Helps set the context

Set goals and objectives

- Guides the work of the plan
- Helps evaluate merit of different policies, approaches, or projects

Existing and future conditions

- State of the system today
- Land use context
- What future conditions or changes should we account for?

Needs assessment

Given existing and future conditions, agency and public feedback, background trends: ***what needs should be addressed?***

7

Plan Process: Improvement Options & Plan Implementation

Analyses & Improvement Options

- New policies, service approaches, recommendations
- Fixed route, microtransit, micromobility, rural services
- Connections with land use
- "Alternatives" analysis

Draft & Adopted Plan and Implementation

- Final policies, recommendations
- Near term priorities for action
- Funding options
- Performance measures

8

Plan Process: Goals

1. Connect communities.
2. Ensure transit is an attractive mobility option for most people.
3. Promote community development.
4. Work together as one region.
5. Keep safety at the forefront.
6. Operate an adaptable and sustainable system.



Public and Partner Engagement Overview

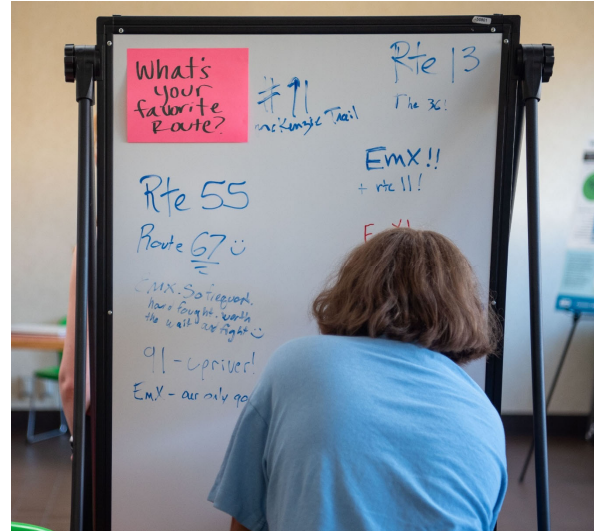
From LTD's Community Outreach Framework

GUIDING PRINCIPLES FOR COMMUNITY ENGAGEMENT			
STYLE The approaches LTD uses to engage with the public	CONTENT The type of information provided to the public	PROCESS The methodology used in public engagement	INTENT The goals of public engagement
Two-Way Dialogue	Data-Driven	Feedback Loop	Meaningful
Accessible	Clarity of Purpose	Benchmarking and Continuous Improvement	Community-First Mentality
Respectful	Fiscal Transparency	Adaptable	
Active Listening	Outcome-Oriented		

Public and Partner Engagement Overview

Multipronged outreach approach

- Technical Advisory Committee: composed of partner agency & LTD staff
- Community Advisory Committee: community representation
- Four work sessions with LTD Board of Directors
- Additional organization/jurisdiction meetings
- Small group meetings
- Public events: open houses, tabling, or other in-person activities



11

Public and Partner Engagement Overview

Three major milestones:



Introduce the plan and process, feedback on needs



Share investment ideas, policies, recommendations



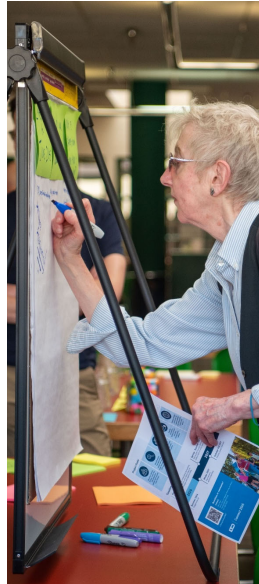
Review draft plan – close the loop

12

Engagement Summary

Mid-July to mid-Aug:

- Tabling events: 18
- Conversations: 1,100+
- Survey responses: 170+
- Open house attendees: 50+

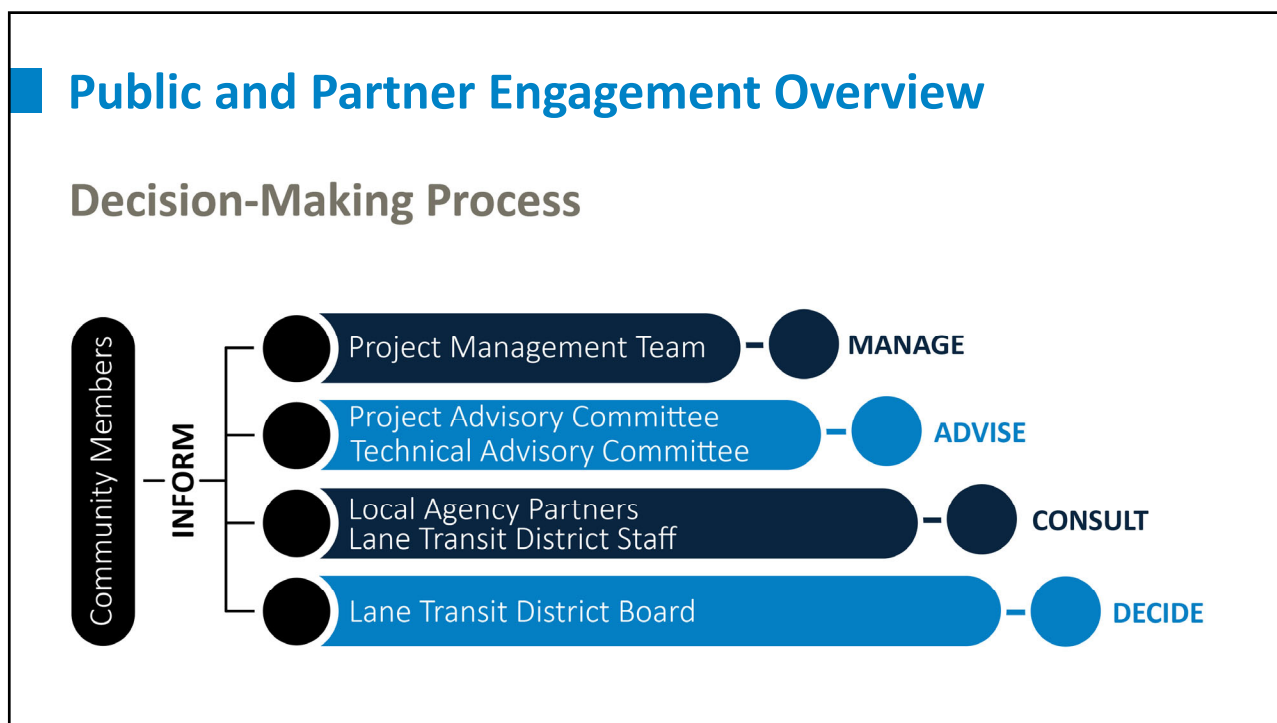


Regional Opportunities





15



16

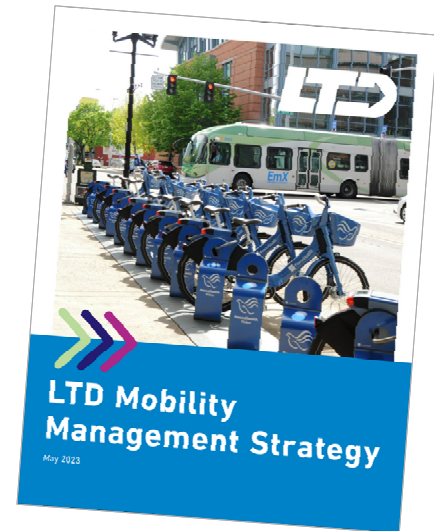
LTD as a Mobility Manager

Mobility management:

- Is a collaborative approach to transportation
- Uses coordinated transportation projects, programs, and services to deliver mobility options
- Relies on public, private, & community partnerships

LTD as a Mobility Manager means:

- Defining LTD's role in new (non-fixed route) transportation options
- Effectively supporting new transportation services and programs
- Offering more flexible options & filling service gaps



17

What's the purpose of a long range plan?

- **Revisit and confirm overarching goals and policies**
 - Help guide LTD's work at all levels and investments for years to come
- **Set expectations with LTD's partners and the public**
 - Shared understanding of LTD's role and actions to support community mobility
- **Recommend new approaches to implementation and funding**
 - Investment roadmap
- **Synthesize policy, guidance, and direction from other plans**
 - Helps to implement other LTD plans, including the Strategic Business Plan, system reviews, etc.

18

What makes for a USEFUL long range plan?

- **Vision!**
- **During the process: internal engagement to gain buy-in at different levels**
 - Plan is only useful if local and partner staff are committed to it
- **Supports decision making**
 - “When we’re faced with a decision on ‘x’, what does the plan tell us to do?”
- **Specific priorities and clear strategies to guide agency actions and spending**
 - Meaning: the agency has implementation authority/ability
- **Near-term actions that provide momentum and credibility**
- **Recommendations are aligned with capacity**



Lane Transit District

19

19

Agenda Item 9

ODOT Capital Investment Plan – update

Presenter

Ken Shonkwiler – ODOT Capital Investment Plan Project Manager

Action required

No action required. For information and discussion only.

Summary

At the April 8 LaneACT meeting, the members approved a list of recommended projects to include in the 2031-2037 CIP. The ODOT selection committee met on August 19 to review the recommendations from the ACTs and from ODOT staff in each Region.

The committee selected 54 projects for further consideration. Only one project in the LaneACT area was selected. It is a paving project on I-5, between the Linn-Lane County boundary (north of Coburg) and the McKenzie River (north of Springfield).

At the October 14 LaneACT meeting, the ODOT Capital Investment Plan Project Manager will explain the selection process and answer questions.

Attached is the slide presentation. Also attached are several project lists that will be referred to at the meeting. They are described below.

Attachments C and D include the scoring details. The font size is very small. Those of you who view the meeting packet electronically can enlarge the view on your computer screen. The tables will also be displayed at the meeting.

Attachments

- A. Slide presentation (12 pages)
- B. Projects selected and not selected (11 pages)
- C. Selected projects (detail) (1 page)
- D. Projects not selected (detail) (2 pages)

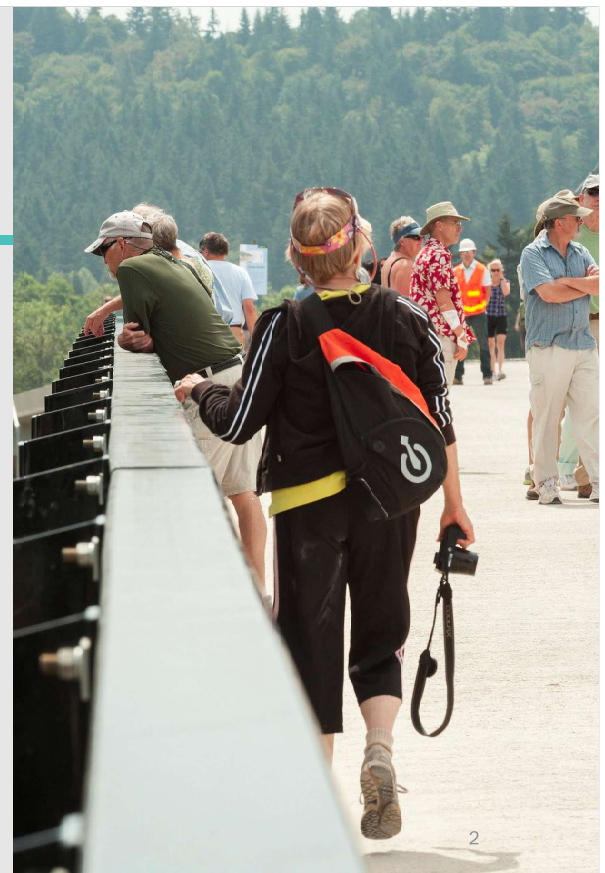
Draft Capital Investment Plan LaneACT Update

October 14th, 2026

1

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



2

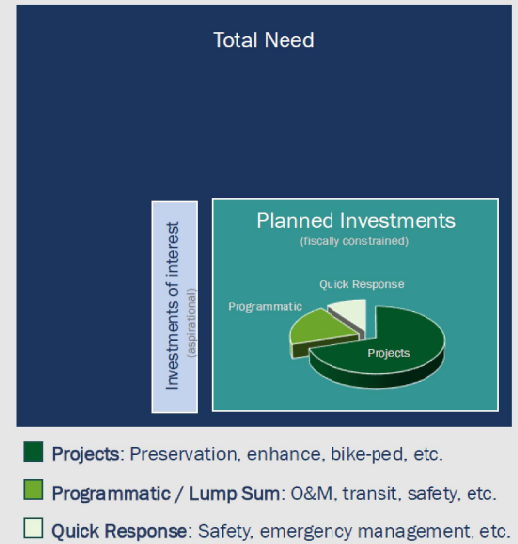
What is the CIP?

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

Key Benefits:

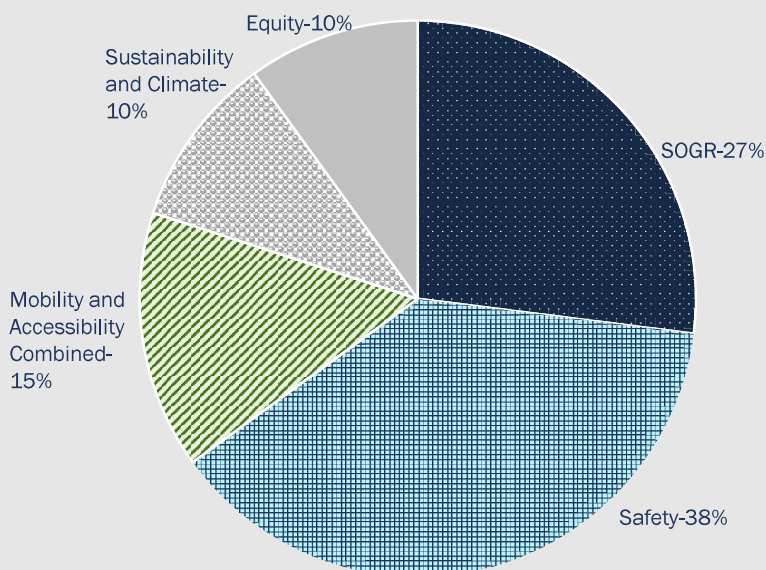
- Close the gap between long-range policies and short-term budget decisions
- Disciplined identification and selection process
- Make investment decisions to advance specific and prioritized outcomes
- More consistency in cost estimating and risk assessment practices through project lifecycle, across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

Capital Investment Plan



3

Capital Investment Plan Policy Goal Weights



Goals

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

Estimate Funding Available (2031-2037)

Future funding projections utilized conservative approach, considering:

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

CIP Category Amounts:

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

What is not included in CIP funding currently:

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

Future CIP cycles may incorporate additional programs/funding types

Overview of Candidate Projects

Area Commissions on Transportation

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

Investment Ideas from each ODOT Region and Asset Program

Regions

10 Investments per Region

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

Asset Managers

20 for Pavement

20 for Bridge

5 for Culvert

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

Candidate Summary:

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

Candidate Projects with Cost Magnitudes \$100M or more

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

A major projects prioritization framework is in development today:

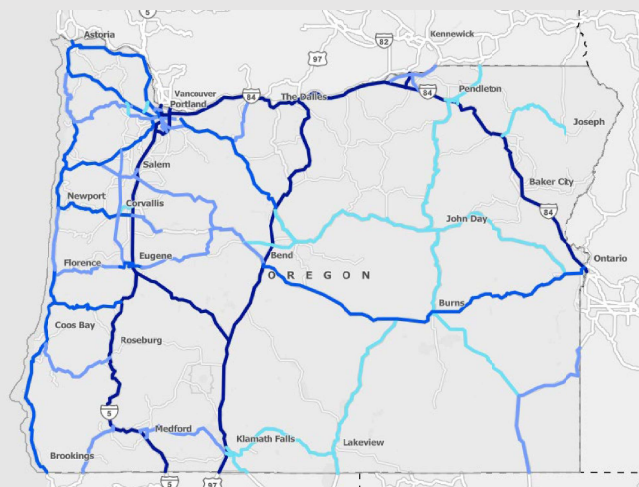
These projects, along with future \$100M+ candidates, will only be considered for CIP inclusion based on Major Projects policy being developed.

7

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)



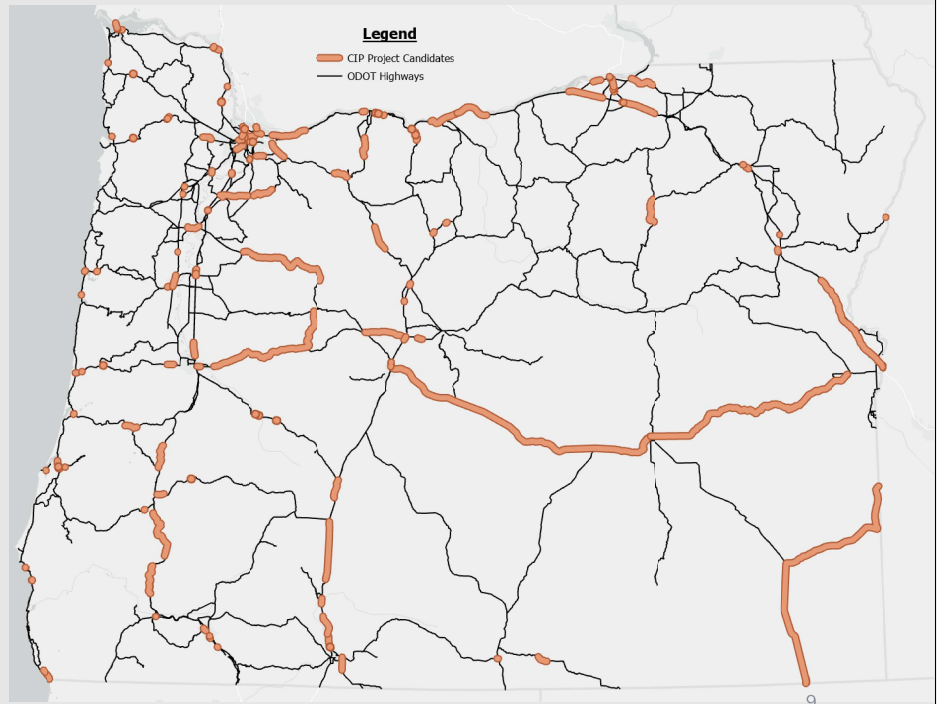
Priority Tiers are based on:

- 1 • Functional classifications and designations
- 2 • Traffic volumes (freight and people)
- 3 • Community connections and isolation
- 4 • North-South and East West connectors

8

Candidate Projects for Selection

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



CIP Draft Project List

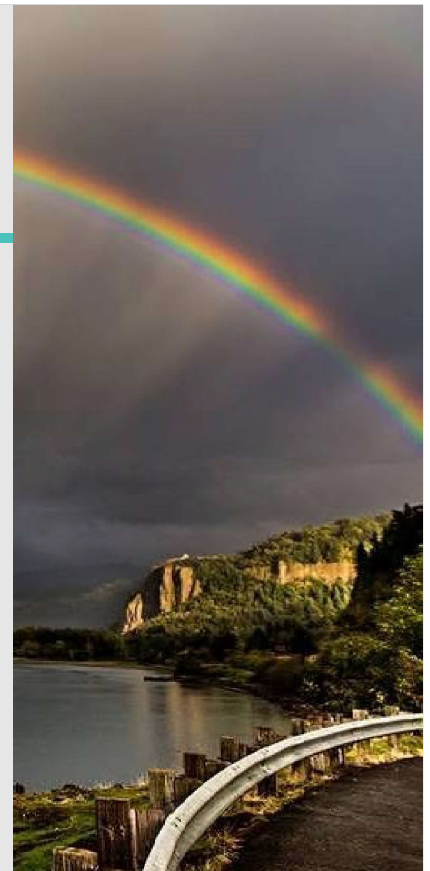
CIP Selection Committee is charged with selecting projects with statewide / system wide viewpoint.

Committee reviewed scoring and harmonized selection with the following considerations:

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

Members:

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

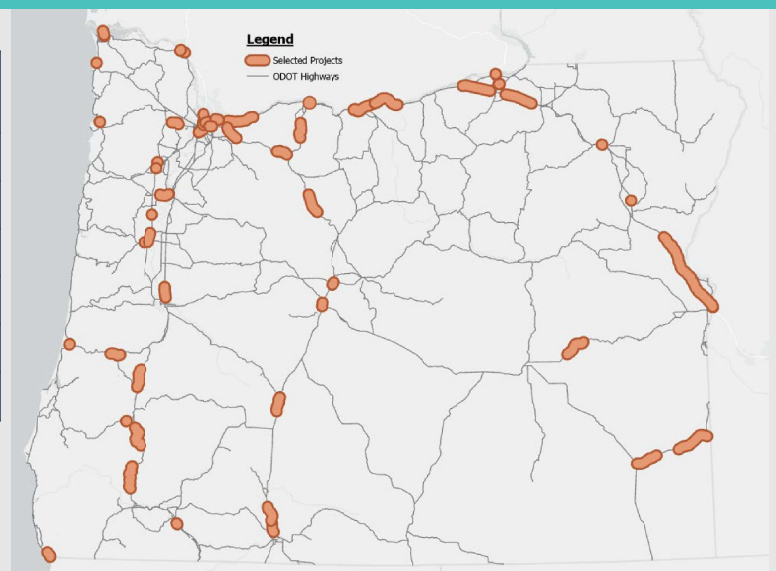


Draft 2031-2037 CIP Investments

11

Summary of Selected Investments 2031 - 2037

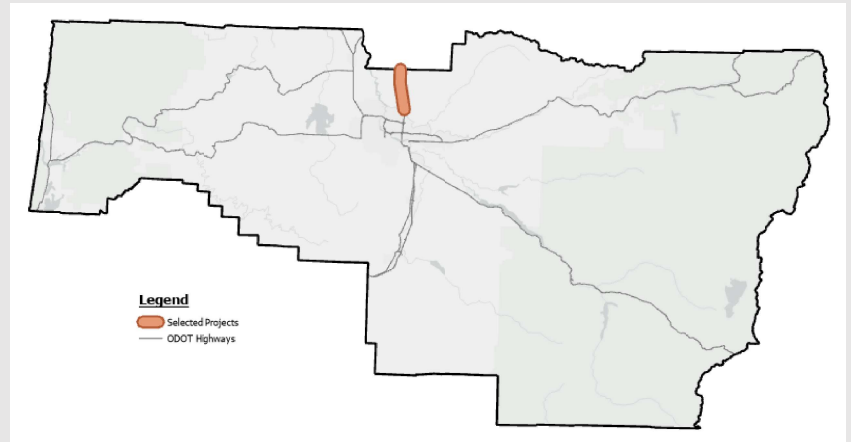
Region	Bridge	Culvert	Pavement	Discretionary	Total
1	0	0	5	3	8
2	8	0	4	2	14
3	1	0	5	2	8
4	1	1	7	1	10
5	4	1	8	1	14
	14	2	29	9	54



12

Selected Projects: LaneACT Boundary

Project Name	Funding Category
I-5: Lane County Line – McKenzie River	Pavement



13

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



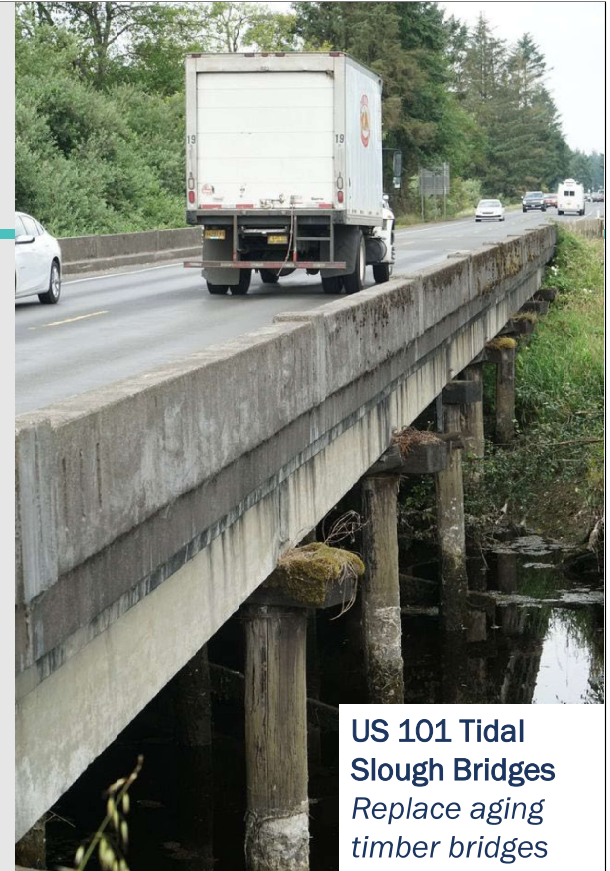
14

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

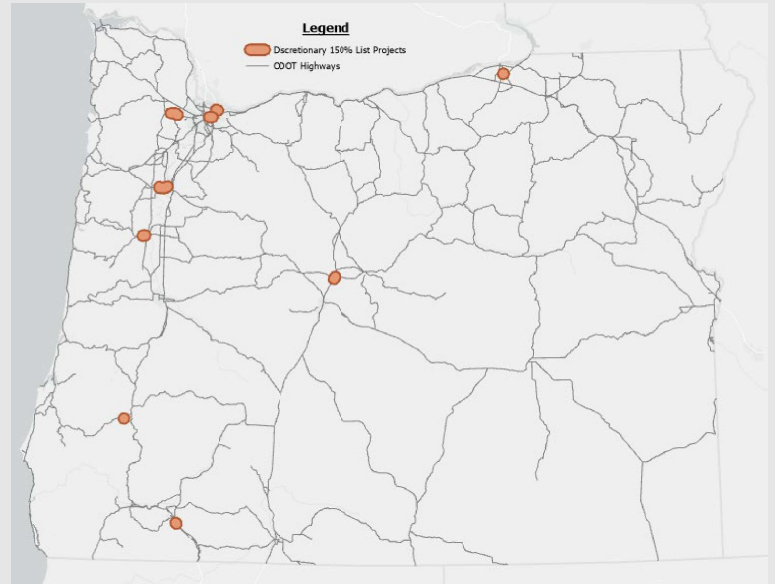
Discretionary Category

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

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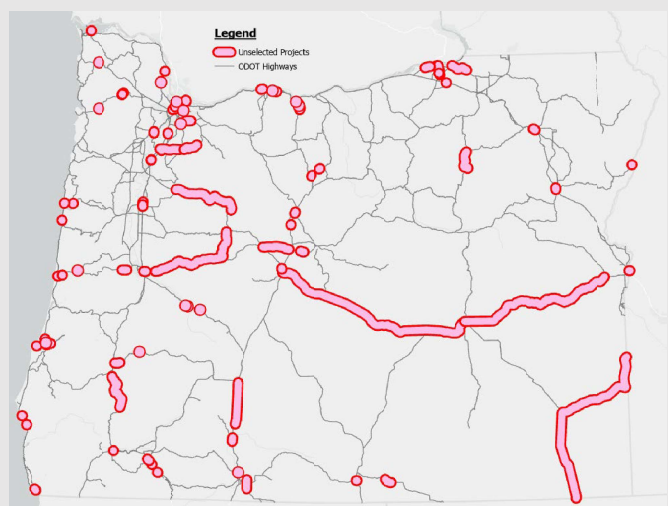
Unmet Needs Across the System

80 candidate projects were not selected.

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

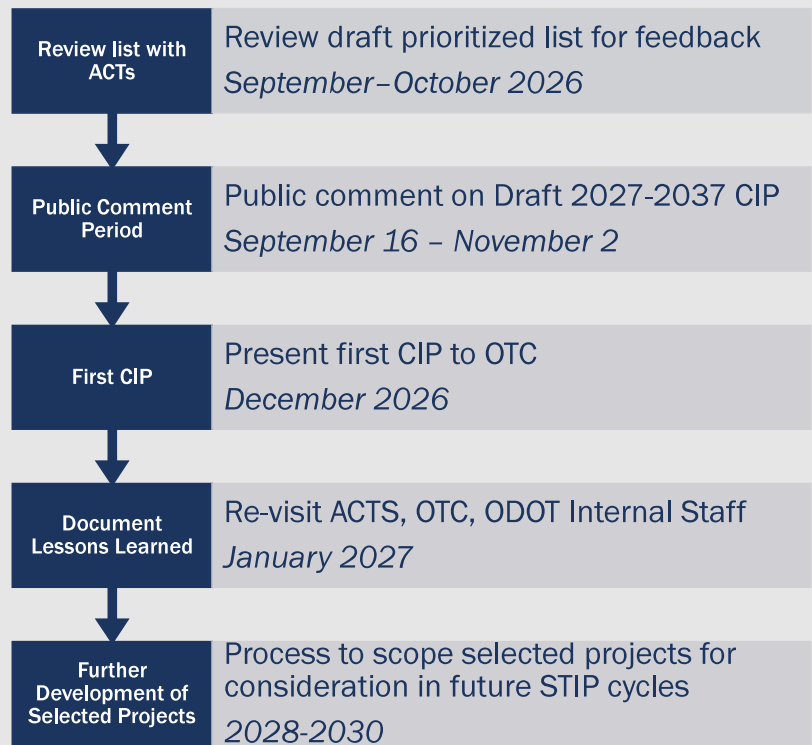
The unselected projects are documented and may be CIP opportunities in the future:

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



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Next Steps



21

Online Open House

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



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

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Comment and Questions

Contact:

CIPinfo@odot.oregon.gov

Learn More here:

[Capital Investment Plan Website](#)

or

Ken Shonkwiler

Capital Investment Plan Project Manager

Kenneth.D.Shonkwiler@odot.oregon.gov

541-815-6877

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

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Unselected Projects - Unmet Need			County	ACT	Urgency	Describe Problem, Opportunity, Issue and Need	Potential Solutions	OTC Priorities	Project Outcomes	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
CIP Number	Project Name	Responsible Region																	
2026_00035	I-82/US730 Umatilla Interchange Improvements (Exit 1)	5	Umatilla	North East ACT	Medium	Safety and congestion: There are multiple ramps/roadways that tie into I-82 from US730 in close	Diverging Diamond Interchange (DDI) or Displaced Left turn (DLT) with a new	Safety, Mobility, Climate, Equity	This project improves the current congested	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	The northerly portion of the Arizona Slide Complex continues to move interrupting travel and commerce.	Drainage and slide mitigation is needed	Safety, State of Good Repair,	Mitigate the landslide to allow the safe and	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	Construct auxiliary lanes to improve safety and mobility on I-5 through the Portland Metro area. Project	The Rose Quarter investment will help reduce congestion, improve safety and	Safety, State of Good Repair,	Improves freeway operations and I-5	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	Outdated signals and equipment; inadequate ADA facilities. Scoped in 2025 with an estimate of \$5.5	Upgrade signals and intersection to current standards and equipment.	Safety, State of Good Repair	Modernized signals, ADA accessibility	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	Provide safety and multimodal improvements that don't currently exist, and creates a transition zone	Construct bike lanes, sidewalks, lighting, enhanced pedestrian crossings, and	Safety, Mobility	This project will deliver needed		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	Pursue Phase 2 of converting OR212/224 into expressway from SE 122nd to SE Tong Rd &	Improves access to fast-growing communities as well as key freight	Safety, Mobility	Improves access to fast-growing	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	Implementations of recently completed corridor investment strategies on OR 99E and US 30BY and/or	Support the RTP goal of a Safe System and can also advance Equitable	Safety, Climate, Equity	Addressing safety priority locations can	OTF 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	Frequent slides with storm events causing lane closures on highway; significant, ongoing maintenance	Rock buttress/shear key (stone column) combination with toe protection at the	Safety, State of Good Repair,	Mitigate slide activity to ensure the highway	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	The OR99E and OR214 corridors through Woodburn currently lack continuous pedestrian infrastructure.	The proposed solution is to improve pedestrian safety and accessibility along	Safety, State of Good Repair	The project will enhance safety.	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	On the east end of Astoria, there are two signals at 30th and 33rd that do not communicate with each other.		Mobility	The need is to have better signal	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	Addresses one of the longest bottlenecks in the entire Portland Metro area. Conditions have continued to	Add an auxiliary lane to I-5 southbound from the Wilsonville Rd entrance to the	Safety, Mobility	The project will apply the operational	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	This project proposes signal detection upgrades at key signalized intersections along the US Highway 30	This project installs modern signal detection technology at key signalized	Safety, State of Good Repair,	This project installs modern signal	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	The Vista Ridge Tunnel and the connection from US26 Eastbound (EB) to I-405 is a bottleneck among the	Re-purpose an underutilized ramp on US26 EB, close a low-volume onramp,	Safety, Mobility	1,200 more vehicles per hour from US26	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	This section of highway lacks adequate bike and pedestrian facilities. There are 5 SPIS sites and 2	Construct bike/ped improvements and Safety; Sidewalk infill from Hoffeldt to	Safety, Mobility, Equity	Improve access and safety for bike/ped	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	The intersection of US20 and Empire and the Empire corridor that connects to US97 is one of the most	This project will create a direct connection between US97 and US20 via a	Safety, Mobility, Climate	This project will improve mobility and	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	South A St is the eastbound segment of the one-way couplet through Downtown Springfield. (Main St is the	Reconfigure South A St (126 Business) from 3 lanes to 2 lanes to accommodate	Safety, Mobility, Climate, Equity	This project aligns with the following	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	This intersection was identified as a 2024 SPIS site within the top 5% (95th percentile) of all statewide	Design and construct a roundabout at the intersection of U.S. 20 & OR 229 (4-leg).	Safety, Mobility	The primary purpose is to mitigate the	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	Lack of pedestrian facilities.	Infill sidewalk	Safety, Climate, Equity	Safety - Reduces fatalities and serious	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	This location is identified as a hot spot (or within a group of hot spots) with highly effective	Install left-turn lanes on the minor road approaches at the signal. Install	Safety	The primary purpose is to reduce both	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	We have experienced two recent pedestrian fatalities in this corridor and traffic accidents occur frequently.	Phase 1: Roundabout at Baggett, Traffic separators between Punkin Center and	Safety, Mobility, Climate	This project is large and would most likely	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	Pedestrian and bicycle safety improvements are needed along US30 to ensure access to downtown	This project will design and construct bicycle and pedestrian paths and	Safety, Equity	This project construct improvements	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	The existing structure (D034849) is a 42" diameter culvert that presents a significant risk to long-term	Replace the existing culvert with a short-span bridge, allowing the bridge to be	Safety, State of Good Repair,	This culvert was included in a culvert	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 area is highly congested, and the area is rapidly growing. The intersection currently has a lack of turning	Channelized right turn lane southbound, left turn lanes north and southbound,	Safety, Mobility, Climate, Equity	The goal of this project is to reduce	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 high maintenance costs and higher than average crash	Replace aging traffic signals that are also in SPIS locations, have significant	Safety, State of Good Repair	Reduce maintenance costs while also	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	This corridor is a known safety concern on OR 126, which serves as a primary east-west route through	Install safety improvements through the corridor, including a roundabout at OR126	Safety, Mobility	This project directly advances safety and	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	This intersection experiences an elevated level of accidents, along with operational issues resulting in	Install systemic safety improvements (signing and markings), and install	Safety	Enhances safety/reduces	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 (OP465) CULVERT	3	Douglas	South West ACT	High	The existing structure (OP465) is an 84" diameter culvert that presents a significant risk to long-term	Realign the stream and replace the existing culvert with a bridge while	Safety, State of Good Repair,	The project supports agency priorities	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	Several sections of state highways OR22 (162), OR126 (015 and 062), and US101 (009) currently lack	This project will improve roadway safety by installing new guardrail and associated	Safety	Install guardrail to prevent drivers from	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	OR58 is an important regional highway that connects the southern Willamette Valley to the Cascade	Install enhanced crosswalks at two locations: (1) at Hills St. and (2) between	Safety, Mobility, Equity	This project aligns with the following	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	Lack of sidewalks, bike lanes on South side of highway; extensive cracking, patching and potholes	Pavement resurfacing, ADA ramp improvements, add sidewalk and bike	Safety, State of Good Repair,	Work will include pavement	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	There is a current project in the STIP for the bridge. This project could tie North & South side walkways together	Construct a bike/ped path	Safety, Mobility, Equity	Providing safer access for Bike/Ped traffic to		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	This segment of highway lacks adequate bike and pedestrian facilities. There have been 24 bike/ped	Provide bike/ped facilities and crossings, based on outcome of planning study	Safety, Mobility, Equity	Improve safety and access for bike/ped	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	This area is currently a high SPIS priority for the Region. It is a high retail shopping area and experiences daily	Ridgeway - convert to Right In/Right Out? Hermiston Ave	Safety, Mobility, Climate, Equity	Improve the current congested US395	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	A section of Highway 126 (West) near the Oregon Coast floods during storm and high tide events, making the	ODOT engineers have considered various possible solutions. The most practical and	Safety, Mobility, Climate	This project aligns with the following	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	The existing structure (02092) consists of a large concrete box culvert and presents a significant risk to	Replace the existing structure with a bridge meeting current fish passage and	Safety, State of Good Repair,	The project supports agency priorities	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	This segment lacks adequate bike and pedestrian facilities. There have been 9 bike/ped crashes in this	Construct multi-use path, enhanced crosswalks, and improve sidewalks	Safety, Mobility, Equity	Improve safety and access for bike/ped	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	These segments of Highway 97 have experienced a high number of serious injury and fatal accidents.	Install median barrier, passing lanes, and longitudinal rumble strips.	Safety, Mobility	Improved safety for traveling public and	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	This section of highway has a very high ADT and is a connection from US20 to US97. The pavement is failing	2-3 inch grind inlay. May also include intersection safety and congestion	Safety	Enhances safety/reduces		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	History of crashes at intersection	Addition of Dual Left Turn lane will improve intersection safety and provide	Safety, State of Good Repair,	Pavement preservation and	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	This is a top priority for SCOACT. U.S. 97 is the primary north/south route for all of central Oregon and is a high	Realign and rebuild intersections at U.S. 97 and O.R. 422, O.R. 62. Construct	Safety	Addresses significant safety concern while		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	The existing 12" culvert located beneath the roadway is significantly undersized for current hydrologic	The preferred solution is replacement of the existing 12" culvert pipe with a 36"	State of Good Repair	The intended outcome would be to stabilize	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	Lack of queuing room leads to frequent backups on I-5 mainline causing congestion and safety on freeway.	Extend SB off ramps	Safety, Mobility	Safety - Reduces fatalities and serious	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	This segment of Highway 140E is not a designated freight route due to a segment know as the Deep Creek	This project aims to remove the freight restriction through curve correction &	Safety, Mobility	This project will greatly expand freight		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	In October 2021, ODOT designated the section of OR 211 (Woodburn-Estacada Highway 161) from Molalla	OR211, MP 14-24 - Corridor treatments where feasible without significant	Safety	Goal is to reduce fatal and serious injury	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	Culverts on I-5 in poor/critical condition have high potential for failure, posing a significant safety risk to	Repair or replace 15 poor and 25 critical culverts and install culvert markers to all	Safety, State of Good Repair,	Culvert upgrades to meet standard and	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	This area of Marion County serves travelers on I-5 as an access point to northern Marion Co and Yamhill	Improve safety and mobility in the area by implementing the long-term	Safety, State of Good Repair,	The project will increase safety on the	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	The I-205 Glenn Jackson Bridge over the Columbia River is a critical transportation link between Oregon	Rehabilitate or preserve the deck through inlay or overlay methods.	Safety, State of Good Repair,	Mitigate chloride-induced deterioration		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	This segment near milepost 34.65–35 represents one of the 18 priority unstable slope locations identified		Safety, State of Good Repair	OR 6 is the primary highway connection	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	Located between milepost 33.32 and 33.4, this unstable slope site is among the 18 priority locations in		Safety, State of Good Repair		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 I-84/US395: Stanfield Interchange EB Improvements (exit 188)	2	Tillamook	North West Oregon ACT	High	The unstable slope segment between milepost 33.82 and 33.95 is one of 18 priority locations along OR 6	This project will need an Advanced Investigation phase in order for geo to	Safety, State of Good Repair		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	The EB ramp intersection is over its target capacity (and nearing v/c of >1.0) and is hindering development	Add loop (on) ramp to address capacity on the east bound ramp intersection. We	Mobility, Climate	Restore and increase capacity of the I84	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	The South Slough Bridge on OR540 is a critical transportation link that relies on a complex system of	Rehabilitate the electrical and mechanical systems that maintain	Safety, State of Good Repair,	The outcome will be a safe and reliable		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	Finish Connecting State Trail with final segment between Mitchell Point Tunnel and City of Hood River.	Finish connecting State Trail with final segment between Mitchell Point Tunnell	Mobility, Climate, Equity	Provide bike/ped alternative to I-84 and	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	This area of Marion County serves travelers on I-5 as an access point to northern Marion Co and Yamhill	Improve safety and mobility in the area by implementing interim safety	Safety, State of Good Repair,	This project will increase safety on the	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	The Fern Ridge Corridor Plan (2013) identified options for addressing safety and operational concerns on a 7-	This project will improve six additional intersections (from west to east):	Safety, Mobility	Safety is the highest priority goal identified	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	ADT has exceeded existing intersection capacity, resulting in congestion and safety issues. This	Construct highway roundabout with slip lane for Dan O'Brien Way and dedicated	Safety	Enhances safety/reduces	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	This segment of I-5 has only two northbound and two southbound lanes between two interchanges spaced	As the region's population grows, especially East Albany, auxiliary lanes and	Safety, State of Good Repair,	Project would reduce congestion and	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	In 2013, a Polyester Polymer Concrete (PPC) overlay was installed on this bridge deck to protect against	Preserve the deck through overlay methods.	Safety, State of Good Repair,	Extend the service life of the bridge by		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	Oregon and Adams County, Idaho, and serves as a critical access route for local users, recreational	Repair/replace the failing substructure components.	Safety, State of Good Repair,			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	Intersections experience high level of serious injury accidents and severe congestion, these location are at	Construct roundabout in both locations to replace existing intersection on high	Safety, Mobility	Addresses significant safety concern while	Klamath County TSP	South Central Oregon ACT		48	38	0	0		10	\$50,000,000 - \$80,000,000
2026_00080	US97: OR361 Culver Highway (Culver)	4	Jefferson	Central Oregon ACT	High	US 97 is a critical north-south route in Central Oregon and the location has a history of fatal and serious injury	Solutions for the US 97/SW Culver Highway intersection include an	Safety, Equity	The intersection realignment would	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	There are safety issues as traffic is increasing at Rand and Pleasant intersections.	Add turn lanes to improve safety and mobility.	Safety, Mobility	Increase safety		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	Major N-S route with current freight restrictions causing economic development concerns.	Shoulder widening, enhanced signing, removing roadside obstacles, curve	Safety, Mobility	Reducing curves will reduce restrictions		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	OR 126 (east) is a 66-mile rural corridor that connects the Eugene-Springfield area to the Cascade Mountains	The low-cost, short-term safety improvements identified in the study	Safety	Safety is the highest priority goal identified	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	The intersection of US197 and Five Mile Road, which is the current route for trucks to access the Wasco	Evaluate other potential road access and routes from US197 to the Wasco County	Safety	The Road feasibility Study will provide	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	US 97 is a critical north-south route in Central Oregon and the location has a history of fatal and serious injury	The proposed solution would install a traversable median from Colfax Lane to	Safety, Mobility	Installing traversable median would provide	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	This route is used as a connector between the city and the agricultural community. There is significant wear	Pavement improvement.	State of Good Repair	Repair pavement.		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	The I-405 Fremont Bridge is one of Oregon's most critical transportation assets, carrying high volumes of	Rehabilitate the protective coating system.	Safety, State of Good Repair,	Extend the service life of the bridge by		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	Severe asphalt decay under thin crust of chip seal surface, high risk of widespread pothole failures under	Multi-lift pavement overlay.	State of Good Repair	Restore Pavement condition and ride		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	OR82: Adams Ave. has significant rutting in the concrete pavement posing a danger to bike/ped traffic.	Concrete repair	State of Good Repair	Improvements to the roadway and removal		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	U.S. 101 currently functions as a four-lane highway bisecting downtown—creating long crossing distances	Moving northbound traffic to SW 9th Street as a couplet would shorten	Safety, State of Good Repair,	Reconfiguring traffic flow with a couplet	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	A landslide has occurred along US26 at milepost 13.2, resulting in a significant area of sunken roadway grade.	Because the root causes and full extent of the landslide at US26 milepost 13.2 are	State of Good Repair	Project Outcomes	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	This is the primary East/West route through Eastern Oregon. Regular passing lanes would reduce driver	Install passing lanes. Assume 5 locations, further analysis needed based on	Safety, Mobility, Equity	Provide passing opportunities to		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	Improving the pull-outs would ideally lead to more slow-moving vehicles using them thereby preventing	Pave some of the existing pullouts between Burns and Vale; and install	Safety, Mobility	Reduction of crashes and improved freight		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	This interchange has short on- and off-ramps that do not allow traffic merging onto or off of the highway to	Lengthened ramps and advisory signage would reduce merging conflicts and	Safety, State of Good Repair,	Project would reduce congestion and	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	The Coos River Bridge on OR 241 is a critical transportation link that relies on a complex system of	Rehabilitate the electrical and mechanical systems that maintain	Safety, State of Good Repair,	The goal would be a safe and reliable		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	Holdman to the Columbia River is in need of curve safety improvements. A particular area of concern is	Curve Improvements	Safety, Mobility	Reduce crashes		Northeast ACT		14	10	4	0	0	0	\$30,000,000 - \$50,000,000
2026_00058	US95 Safety	5	Malheur	South East ACT	High	US95 in Malheur County is a major North/South route and there have been a significant number of serious	Install passing lanes. Assume 5, further analysis needed according to conditions	Safety, Mobility	Adding passing lanes would likely lead to a		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	This location has a history of head on crashes from unsafe passing. Passing in this section is due in part to	Installing passings lanes and longitudinal rumble strips will provide passing	Safety, Mobility	This safety improvement	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	This area of Yamhill County experiences a high volume of traffic from travelers moving through the area to	Install a two-lane bypass with associated bridges, soundwalls and bike and	Safety, Mobility	Completion of this bypass project will	Project is supported by local plans and	Mid-Willamette Valley ACT		6	0	0	0	6	0	>\$100,000,000

Future meetings and topics

updated October 6, 2026

November – no meeting this month

December 9, 2026

The Steering Committee will meet on November 18 to develop the agenda for this meeting.

- **LaneACT officer election** – 20 min. LaneACT Chair
- **Coquille Indian Tribe: Introduction** – 15 min. Matt Jensen, Transportation Planner
- **Amend bylaws to add Coquille Indian Tribe as a member** – 10 min. Bill Johnston, staff
- **LTD Mobility-Enabling Service Hub (MESH) digital trip planner** – 20 min. Brandon Melton
- **LaneACT Charter update** – 20 min. Matt Michel – Bylaws Committee Chair

January – no meeting this month

February 10, 2027

The Steering Committee will meet on January 20 to develop the agenda for this meeting.

- **Adopt LaneACT Charter** (tentative) – 20 min. Matt Michel – Bylaws Committee Chair
- **Legislative preview** (tentative)
- **(reserved)** – topic to be determined

updated October 6, 2026

No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
						(note 2)	(note 3)	(note 4)	(note 5)	(note 6)	(note 8 and 9)
A. Local governments											
	Coburg	primary	Cathy	Engebretson	Councilor	councilorengebretson@ci.coburg.or.us	x	12/31/2026	06/01/2023	N.A.	
	Coburg	alternate	Nancy	Bell	Mayor	mayor@ci.coburg.or.us	x	12/31/2026		N.A.	
	Cottage Grove	primary									non-participating
	Cottage Grove	alternate									non-participating
	Creswell	primary	Clark	Kent	Councilor	ckent@creswellor.gov	x	12/31/2028	01/01/2025	N.A.	
	Creswell	alternate		(vacant)							
	Dunes City	primary									non-participating
	Dunes City	alternate									non-participating
	Eugene	primary	Jennifer	Yeh	Councilor	jyeh@eugene-or.gov	x	12/31/2026	01/01/2025	N.A.	Chair (2026)
	Eugene	alternate	Kaarin	Knudson	Mayor	KKnudson@eugene-or.gov	x	12/31/2028	01/01/2025	N.A.	
	Florence	primary	Robert	Carp	Councilor	robert.carp@ci.florence.or.us	x	12/31/2026	03/13/2025	N.A.	
	Florence	alternate 1	August	Murphy	PW Director	august@ci.florence.or.us		N.A.	10/01/2025	N.A.	
	Florence	alternate 2	Cindy	Ichikawa	Public Works staff	cindy.ichikawa@ci.florence.or.us		N.A.	08/19/2026	N.A.	
	Junction City	primary									non-participating
	Junction City	alternate									non-participating
	Lane County	primary	Ryan	Ceniga	Commissioner	Ryan.Ceniga@lanecountyor.gov	x	12/31/2026		N.A.	Vice Chair (2026)
	Lane County	alternate 1	David	Loveall	Commissioner	David.Loveall@lanecountyor.gov	x	12/31/2026			
	Lane County	alternate 2	Becky	Taylor	Transportation Planner	becky.taylor@lanecountyor.gov		N.A.	02/12/2025	N.A.	
	Lowell	primary		(vacant)						N.A.	temporarily inactive
	Lowell	alternate		(vacant)						N.A.	temporarily inactive
	Oakridge	primary	Bryan	Cutchen	Mayor	mayor@ci.oakridge.or.us	x	12/31/2026		N.A.	
	Oakridge	alternate		(vacant)						N.A.	
	Springfield	primary	Kori	Rodley	Councilor	krodley@springfield-or.gov	x	12/31/2028	01/01/2026	N.A.	
	Springfield	alternate	Sean	VanGordon	Mayor	svangordon@springfield-or.gov	x	12/31/2028		N.A.	
	Veneta	primary	Maureen	Wright	Councilor	mwright@venetaoregon.gov	x	12/31/2028	01/01/2025	N.A.	
	Veneta	alternate	Matt	Michel	City Manager	mmichel@venetaoregon.gov		N.A.		N.A.	
	Westfir	primary									non-participating
	Westfir	alternate									non-participating
B. Agencies and special area representatives											
	Central Lane MPO	primary	Paul	Thompson	Transportation Manager	pthompson@lcoag-or.gov		N.A.	2010	N.A.	alternate?
	Central Lane MPO	alternate	Brenda	Moore	Executive Director	bmoore@lcoag-or.gov		N.A.		N.A.	primary?
	Confederated Tribes	primary	Doug	Barrett	Tribal Member (Chief)	doug.barrett@ctclusi.org	x	04/01/2030		N.A.	
	Confederated Tribes	alternate	Garrett	Gray	Planner	ggray@ctclusi.org		N.A.		N.A.	
	Highway 126 East	primary	Pete	Petty	area resident	ppetty541@aol.com		N.A.		N.A.	
	Highway 126 East	alternate		(vacant)						N.A.	
	Lane County TrAC	primary	Ken	Kohl	county resident	klkohl@gmail.com		12/31/2028	01/01/2025	N.A.	
	Lane County TrAC	alternate		(vacant)							
	Lane Transit District	primary	Heather	Murphy	Board Member	Heather.murphy@ltd.org	x	12/31/2026		N.A.	
	Lane Transit District	alternate	Jameson	Auten	CEO	jameson.auten@ltd.org		N.A.		N.A.	
	ODOT	primary	Vidal	Francis	Area 5 Manager	vidal.t.francis@odot.oregon.gov		N.A.	2022	N.A.	note 10
	ODOT	primary	Ian	Roholt	Area 5 Manager (interim)	ian.roholt@odot.oregon.gov		N.A.	2026	N.A.	note 10
	ODOT	alternate	Bill	Johnston	Area 5 Planner	bill.w.johnston@odot.oregon.gov		N.A.	2016	N.A.	
	Port of Siuslaw	primary		(vacant)						N.A.	temporarily inactive
	Port of Siuslaw	alternate	David	Huntington	Manager	port@portofsiuslaw.com		N.A.		N.A.	temporarily inactive
C. Special Interests - Designated (note 7)											
	bicycle & ped.	primary	Megan	Shull	LCOG SRTS Coordinator	mshull@lcoag-or.gov		N.A.	01/10/2024	01/10/2028	
	bicycle & ped.	alternate		(vacant)				N.A.			
	environmental	primary	Rob	Zako	Better Eugene-Springfield Transportation (BEST)	rob@best-oregon.org		N.A.	07/01/2023	06/30/2027	Executive Director
	environmental	alternate	Peter	Simmeth	Better Eugene-Springfield Transportation (BEST)	peter@best-oregon.org		N.A.	10/14/2026	06/30/2027	Policy Coordinator
	rail	primary		(vacant)				N.A.			vacant

No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
	trucking	primary		(vacant)				N.A.			vacant
D. Special interests – Other (note 7)											
	aviation	primary	Shelley	Humble	Creswell Airport	shumble@creswellor.gov		N.A.	10/08/2025		
	disability community	primary		(vacant)				N.A.			vacant
	economic dev.	primary	Tiffany	Edwards	Eugene Area Chamber of Commerce	tiffanye@eugenechamber.com		N.A.	01/10/2024	01/10/2028	
	micro-mobility	primary	Brodie	Hylton	Cascade Mobility	brodieh@cascadiamobility.org		N.A.	01/10/2024	01/10/2028	

Notes

1. This roster is maintained by LaneACT staff. Please contact Bill Johnston (bill.w.johnston@odot.oregon.gov) if any information needs to be updated.
2. Most members prefer to be contacted by email. Their email addresses are provided in Column 7. LaneACT staff maintain a separate version of this roster that includes phone numbers and mailing address. (Refer to the MS Excel version of this document, hidden columns 7A and 7B.)
3. The *OTC Policy on Formation and Operation of the ACTs* requires 50 percent of the members (or member organizations) to be elected officials (or represented by elected officials). Column 8 indicates those members who are elected officials. If both the primary and alternate representatives are elected officials, only one of them counts toward the 50 percent requirement. The primary representative from LTD is appointed by the governor. They are considered to be an elected official for the purpose of meeting this requirement. The representative from CLMPO counts toward the 50 percent requirement only if they are an elected official.
4. Column 9 indicates the end date of the elected official's term as an elected official. This may or may not be the same as the end date of their service on the LaneACT. Local governments and agencies determine how long their representatives will serve.
5. Column 10 indicates the start date the member's appointment to the LaneACT. Blanks indicate that staff does not have this formation. Members are asked to provide this, if they recall their start date.
6. Column 11 indicates the date the members term on the LaneACT expires. This only applies to special interest members who are appointed by the LaneACT. Other members are appointed by their organizations and serve as long as the organize decides they should serve.
7. There are two categories of LaneACT special interest members. (ODOT does not use the term stakeholder.) **(a) Designated Special Interest** members represent specific transportation-related areas of interest specified in the LaneACT Bylaws. The bylaws provide for both a primary and alternate representative. **(b) Other Special Interest** members do not need to represent a specific area of interest. The areas of interest shown in the roster for these members indicate the area of interest they happen to represent. These members do not have alternates.
8. Non-participating jurisdictions have either formally indicated they do not want to participate in the LaneACT or have simply stopped attending meetings. Temporarily inactive jurisdictions are expected to resume participating after their vacancies are filled. Non-participating and temporarily inactive are not defined in the bylaws. Member jurisdictions with these status designations are simply considered vacant positions. Vacant positions are not included in the quorum calculation. Refer to LaneACT bylaws: 4.B, Vacancies.
9. Some vacant special interest positions (e.g., disability community) are temporarily vacant. They are expected to be filled in the near future. Other vacant positions (e.g., trucking and rail) have been vacant for several years because it is difficult to find individuals willing to serve. Vacant special interest positions are not included in the quorum calculation.
10. The ODOT Region 2 Manager appointed Ian Roholt in January 2026 to serve as the Interim Area 5 Manager while Vidal Francis is on special assignment in Region 1. Vidal may continue to attend meetings but Ian will serve as the primary representative for ODOT.

EOR