

CWACT Full Commission Meeting
Thursday, February 26th, 2026
5:00 pm - 7:00 pm

HYBRID MEETING

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

VIA TEAMS VIDEO

Teams Link by clicking [HERE](#)
Meeting ID: 243 949 688 096 5
Passcode:fk6m4TA2

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

AGENDA

1)	5:00	Welcome and Agenda Review	Commissioner Walter Chuck Chair
2)	5:05	Public Comments <i>This time is reserved for members of the public to comment on issues related to the CWACT's activities.</i>	Chair
3)	5:10	No Minutes to Approve for December 2025 meeting (no quorum) <i>ACTION: Information</i>	Chair
5)	5:10	County Safety Corridor Program (HB 2154) <i>Presentation on the Program that allows county boards of commissioners to designate up to two high-crash, county-jurisdiction roads as safety corridors (Attachment A)</i> <i>ACTION: Information</i>	Brian Worley, Association of Oregon Counties
4)	5:30	Draft Statewide Transportation Improvement Plan (STIP) 2027-2030 On-line open house link here : https://www.oregon.gov/odot/Projects/OOH/27-30-STIP/Pages/default.aspx <i>Draft STIP Presentation (Attachment B)</i> <i>ACTION: Information and comment</i>	ODOT Staff

6)	5:50	ODOT's Capital Investment Plan (CIP) <i>CIP Presentation (Attachment C)</i> ACTION: Information	ODOT Staff
7)	6:05	Technical Committee Meeting (February 2, 2026) Recap <i>Recommended Regional Priorities (Attachment C)</i> ACTION: Discussion	Gary Stockoff, Technical Committee Chair
8)	6:35	Grant Opportunities • Connect Oregon (due March 27th, 2026) • Small City Allotment (due April 30th, 2026) • Safe Routes to School (opening spring 2026) • Oregon Community Paths (TBD) ACTION: Discussion	ODOT Staff
9)	6:50	Other Business • ACT/Modal Chair Meeting (February 17th, 1-3pm) • Local jurisdiction updates ACTION: Discussion	Chair & ODOT Staff
10)	7:00	Adjournment <i>The next CWACT Full Commission Meeting is scheduled for April 23rd, 2026</i>	Chair

Primary Members:

Last Name	First Name	Representing	Category
Malone	Pat	Benton County	Primary
Chuck	Walter	Lincoln County	Chair
Nyquist	Roger	Linn County	Chair Elect
Kentta	Robert	Conf. Tribes of Siletz Indians	Primary
Van Drimmelen	Chris	City of Albany	Primary
Olson	Ava	City of Corvallis	Primary
Short	Kathy	City of Depoe Bay	Primary
Conti	Dominic	City of Lebanon	Primary
Mark	Rick	City of Lincoln City	Primary
Hickam	Mike	City of Millersburg	Primary
Cuthbertson	Jeanni	City of Monroe	Primary
Kaplan	Jan	City of Newport	Primary
Saalsaa	Rich	City of Philomath	Primary
Sanchez	Angelita	City of Sweet Home	Primary

Benton County facilities are accessible to persons with disabilities. If you need accommodations, please contact Erica Bratton at least 24 hours prior to the meeting at Erica.Bratton@odot.oregon.gov

Samaniego	Joe	City of Tangent	Primary
Silvia	Frank	City of Toledo	Primary
Townsend	Jerry	City of Waldport	Primary
Collins	Barry	City of Yachats	Primary
Sylvia	Gil	Port of Newport	Primary
Bronstein	Sarah	Benton County – Private Sector	Primary
Steele	Janet	Linn County – Private Sector	Primary
Hildebrant	Christine	ODOT	Primary

QUORUM REQUIREMENT: *For the purpose of conducting official business, a quorum shall exist when either:*

1. *Representatives from fifty-one (51) percent (%) of the voting members are in attendance; or*
2. *The following representatives are present:*
 - *Two of three county commissioners*
 - *Two additional representatives from each county, whether cities, ports, private sector members, or CTSI representatives.*

(CWACT Bylaws: Article VI – Organization Procedures Section B)

County Road Safety Corridors

February 26, 2026

Cascades West
Area Commission on
Transportation (CWACTION)

Presented by

Brian Worley, AOC
County Road Program Director



ASSOCIATION OF
OREGON COUNTIES
EST 1906



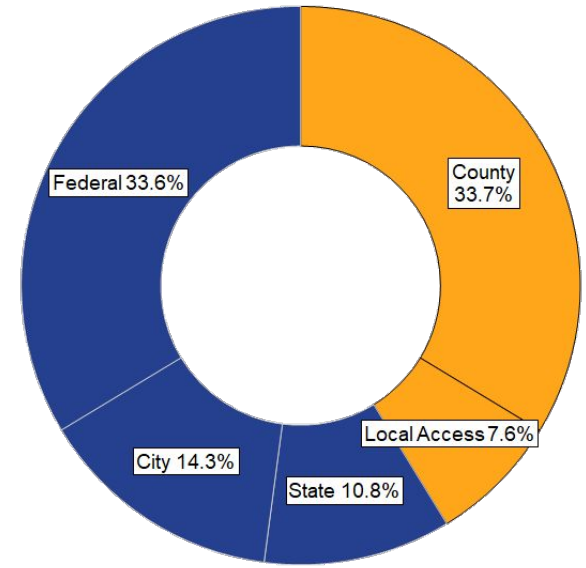
oregoncounties.org
or-oaces.org

- **Safety Corridor History & Background**
- **County Safety Corridor Pilot Program**
(House Bill 3213, 2019)
- **Permanent County Safety Corridor Legislation**
(House Bill 2154, 2025, ORS 811.483)
- **Local Implementation & Next Steps**



The County Road System

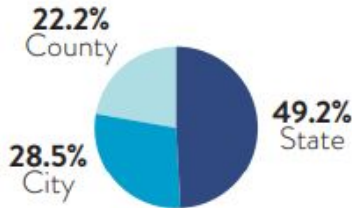
- Of the 32,700 miles of county roads in Oregon, approximately 50% are paved.
 - 16,300 mi. paved or concrete
 - 10,400 mi. unpaved / gravel
 - 6,000 mi. Local Access Roads



County Road Safety

County road safety is a priority, with 442 fatal and serious injury crashes in 2022, counties suffered 22% of the state's total.

CHART-07: FATALITIES AND SERIOUS INJURY CRASHES



2024 County Road Needs Study, Safety in Millions

Capital:
\$843
Maintenance:
\$513

CHART-12: PROJECTED SAFETY NEEDS

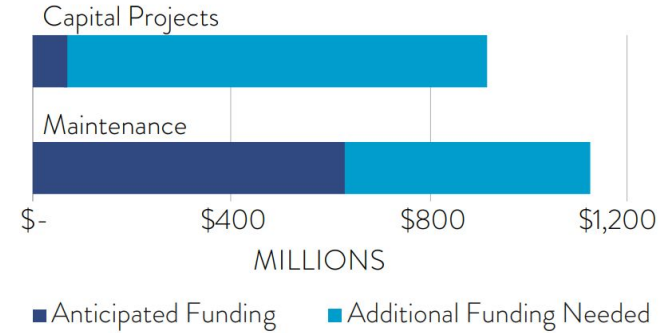


CHART-08: FATALITIES ON COUNTY ROADS

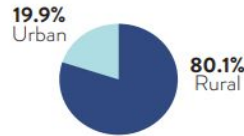


CHART-09: URBAN AND RURAL FATALITIES



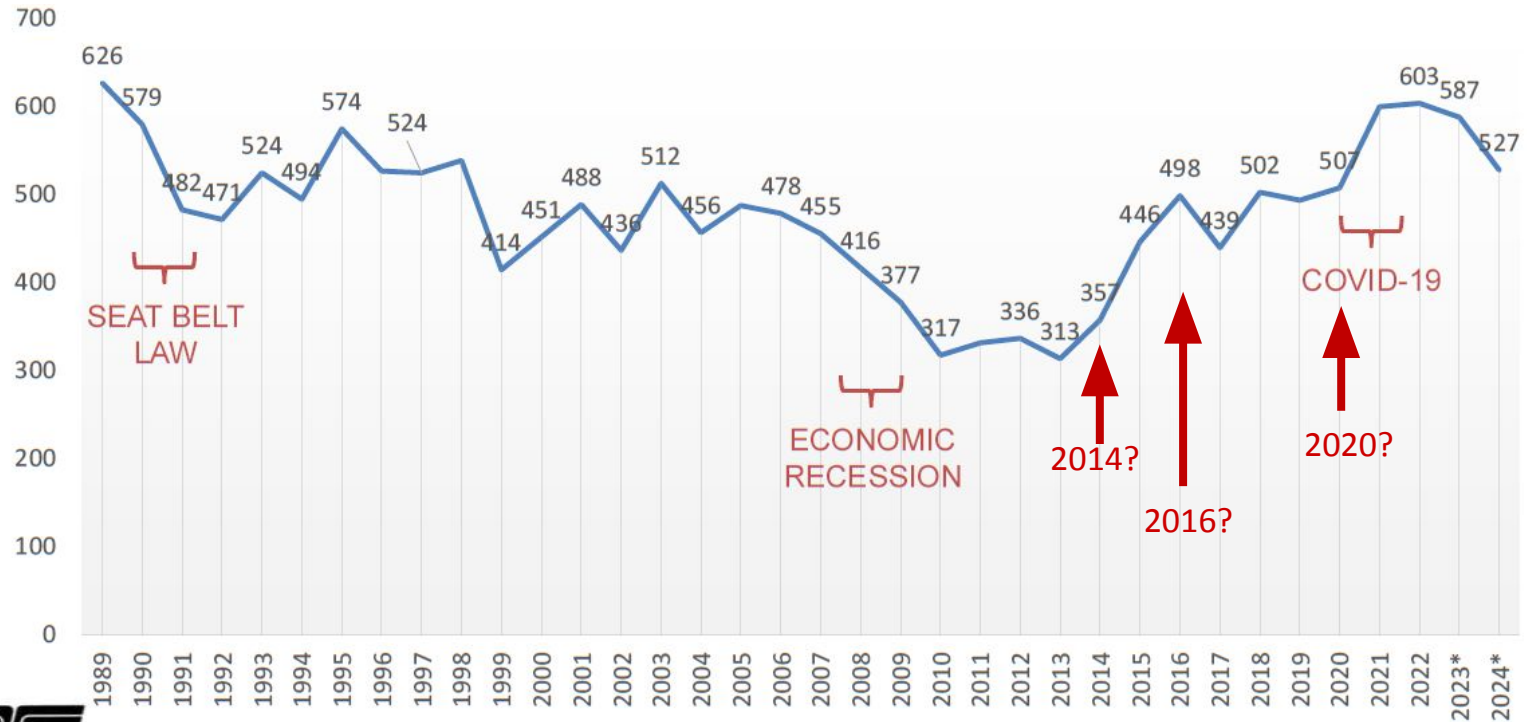
The likelihood of dying in a vehicle crash is **75% higher** on a rural road than on an urban road.

- Limited cell phone reception
- Delays in emergency calls / response
- Simpler infrastructure design
- Speeding or impaired driving



Traffic Safety - State Crash Data

Motor Vehicle Traffic Fatalities (1989 – 2024)



* EARLY ESTIMATES

→ Safe System Approach: Principles

- Deaths / severe injuries are unacceptable and preventable
- People make mistakes
- The human body is vulnerable
- Responsibility is shared
- Safety must be intentional and proactive
- Redundancy is crucial



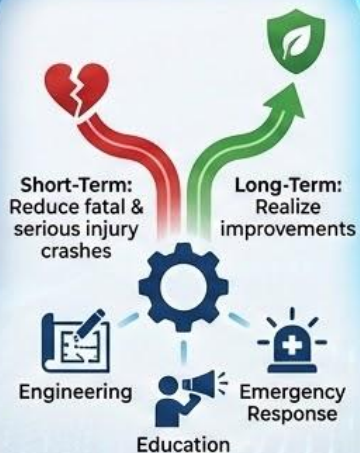
Safety Corridor Concepts

Severe Safety Concerns



A stretch of road with severe safety concerns.

Goal & Focus



Increased focus on Engineering, Education, & Emergency Response.

Additional Law Enforcement



Has additional law enforcement attention.



Improved Safety



A safer corridor for all.

Oregon DOT Safety Corridors History

1989: The First Corridor



I-5 to Eagle Point
(10-mile stretch)



13 traffic deaths
in 16 months

Local roadway council
requested help

1990: Federal Recognition

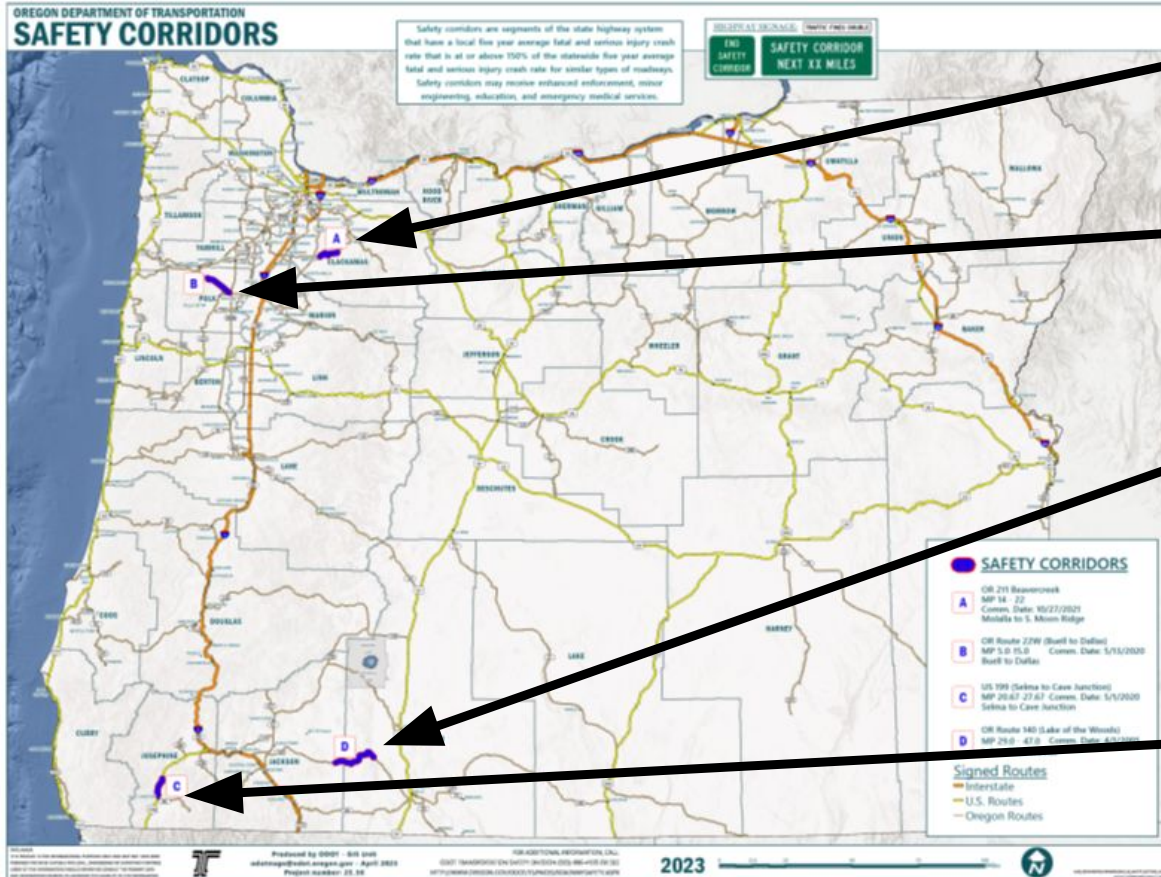


Safety Corridor concept
identified as **effective**

36 Years of Progress (1989–2025)



→ ODOT Safety Corridors (2025)



• OR 211 Beaver Creek

MP 14 to 22 (Molalla to S. Moon Ridge)

Commissioned 10/27/2021

• OR 22W

MP 5 to 15 (Buell to Dallas)

Commissioned 5/13/2020

• OR 140

MP 29 to 47 (Lake of the Woods)

Commissioned 4/1/2005

• US 199

MP 20.7 to 27.7 (Selma to Cave Junction)

Commissioned 5/11/2020

Decommissioned 9/30/2025

→ Marion County (McKay Road)

- 2014 Scott Miller hit from behind and killed while on his tractor
- 2018 Newberg-Dundee Bypass opens
- Public concern, awareness campaign, elevated politically
- HB 3213 established a County Safety Corridor Pilot in 2019
 - Concerns about speed traps, oversight, and scalability





House Bill 3213 (2019)

Directed Oregon Department of Transportation to:

- Establish a county safety corridor pilot program and appoint members to a County Safety Corridor Advisory Group with a sunset in 2026

Safety Corridor Advisory Group (SCAG)

- Select up to 5 counties to participate in the pilot
- Establish objective criteria for designating a county safety corridor
- Establish requirements for the county safety corridors, including:
 - Community Engagement, Enforcement, Engineering/infrastructure improvements
- Establish content requirements for mandated reports to the legislature
(Due 2022 & 2024)

→ County Safety Corridor Advisory Group (SCAG)

Representation

- 2 members from counties
Stacy Shetler – Washington, Laurel Beyer – Benton, Bob O’Neal – Crook (alternate)
- 2 members from Oregon Department of Transportation
- 1 member from law enforcement
Marion County Sheriff's Office
- 1 member from Fire & Emergency Services
Jackson County Fire District

Resources produced

- Bylaws (Oregon Public Meetings Law)
- Program guidelines, designation criteria, and Annual Safety Corridor Plan criteria
- List of eligible county roads using ODOT’s Adjustable Safety Index System (OASIS) tool
- Example calendars, implementation plans
- Guides and templates for legislative reports

→ Pilot Participants

Marion County (McKay/Yergen/Ehlen corridor)

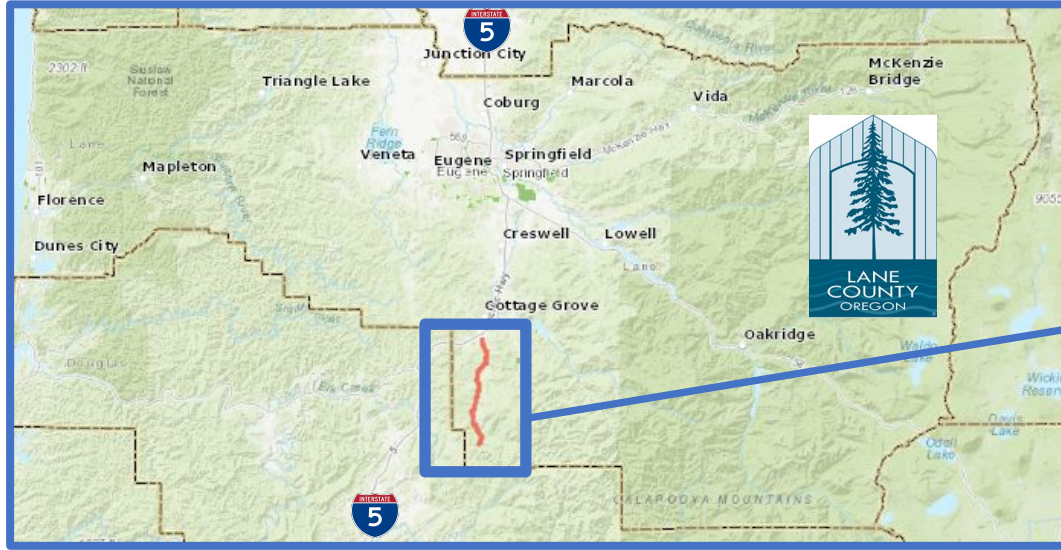
- Connector to I-5 from Yamhill County
- Commuters, freight, and farm equipment
- Focus on Engineering and Enforcement

Lane County (London Road)

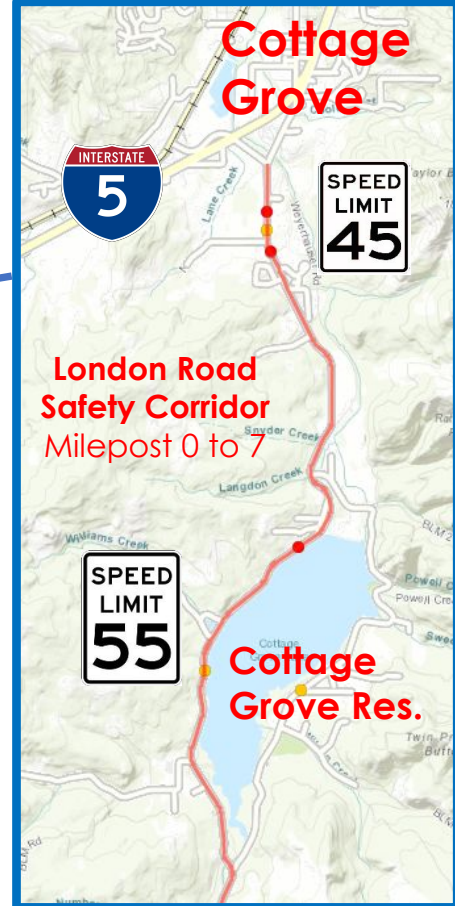
- Recreational Route from I-5 to Cottage Grove Reservoir
- Local and recreational traffic
- Focus on Engineering, Education and Outreach to address driver behaviors



→ London Road Safety Corridor Pilot



- Width: 2 lanes
- Length: 7 miles
- Rural, recreational
- Major collector
- 3,700 daily traffic
- High crash rates
- Call for improvements
- Commissioner support
- 2021 Safety corridor designation
- **Decommissioned July 5, 2024**

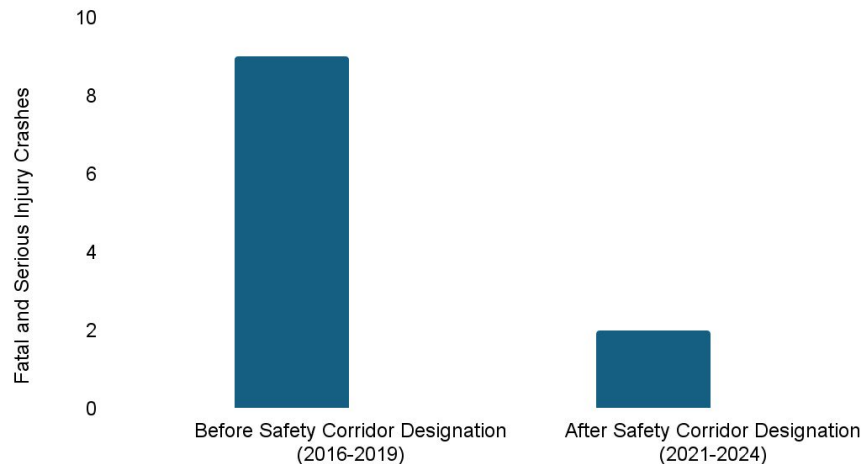




Results – Lane County

#Crashes	Before Safety Corridor Designation (7/4/2016-7/5/2019)	After Safety Corridor Designation (7/4/2021-7/5/2024)
Non-Serious Injury	5	8
Serious Injury	4	2
Fatal	5	0

Fatal + Serious Injury Number of Crashes Comparison
Before & After Safety Corridor Designation



3 years before and after:

- Non-Serious Injury **+3**
- Fatal and Serious Injury **-7**
- Fatal **-5**
- Opposite of statewide trends

→ London Road Safety Corridor: Engineering

To reduce head-on collisions, centerline rumble strips were installed in 2019.

To increase visibility of the travel lanes, pavement markings were upgraded in summer 2021.

To reduce roadway departure crashes, guardrails and curve warning signs were installed in summer 2023.

To improve driveway safety, engineering consultation offered, and permit fees waived for improvements made.

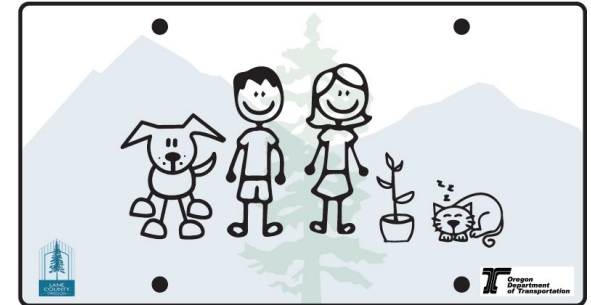


→ London Road Safety Corridor: Education

- Neighborhood survey
- Television, radio, and print media
- Community awareness
- Impaired driving survey & prevention campaign
- Free yard signs



WE WANT YOU HOME SAFE



DRIVE SAFELY

→ McKay / Yergen / Ehlen Road Corridor



Width: 2 lanes
Length: 7 miles
Rural, with commuter traffic
Principal arterial, feels like a highway
~11,000 ADT

High crash rates
Public outcry for improvements
Commissioner support
2021 Safety corridor designation



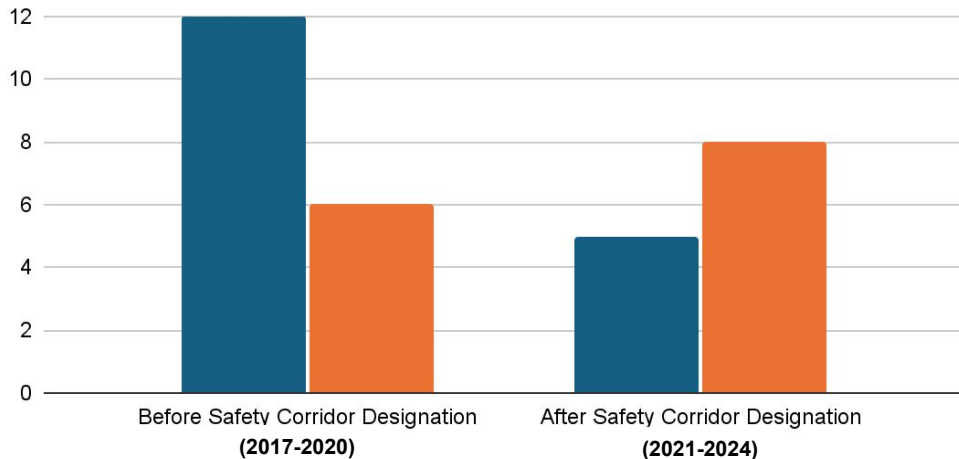
Results – Marion County

#Crashes	Before Safety Corridor Designation (2017-2020)	After Safety Corridor Designation (2021-2024)
Non-Serious Injury	65	74
Serious Injury	7	2
Fatal	5	3

Fatal + Serious Injury Number of Crashes Comparison
Before & After Safety Corridor Designation

■ Marion County ■ ODOT Average for Principal Arterials

Fatal and Serious Injury Crashes



4 years before and after:

- Non-Serious Injury **+9**
- Fatal and Serious Injury **-5**
- Fatal **-2**
- Opposite of statewide trends

→ House Bill 2154 (2025)

HB 2154 amends ORS 811.483 to allow County Safety Corridors

County board of commissioners

- Establish safety criteria
- Establish requirements for
 - Community engagement
 - Enhanced enforcement
 - Engineering improvements
 - Infrastructure investments
 - Public outreach

Allows for double traffic fines

2 corridors per county at one time

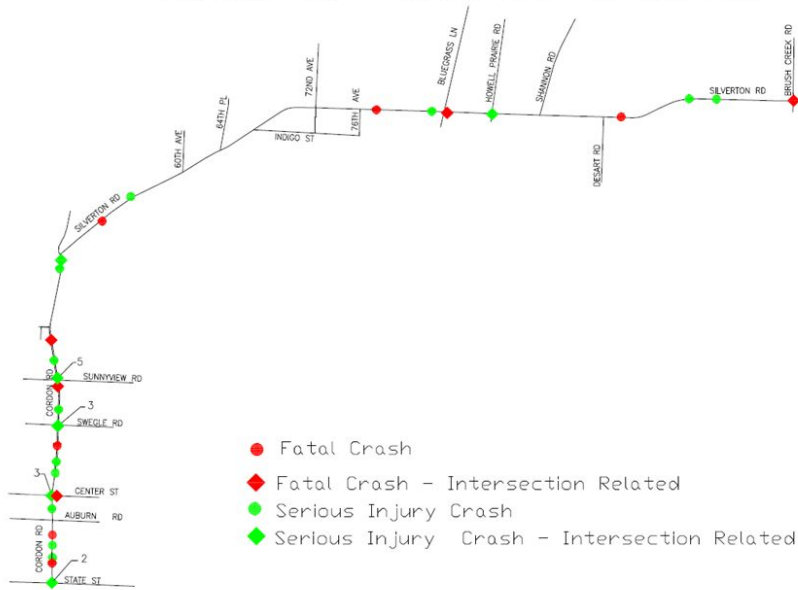




Next Steps – Marion County Safety Corridor #2

- Transportation Safety Action Plan
- Work Session - Crash Data Maps with Board of Commissioners & Sheriff's Office

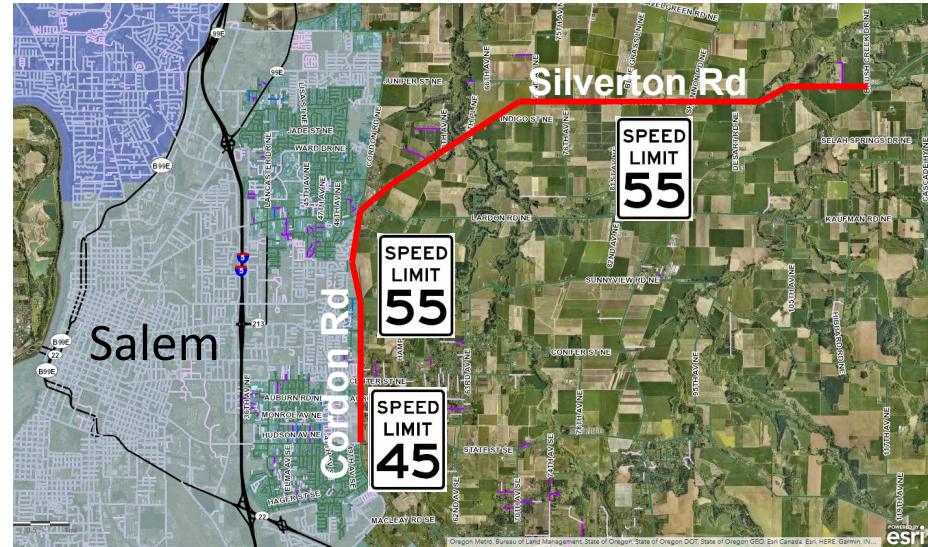
FATAL-SERIOUS INJURY CRASHES 2018-2025
Cordon Rd - Silverton Rd Corridor





Next Steps – Marion County Safety Corridor #2

1. Identify Safety Corridor #2 – Cordon Road / Silverton Road (east of Salem)
2. Develop Safety Corridor Team Using Safety Systems Approach
3. Develop Safety Corridor Plan
 - Establish Goals
 - Analyze Crash Patterns
 - Identify Low-Cost Enhancements
 - Develop Higher Cost Treatments
 - Strategize Funding Opportunities
4. Designate Safety Corridor
5. Engage Public





Next Steps – Washington County



Rural High Injury Corridor Assessment
Crash Summary
Emphasis Areas

Safety Corridors

- Included and identified in the draft TSAP as a short-term/low-cost mitigation strategy
- Designation Parameters (in consideration)
 - Mirror but modify/simplify HB3213 pilot criteria
 - Fatal and Severe Crash Rate over the statewide average to qualify or recent crashes
 - Set minimums for enforcement commitment, outreach/education, and engineering reviews
 - Set firm decommissioning protocols
 - Use an existing board advisory committee to develop the work plan, charter and prepare an annual report

→ Key Takeaways and Q & A

County Specific Safety Corridors are:

- Administered and controlled at the county level
- Effective at reducing fatal and serious injury crashes
- Effective at enhancing safety grant applications

The time, energy and resources to implement and sustain will vary depending on:

- The adopted parameters
- The performance measures collected

Marion County will have examples and sample templates that can be used



Thank You!

Brian Worley

County Road Program Director
Association of Oregon Counties

1212 Court St NE, Salem, OR 97301
(855) 843-5176

oregoncounties.org | or-oaces.org
bworley@oregoncounties.org



Questions?

oregon.gov/odot/safety/pages/roadway.aspx



Draft 2027-2030 STIP Public Comment CWACT

Jan. 22– March 31, 2026

Three Phases of '27-'30 STIP Development



Funding Allocation
2023



Project Selection 2024-
2025



Public Review &
Approval 2026

Statewide Transportation Improvement Program (STIP)

What is the STIP? Capital Program Funds

Federal (FHWA & FTA) & State Funds

Construction Projects on State & Local Roads

Public & Active Transportation Programs & Projects

What is NOT in the STIP?

Maintaining & Operating State Highways

State Highway Fund to Cities & Counties

Revenue & Administrative Functions

State-Funded Multimodal Grant Programs: STIF/CO



STIP Funding Categories

FIX-IT Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
PUBLIC AND ACTIVE TRANSPORTATION Bicycle, pedestrian, public transportation and transportation options
ADA CURB RAMP DELIVERY PROGRAM Curb ramp construction for accessible sidewalks
LOCAL GOVERNMENT PROGRAMS Funding to cities, counties, and others for priority projects
SAFETY Projects focused on reducing fatal and serious injury crashes
OTHER FUNCTIONS Workforce development, planning, data collection and other programs using federal money
UNALLOCATED/ FLEXIBLE Discretionary funds approved by the OTC

OTC Allocation

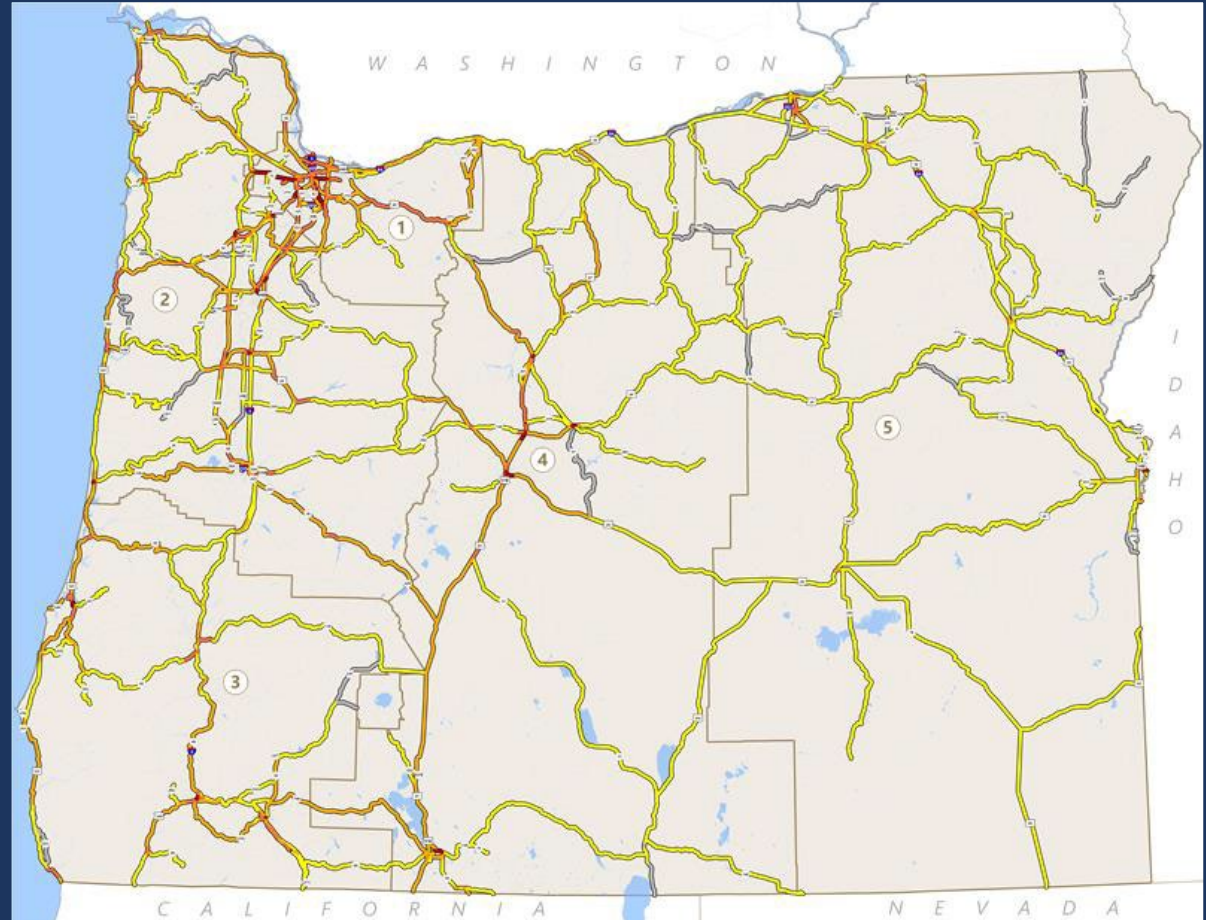
Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

Major Changes in the 2027-2030 STIP

- 40% reduction in Fix-It funding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize \$70M in unallocated funds (Great Streets)

Great Streets (\$70 million)

- Addresses multiple needs within a single project to create more complete streets.
- Accountable for improving outcomes including safety, equity, climate and more.
- Focuses on state highways that operate as main streets and other state highway corridors where the top priority multimodal transportation needs intersect.
- Leverages other funds.



Projected Outcomes of 27-30 Funds

- Only paving interstates in this timeframe
- More bridges will be load rated
- Unable to address gaps in the pedestrian/bicycling network
- Significant reduction in asset maintenance and preservation across all modes



Project Selection

- Project concepts come from management systems and data (particularly for Fix-It and Safety), past commitments, plans and studies, community interest, etc.
- In selecting projects, we consider system performance impacts and stakeholder input

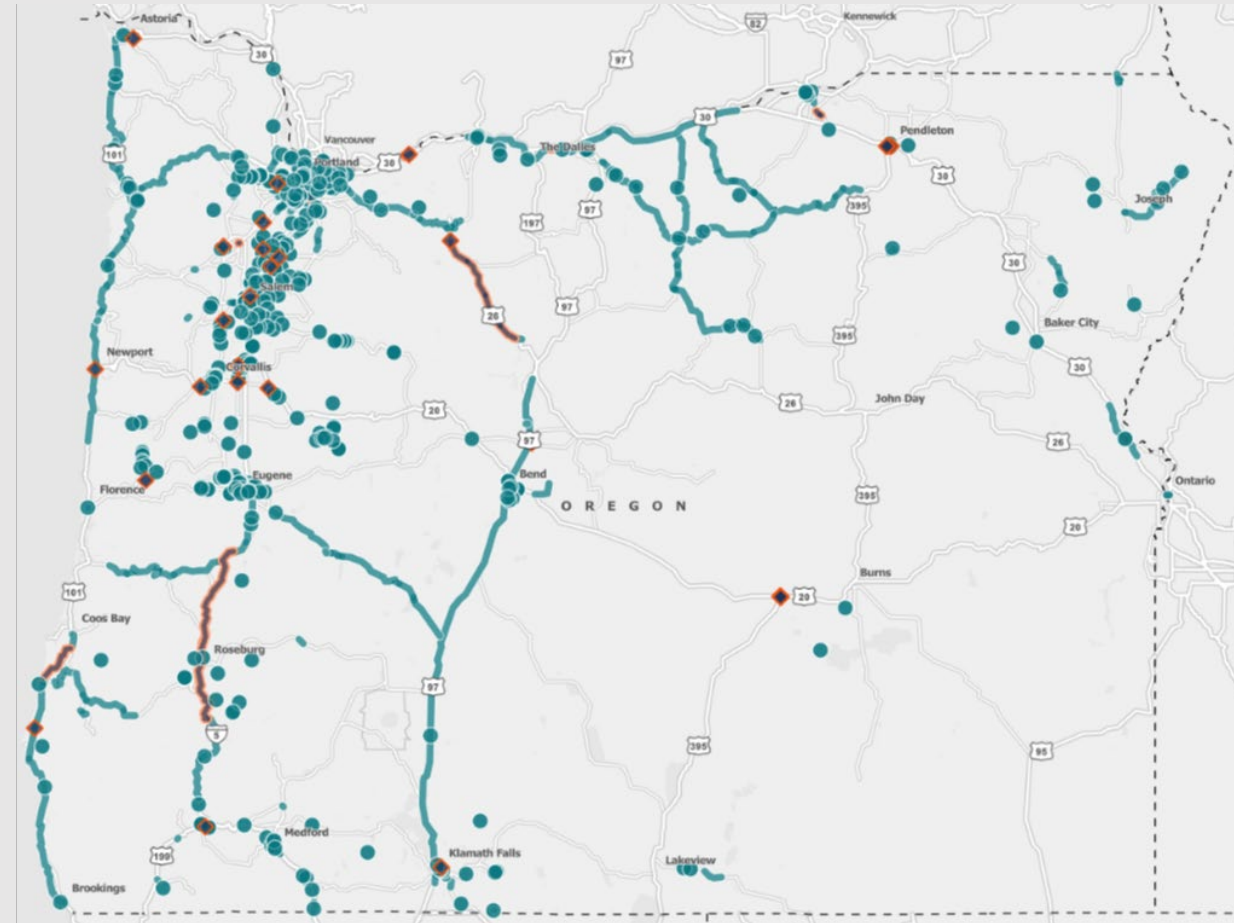


Changes in Programming the STIP: Transition towards the CIP

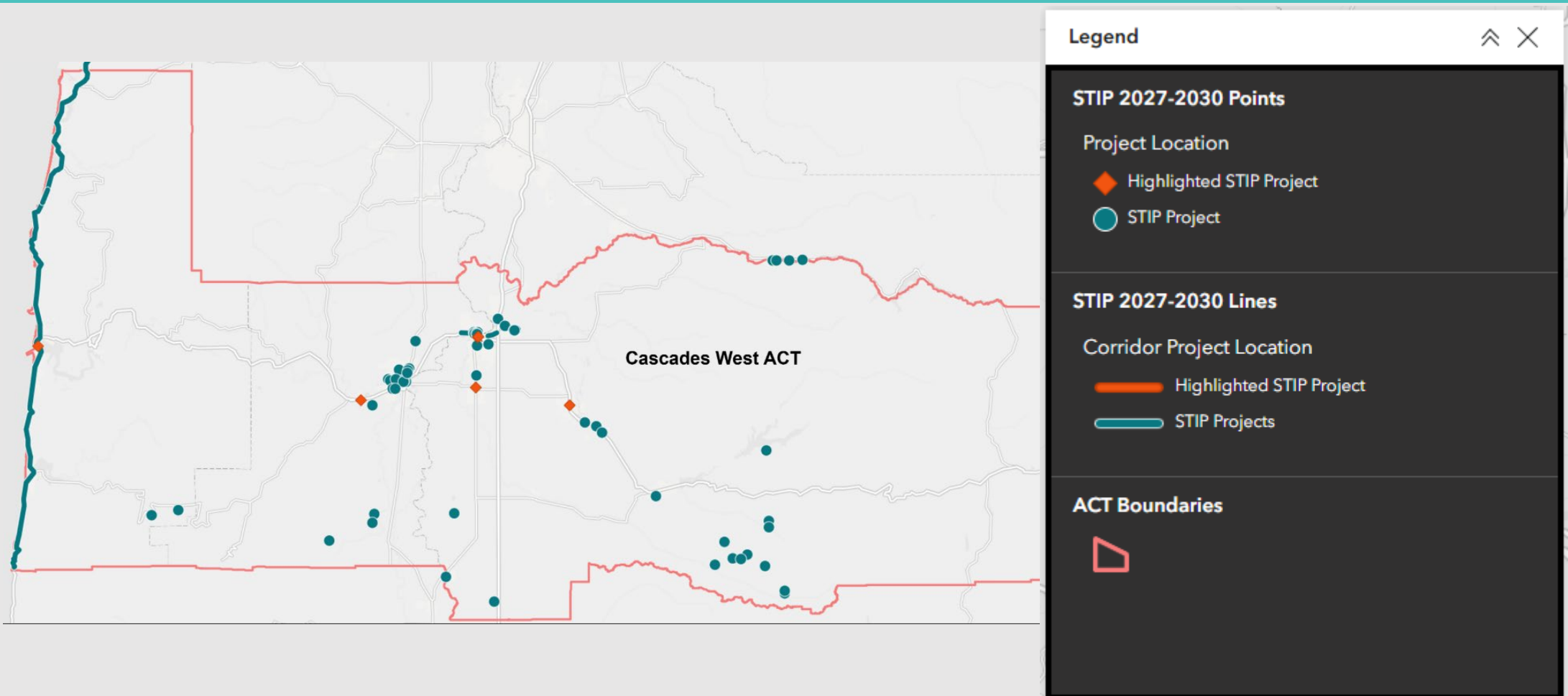
- ODOT is developing a Capital Investment Plan (CIP), showing the projects ODOT intends to move forward on the state system over a 10-year period
 - The first CIP will cover years 2027-2037, with the 2027-2030 STIP being the first four years
 - In the future, all ODOT projects in the STIP will come from the CIP
 - The CIP will be updated annually, adding a year
 - The STIP will move to annual updates, shortening the time between programming and spending
 - Only when projects meet certain readiness thresholds, will funding be programmed in the STIP

2027-2030 STIP Overview

- Carries forward projects started in previous STIP cycles
 - 76 new projects identified for 2027
 - 24 additional to be programmed in 2028-2030
 - Each year, ODOT will share which projects will be added prior to adding them to the STIP
 - In total there are approximately 300 Projects in Statewide STIP
- **9 projects are programmed within the CWACT for 2027**



CWACT 27-30 STIP Projects



CWACT New 27-30 STIP Projects

2027

- Harrison to Campus Way Shared Use Path (Corvallis)*
- Corvallis to Albany Path Refinement (Albany)*
- Geary Street – Queen Ave. Safety Improvements (Albany)*
- Linn County Knox Butte Rd E at Scravel Hill Rd NE
- Linn County Intersection Signing & Striping Upgrades
- OR 99W: NW Van Buren Ave (OR 34) to SW Madison Ave (Corvallis)
- NW Oregon Sign Replacements
- NW Oregon Rumble Strips
- NW Oregon Intersection Warning Sign Upgrades
- NW Oregon Area ADA Curb Ramp Design, Phase 2

**Planning/Design Only*

2028

- U.S. 101: Yaquina Bay Bridge Painting
- NW Oregon Bike-Ped Upgrades at Signalized Intersections (2030)

2029

- City of Corvallis Enhanced Pedestrian Crossing

Public Comment

- Officially open from Jan. 22 – March 31, 2026
- In-person public comment sessions (list will be on website)
- Send us an e-mail at ODOT.STIP@odot.oregon.gov.
- Online open house at [Oregon Department of Transportation : Welcome Page : 27-30 STIP : State of Oregon](#). Dates are: 2/3 – 3/20.



Online Open House – Open Feb. 3 – March 20

SharePoint

ODOT Home Drivers & Vehicles Doing Business Local Governments Planning & Technical Guidance Get Involved About Us Programs

27-30 STIP Starting template used for provisioning Oregon agency sites

DMV News: Vehicle registration renewals are being sent out. See [renewal options](#).

Welcome: 2027-2030 Draft STIP Open House

Welcome

Learn about the STIP

FIND A PROJECT...

Map

Example Projects in Your Region

Example Projects by Community Benefit

Provide Your Feedback

Thank you for your interest in our online open house!

The Oregon Transportation Commission is in the final steps of identifying where to spend capital improvement dollars to preserve and improve the state's transportation system from 2027-2030.

This online open house aims to provide Oregonians with the opportunity to learn about proposed projects and provide input to the OTC. Here you can:

- Learn about Oregon's State Transportation Improvement Program.
- Explore highlighted projects.
- See what work we have planned in your area.
- Provide your feedback.

As you work your way through the open house material, be thinking about the following questions in particular:

- Which of the proposed project do you support and which do you have concerns about?
- Would any of the proposed projects have possible impacts we should work to address?

This online open house will be open for public comment Feb. 3 through March 20, 2026.

Let's get started!

Learn about the STIP

Community Benefits

Project Map

Provide Feedback

Social Media

Like us on Facebook

Like us on Instagram

See us on Flickr

Watch us on Youtube

Contact Us

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR, 97301-3871 USA

Media Contacts

Agency Directory

Ask ODOT

Contact DMV

1-888-275-6368 ODOT

1-503-945-5000 DMV

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OREGON DEPARTMENT OF VETERANS AFFAIRS

Highlighted Project: U.S. 101: Yaquina Bay Bridge Painting

Welcome

Learn about the STIP

FIND A PROJECT...

Statewide Project Map

Example Projects in Your Region

Example Projects by Community Benefit

Download the Draft STIP

Provide Your Feedback

Details

County: Lincoln

Nearest City: Newport

Milepoints: 141.38 - 142.02

Estimated Cost Range: \$50M+

Anticipated Construction Years: 2029 - 2031

Project Description

The steel portions of U.S. 101 Yaquina Bay Bridge need to be painted to preserve them. Without painting, the condition of the steel members will worsen and shorten the lifespan of the bridge. Deferring this maintenance will increase future repair costs. This project will protect the bridge's arches from further deterioration.

Expected Outcome

This project is currently in the planning phase. We will sandblast the old paint off, repair or replace steel portions as needed and paint the steel with our standard ODOT green color. The steel handrails along the sidewalk and the steel underneath the road will also be painted. We'll have a better idea about the schedule and cost as we get closer to when work will start.

State of Good Repair

Painting the steel arches will help preserve the structure and increase the lifespan of the bridge.

Mobility

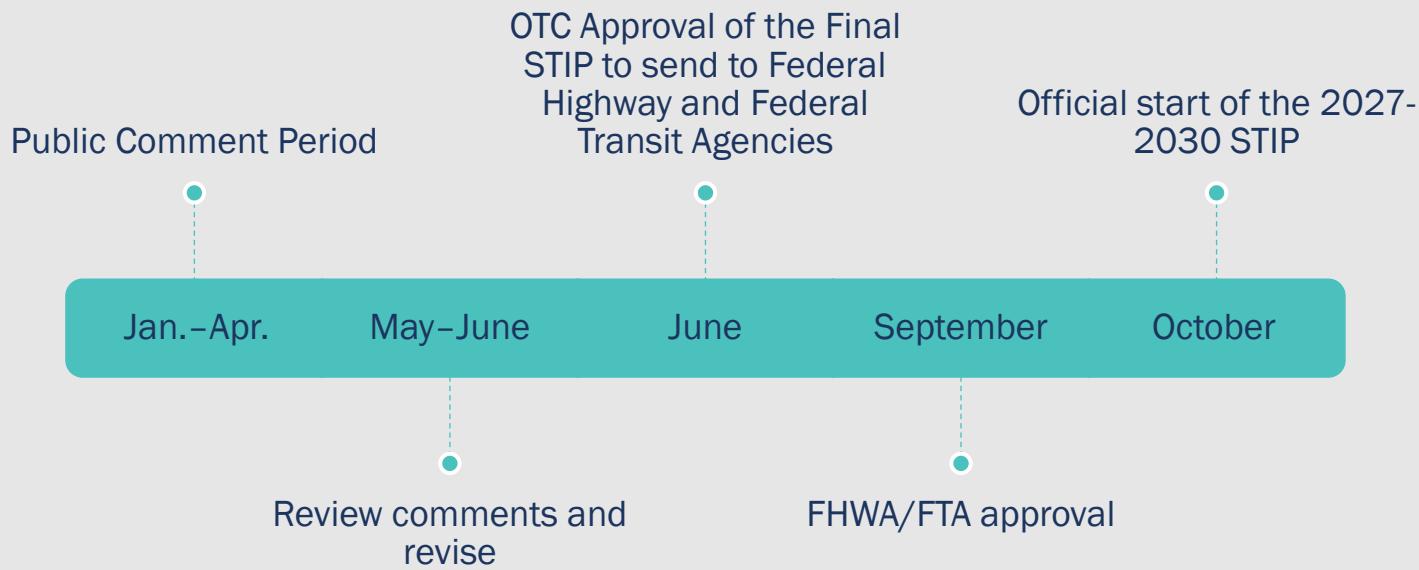
This bridge is historic and provides critical connectivity between the northern and southern portions of Newport and nearby communities.



Aerial map of project area.

14

Next Steps



Thank You

Go to www.oregon.gov/odot/STIP for details.

- Online open house at [Oregon Department of Transportation : Welcome Page : 27-30 STIP : State of Oregon](#). Dates are: 2/3 – 3/20.
- In-person public comment sessions (list will be on website)
- Send us an e-mail at ODOT.STIP@odot.oregon.gov.

Public comment closes March 31. The OTC will approve the final STIP in June.





Informing the Capital Investment Plan

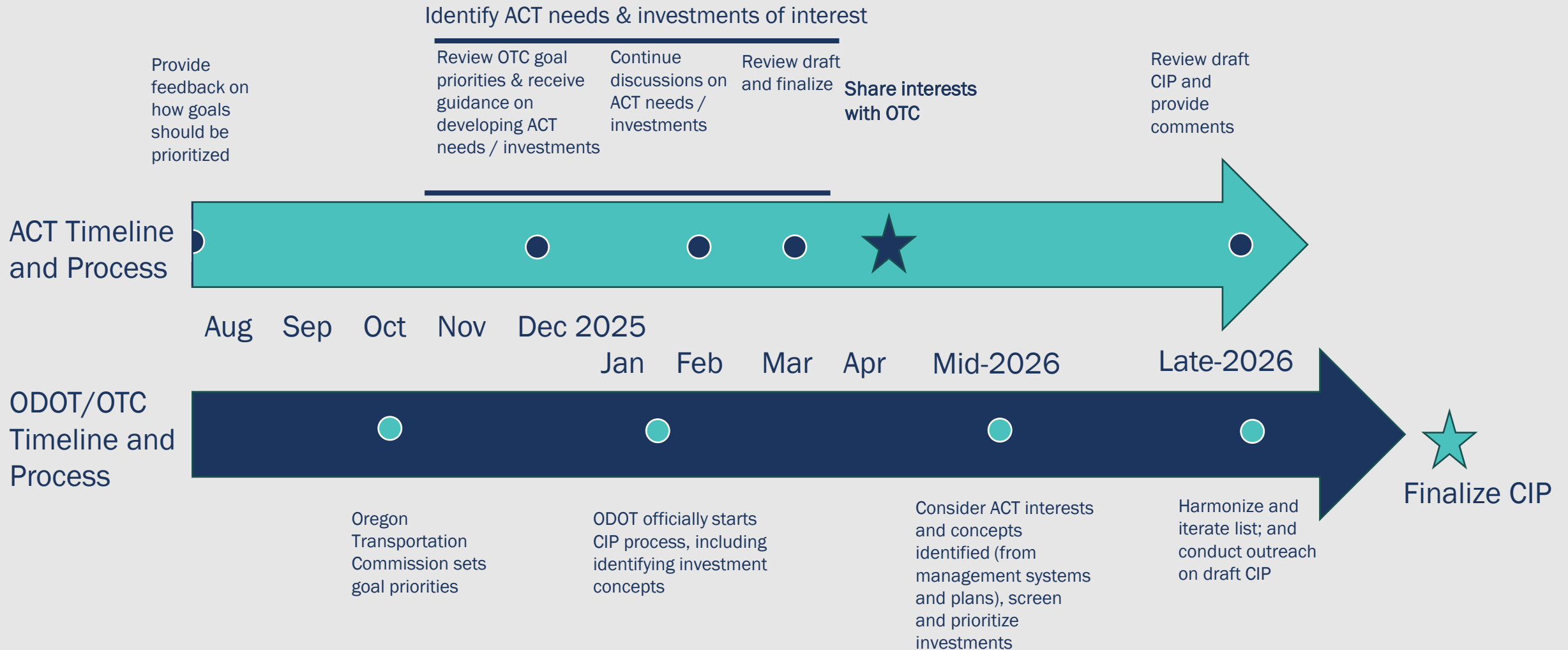
Cascades West Area Commission on Transportation

ACT Role in the CIP

- Inform CIP development (10-year horizon)
 - ✓ Make recommendations for the prioritization and weighting of goals (e.g. State of Good Repair, Safety, Mobility) that will be used to help screen investments
 - Recommendations shared with OTC and used in their final decision
 - Update every 3-5 years
 - ✓ Identify needs and investment opportunities that are high-interest to the ACT
 - Sent to OTC and ODOT to consider for inclusion in the CIP (is not a guarantee of inclusion or funding)
 - ACTs to update every 2 years
- Comment on draft CIP



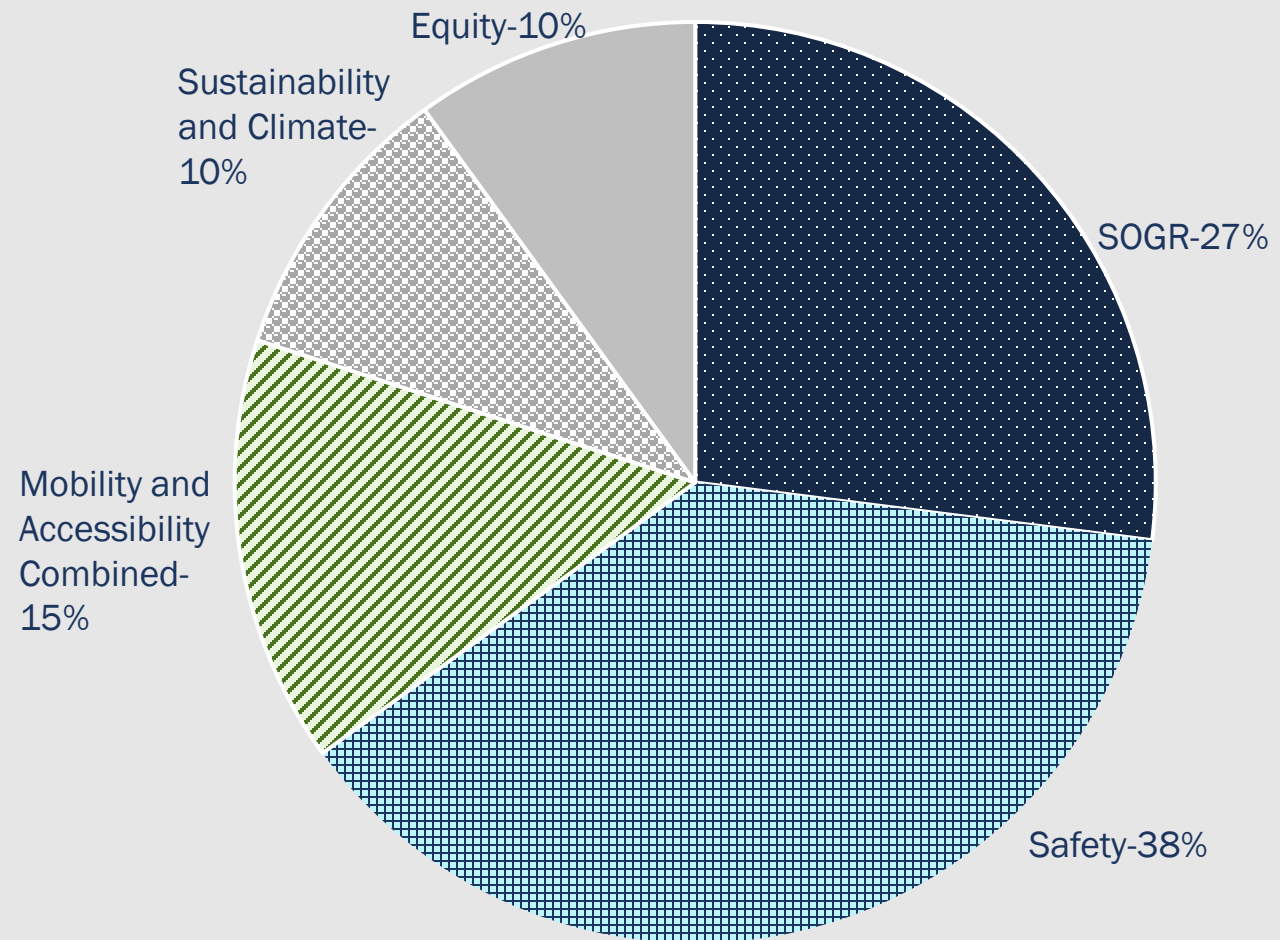
Timeline and Process



Final Preferred Scenario

Capital Investment Plan Policy

Goal Weights



Goals

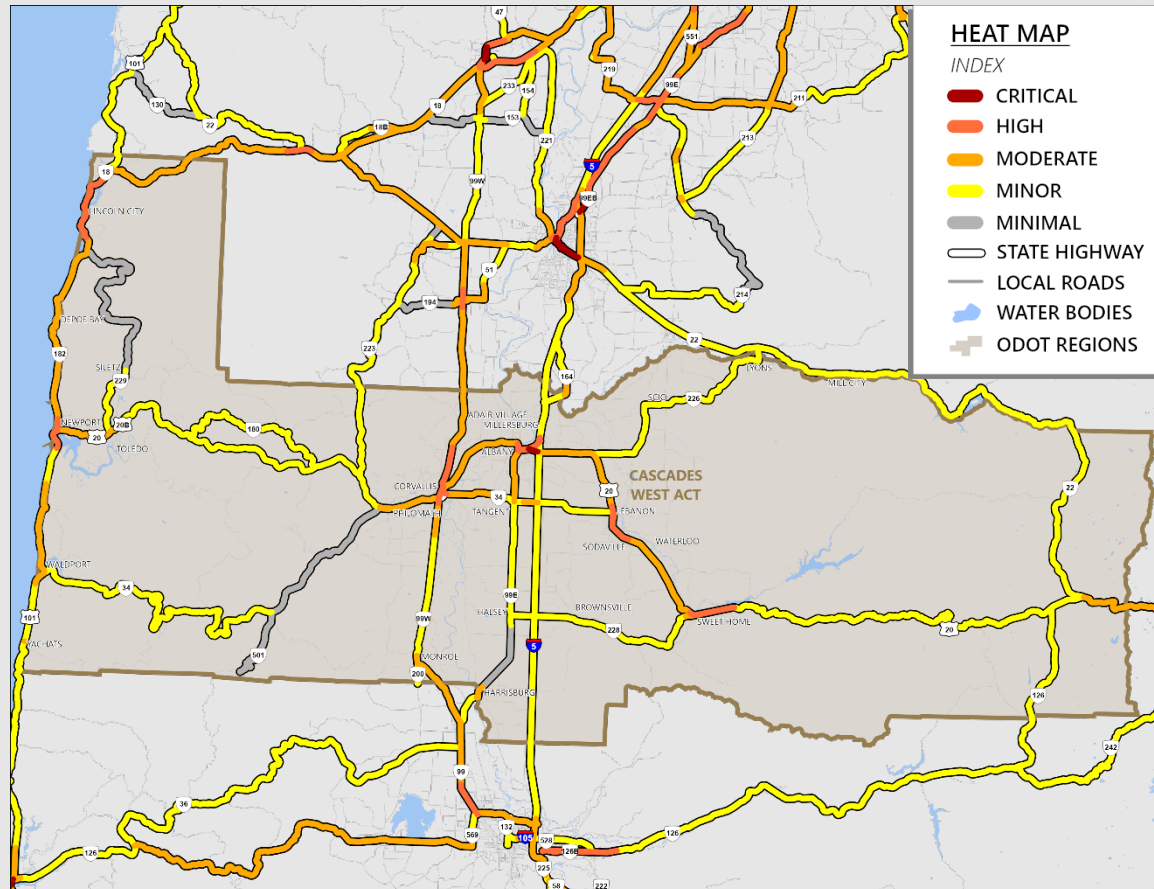
-  Stewardship / State of Good Repair
 - Maintains asset lifecycle
 - Maintains infrastructure
 - Improves resilience (seismic & climate)
-  Safety
 - Reduces fatalities and serious injuries
 - Implements crash reduction strategies
-  Mobility
 - Travel time improvements
 - Improved reliability
-  Accessibility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

Identify Needs and Investments of Interest

Per ACT Guidance document:

- ODOT staff will share heat maps and facilitate discussion on significant potential investments needs and/or opportunities for years 5-10 of the CIP
- Identify the top 3-5 needs and investments of highest interest to the ACT, considering:
 - Reasonableness: an engineering solution is possible and affordable
 - Urgency: there is an immediate and clear need for the investment
 - Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
 - Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)
- Identify other needs and investments of interest on the state system (no more than 10), using same considerations
- Refine initial list with ODOT Region support
- Submit to Oregon Transportation Commission in April/May 2026

Identify Top 3-5 Priority Investments



Identify top 3-5 priority investments, considering:

- Reasonableness: an engineering solution is possible and affordable
- Urgency: there is an immediate and clear need for the investment
- Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
- Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)

*Investments recently completed or underway may not be reflected on this map.

CWACT Priorities: 2024 (bold) & 2021

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

CWACT Technical Committee

February 2, 2026 Meeting

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

Technical Committee Priorities: February 2, 2026

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